COTSWOLD DISTRICT LOCAL PLAN 2011-2031
(Version recommended for adoption on 3 August 2018)



COTSWOLD
DISTRICT COUNCIL

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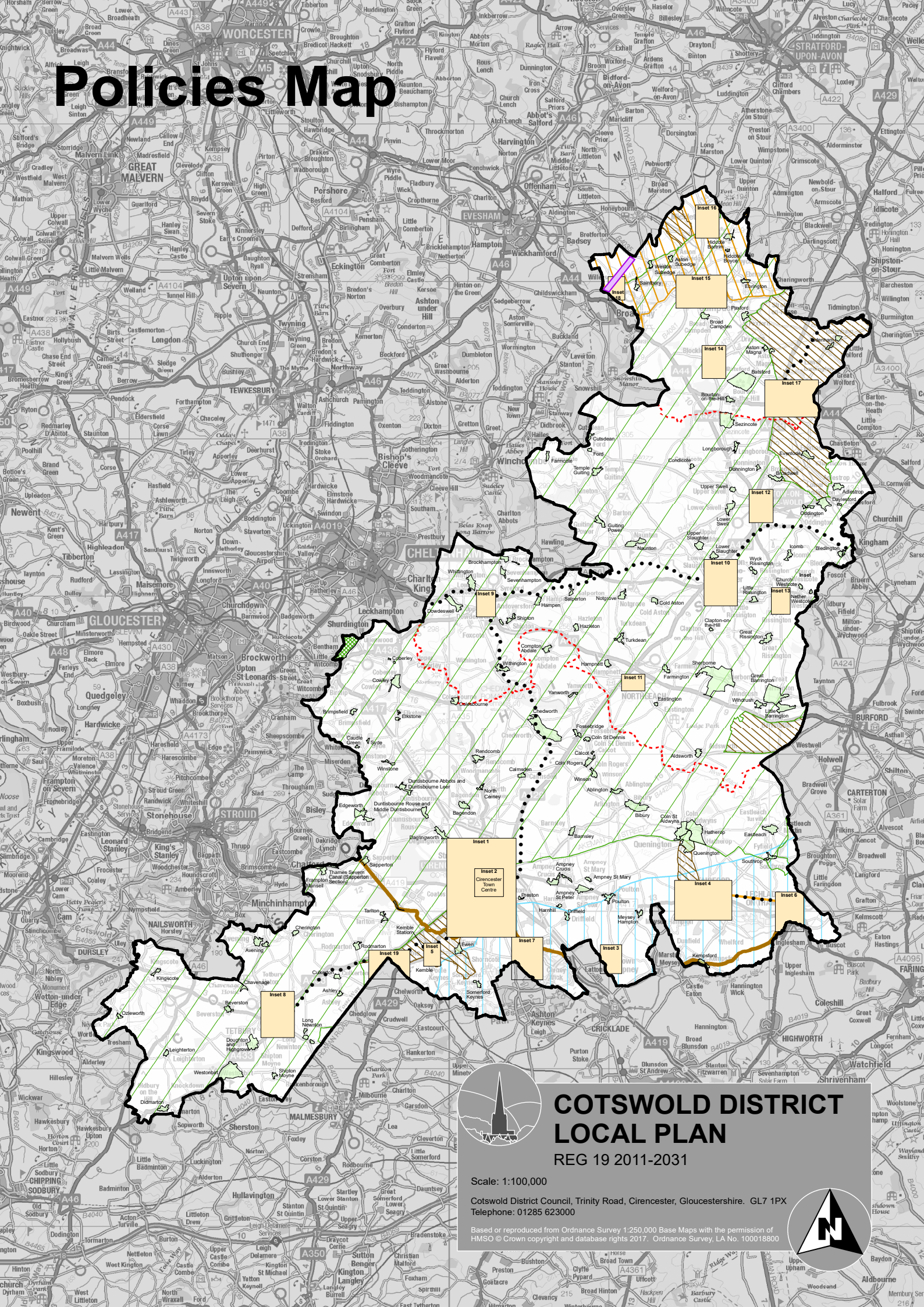
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Inset Map	
Local Plan Strategy	
Development Boundary	(Policy DS2)
Delivering the Strategy	
Strategy Delivery Sub-areas (South Cotswolds, Mid Cotswolds, North Cotswolds)	(Policies SA1, SA2, SA3)
Housing Allocation	(Policies S1, S4, S5, S6, S7, S9, S10, S12, S15, S16, S18, S19)
Employment Allocation	(Policies S7, S11, S16, S18)
Mixed Use Allocation	(Policies S1, S19)
Strategic Site, South of Chesterton, Cirencester	(Policy S2)
Cirencester Central Area	(Policy S3)
Car Park Allocation (Cirencester, Lechlade, Chipping Campden)	(Policies S1, S7, S16)
Cemetery Extension (Lechlade)	(Policy S7)
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Economy, including Retailing and Tourism	
Established Employment Site	(Policy EC2)
Special Policy Areas (Cirencester RAU, Campden BRI, Fire Services College)	(Policy EC4)
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Key Centre Boundary (Bourton-on-the-Water, Chipping Campden, Moreton-in-Marsh, Stow-on-the-Wold, Tetbury)	(Policy EC7, EC8)
District Centre Boundary (Fairford, Lechlade)	(Policy EC7, EC8)
Local Centre Boundary (Northleach, South Cerney)	(Policy EC7, EC8)
Built, Natural and Historic Environment	
Local Green Space	(Policy EN3)
Cotswolds Area of Outstanding Natural Beauty	(Policy EN5)
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Protected Routes of Former Railway Lines	(Policy INF3)
Green Belt	(Policy SP1)
Cotswold Airport	(Policy SP2)
Thames & Severn Canal	(Policy SP3)
Cotswold Water Park (Mineral Extraction after use)	(Policy SP5)
Former Cheltenham to Stratford-upon-Avon Railway Line	(Policy SP6)

COTSWOLD DISTRICT LOCAL PLAN (2011-2031)

Cotswold District Council, Trinity Road, Cirencester, Glos., GL7 1PX
Tel: 01285 623000

Policies Map


Inset 1
Inset 2
Cirencester Town Centre
Inset 3
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WORCESTER
STRATFORD-UPON-AVON
EVESHAM
GREAT MALVERN
TEWKESBURY
GLOUCESTER
CHELTENHAM
STROUD
CIRENCESTER
MALMESBURY
BURFORD
CRICKLADE
NAILSWORTH
DURSLEY
SODBURY
Bishop's Cleeve
Winchcombe
Broadway
Moreton-in-Marsh
Stow-on-the-Wold
Bourton-on-the-Water
Northleach
Fairford
Lechlade
Tetbury
Minchinhampton
Stonehouse
Brockworth
Quedgeley
Hardwicke
Churchdown
Tewkesbury
Upton upon Severn
Malvern Link
Pershore
Evesham
Broadway
Chipping Campden
Moreton-in-Marsh
Stow-on-the-Wold
Bourton-on-the-Water
Northleach
Fairford
Lechlade
Tetbury
Cricklade
Highworth
Shrivenham
Wantage
Faringdon
Abingdon
Oxford
Witney
Chipping Norton
Banbury
Kidlington
Woodstock
Charlbury
Burford
Carterton
Bampton
Brize Norton
Aldbourne
Ramsbury
Marlborough
Pewsey
Devizes
Melksham
Trowbridge
Bradford-on-Avon
Chippenham
Calne
Corsham
Box
Bath
Keynsham
Saltford
Kingswood
Wotton-under-Edge
Dursley
Berkeley
Thornbury
Yate
Chipping Sodbury
Malmesbury
Cricklade
Swindon
Wootton Bassett
Royal Wootton Bassett
Purton
Blunsdon St Andrew
Stratton St Margaret
Haresfield
Painswick
Stroud
Nailsworth
Minchinhampton
Avening
Rodmarton
Sherston
Luckington
Hullavington
Kingsdown
Corsham
Lacock
Melksham
Devizes
Pewsey
Marlborough
Ramsbury
Aldbourne
Wantage
Faringdon
Abingdon
Oxford
Witney
Chipping Norton
Banbury
Kidlington
Woodstock
Charlbury
Burford
Carterton
Bampton
Brize Norton
Lechlade
Fairford
Northleach
Stow-on-the-Wold
Bourton-on-the-Water
Moreton-in-Marsh
Broadway
Chipping Campden
Pershore
Evesham
Upton upon Severn
Malvern Link

1 Introduction

Background

1.0.1 The National Planning Policy Framework (the 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 and all saved policies in the existing adopted Local Plan will be superseded. Plans need to be kept up to date and it is anticipated that this plan will be reviewed every five years.

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 is available to view on the Council's website (www.cotswold.gov.uk) by navigating to the Planning Policy 'Evidence Base' webpage.

1.0.4 The evidence base is constantly evolving as fresh information comes to light and further studies 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 and published alongside the other evidence documents.

1.0.6 The Local Plan is accompanied by a District-wide Policies Map together with a Policies Map inset for each Principal Settlement and for any location that is subject to a site-specific policy. The settlement policies identify specific land allocations - for example for housing and employment - as well as local infrastructure. The land allocations, development boundary and any other relevant land use planning designations are all indicated on the inset maps.

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 their Strategic Housing Market Assessment (SHMA).

1.0.8 The Objectively Assessed Need (OAN) and Strategic Housing Market Assessment, together with relevant supporting evidence, provide an objective assessment of housing needs over the Plan period. The Local Plan translates this need into a District-wide housing requirement and allocates land in the most sustainable locations to meet that need.

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

1.0.9 The Local Plan is the main basis and starting point for making decisions on planning applications, which 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 applications are likely to be approved. The Local Plan sits alongside the NPPF, which, together with 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.

1.0.10 Neighbourhood development plans, 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 neighbourhood development plan has already been adopted, the Council will issue a statement of conformity to clarify whether any policies in the neighbourhood development plan have been superseded.

1.0.11 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 viewed at the Council offices and online at www.cotswold.gov.uk, by navigating to Planning Policy webpage.

1.0.12 The Local Plan will be supported by a local enforcement plan as a means of maintaining public confidence in the local planning system. The enforcement plan sets out how the local planning authority will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so.

National Planning Policy Framework (NPPF)

1.0.13 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 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.

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

Planning Practice Guidance (PPG)

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

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

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

1 Introduction

Using the Local Plan

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

1.0.18 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 this would result in an overly detailed, repetitious and lengthy document. 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 where the plan is silent on specific matter, reference should be made to the NPPF or, if the issue is one of detail, 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**. It should also be noted that all condition clauses should be met where relevant unless stated otherwise.

1.0.19 The numbers of dwellings quoted in relation to housing allocations in the settlements (section 7 - Delivering the Strategy) are indicative estimates. The final number of dwellings built may vary from the estimates, depending on the outcome of the planning application process.

Monitoring the Local Plan

1.0.20 Monitoring the implementation of the Local Plan is an essential component in ensuring its ongoing effectiveness. It is particularly important in relation to the periodic reviews that are needed to keep the Local Plan up-to-date.

1.0.21 Planning policies may have different quantitative and qualitative aspects depending upon the nature of the policy. Some policies are more susceptible to objective measurement than others. For instance, the number of affordable houses permitted over a certain period can be quantified and then measured against the requirements of the relevant policy. On the other hand, the impact that development may have upon the landscape exhibits elements that, although a matter for professional judgement, are to some extent subjective and unquantifiable. Of course, some policies can exhibit both aspects.

1.0.22 The Council recognises that it is important, as far as is reasonable, to distinguish between the quantitative and qualitative when it comes to monitoring the impact of its Local Plan. To that end, where quantitative assessment is appropriate this will be achieved through a variety of means, including the frequency of citation of a policy in planning conditions or the frequency of its citation in refusals of planning permission or in planning appeals. In respect of policies that are more qualitative in nature, the approach will be based on instigation of a “Policy Panel” or workshop, meeting periodically, that will hear the views of relevant professionals in respect of the effectiveness of relevant policies.

1.0.23 This approach reflects the reality of “the art and science of town planning”. It represents a pragmatic approach to ensuring we have an effective Local Plan.

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

Portrait 2

2.0.1 Cotswold District has a population of about 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 and Cheltenham and, further afield, Oxford, Bristol, Bath, Birmingham and Coventry.

Natural and Historic Environment

2.0.2 The Cotswolds is internationally renowned for its natural beauty. The distinctive local building stone, used in the construction of the many magnificent historic buildings, is a hugely important part of the character that makes the Cotswolds a famous tourist destination. The interplay between the built and natural environment is a defining 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.



Moreton-in-Marsh

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

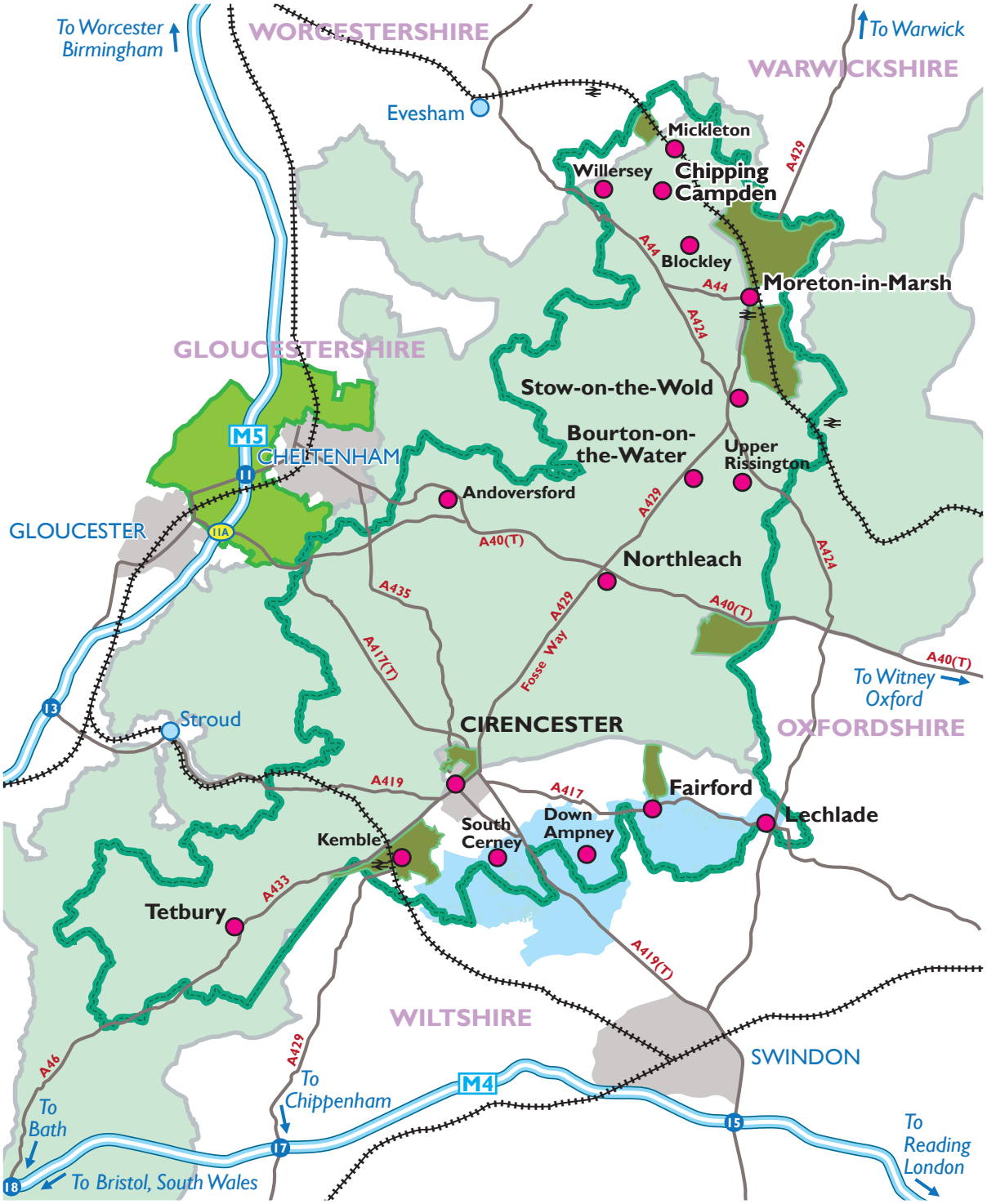
- 80% of the District is within the Cotswolds AONB (a greater coverage by a national landscape designation than any other District in England);
- 144 Conservation Areas (more than any other District in England);
- 4,991 entries on the statutory list of buildings of special architectural and historic 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 registered battlefield.

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.

2.0.6 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.

Key Diagram

Cotswold District and surrounding areas



Key

- Principal Settlements
- Cotswold District Boundary
- Special Landscape Area
- Cotswold Water Park
- Area Of Outstanding Natural Beauty
- Green Belt

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2.0.7 Population and Housing

2.0.8 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.

2.0.9 The District has a high proportion of elderly people and a low proportion of children and young people. It also has the lowest population density, by far, of any of the districts in Gloucestershire[(1)].

2.0.10 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.

2.0.11 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, movement out of London and the south-east has made the Cotswolds particularly attractive for retirement and holiday or second homes. 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 because they were second homes; vacant dwellings; or buildings with short term occupation used by visitors. On 1st April 2014 there were 691 empty properties in the district, of which 218 were long-term[(2)].

2.0.12 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 though 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[(3)]. 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[(4)]. The affordability of homes has worsened since the previous District Housing Needs Assessment was published in 2010 (HNA 2010), while the ratio of house price to earnings in the District worsened from 10.88 in 2009 to 11.15 in 2013[(5)].

1 www.gloucestershire.gov.uk
2 CDC Housing Strategy – sourced from a report run of Council tax records
3 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
4 Gloucestershire SHMA Update March 2014 www.cotswold.gov.uk
5 DCLG Live Table 576: Ratio of lower quartile house price to lower quartile earnings by District

2 Portrait

Local Economy

2.0.13 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[(6)]. This is the key location for business services, finance, retail and public services.

2.0.14 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, South Cerney and Willersey. Elsewhere, rural services are relatively sparse and generally declining.



Stow-on-the-Wold

2.0.15 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 - a major route running between the south-west and the north of the District.

2.0.16 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. Despite poor broadband coverage throughout much of the District, the economy has a strong representation of small businesses and a reasonably diverse economic base[(7)]. These businesses make a significant contribution to the economic well-being of the District, offer local employment opportunities, and has made the area fairly resilient to fluctuations in the national and global economies. Unemployment rates remain relatively low.

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

2.0.18 There is significant "leakage" of comparison (non-food goods) shopping trips to other centres outside the District[(9)].

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6 ONS Census 2011 Office for National Statistics and Business Register and Employment Survey Office for National Statistics Data to 2013: www.nomisweb.co.uk
7 Inter Departmental Business Register (ONS): www.nomisweb.co.uk
8 ONS Census 2011 Office for National Statistics - Nomis Homeworking by age and industry: www.ons.gov.uk
9 Cotswold Retail Study Update (December 2016)

2.0.19 The wholesale and retail trades represent the largest employment group in the District (17.3%). The next largest groups are education (10.7%) and health and social work activities (8.3%). 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 accounts for the largest proportion of local jobs, with tourism being a major and growing part of the local economy[(10)]. There are a number of large businesses including Campden BRI, St. James's Place, the Fire Service College, and educational institutions, notably 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, particularly in the professional, skilled trades and engineering sectors, potentially impacting on economic growth[(11)].

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.

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[(12)]. 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 area, 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 a major bottleneck, which badly delays access to and from the M5 motorway at peak times.

10 Business Register and Employment Survey Data. Office for National Statistics: www.nomisweb.co.uk

11 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.

12 2011 Census

2 Portrait

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 have also been 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.

Issues 3

3.0.1 The main 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, 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 elderly population, coupled with a reduction in the numbers of young people, have implications for the structure of communities, and places demands 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 produced by the National Housing Federation suggests that the average price of a house in Cotswold District is 19 times the average salary[13]. 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 second home ownership adversely affects housing affordability.

Local Economy

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

13 The report is based upon Mean house price (Land Registry 2013), gross median earnings (ASHE, ONS, 2013) www.housing.org.uk

3 Issues

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[14]. 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[15]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, while supporting the delivery of new ones and enabling the provision of better access to local service centres for residents living in 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.

Sustainable Travel

3.0.13 High dependence on car travel, coupled with a significant proportion of residents who commute daily into and out of the District[16], present a major challenge to a District with few 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 has to be taken into account in planning for all new development, both in terms of location and design[17]. Increased energy and water efficiency will also need to be considered along with water storage measures, sustainable drainage systems, and renewable energy generation[18].

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14 Cotswold Retail Study Update (December 2016)

15 Roles and Function of Settlements Study 2012; Strategic Housing and Economic Land Availability Assessment (2017); Economic Land Monitoring Report 2015-2016; Cotswold Corporate Strategy and Corporate Plan 2012–2015 Cotswold District Council: www.cotswold.gov.uk. English Indices of Deprivation 2010 Office for National Statistics www.data.gov.uk

16 Census 2011 ONS

17 NPPF paragraph 10 – Meeting the challenge of climate change, flooding and coastal change: www.gov.uk

18 Water Cycle Study, Cotswold District Council www.cotswold.gov.uk

Issues 3

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

4 Vision

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

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

Vision

By delivering clear objectives, by 2031, the Local Plan will have:

- contributed to enabling a strong, competitive and innovative local economy;
- supported the delivery of a range of housing that helps to meet the requirements of all sections of the community;
- further capitalised on the District's 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.

Objectives 5

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

1. Natural and Historic Environment

Through the use 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 that 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 establishing the District's OAN for the Plan period 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 Gypsy & Traveller Accommodation Assessment.

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 better access to jobs, services and facilities and public transport.
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 or from areas where development would increase flood risk to others.

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

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 District's OAN of 8,400 dwellings for the Plan period is based on the DCLG 2014-based household projections (5,900 additional households 2011 to 2031) and takes account of 'other factors', including market signals, house prices, affordability, rents, under-supply, concealed families, overcrowding, second homes and vacancies, and affordable housing. The OAN, moreover, was adjusted further to support future economic growth.

6.1.2 The District forms part of the Gloucestershire housing market area (HMA) and the Plan does not make provision to accommodate unmet needs from other parts of the HMA. However, it does assume that net in-migration will be higher than in the DCLG 2014-based household projections. The OAN includes market, affordable, sheltered and extra care dwellings, but does not include nursing and residential care home bed spaces.

6.1.3 The delivery of the housing requirement will be monitored annually to ensure the Council meets the District's OAN in full and maintains a five year housing land supply.

6.1.4 To achieve sustainable, balanced communities, the delivery of housing for the District needs to be accompanied by appropriate employment growth. The Local Plan strategy seeks to support forecast job growth through a combination of specific land allocations and policies. Providing for the baseline economic forecast plus a 5 year buffer requires a net increase in excess of 24 hectares of B Class employment land for the period 2011-2031. The requirement takes consideration of a forecast 16.6 hectare increase of B1 class land (including 64,626sqm of office floorspace [19]), a 2.1 hectare reduction of B2 class land, and a 9.9 hectare increase of B8 class land.

6.1.5 Having regard to the economic forecasts, trends in employment land completions, a 4.1 hectare (net) reduction of B class employment land between 2011 and 2016, in which time 5.8 hectares of B2 class land was lost, and the need to align with the GFirst SEP, the Local Plan proposes to allocate 23 hectares of B Class land and support the delivery of extant planning permissions for B class employment development (14 hectares). The Plan also safeguards established employment sites, promotes three new Special Policy Areas and provides supporting diversification policies in sustainable rural locations. 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.

19 Being a main town centre use, the floorspace requirement is also given for office uses (B1 class). This floorspace requirement includes the same 25% (5 year) buffer that is used to calculate the employment land requirement.

6 Local Plan Strategy

6.1.6 Maintaining a healthy supply of land for housing and employment are key objectives of this Plan and policies geared towards delivering them are set out in sections 6 and 7. In aiming to meet these needs, careful regard has also been had for the area's exceptional natural and built environment. The resulting development management policies (section 8 onwards) aim to enable development that positively promotes sustainable growth.

6.1.7 The Local Plan will meet the objectively assessed housing and employment needs of the District over the period 2011-2031.

Policy DS1

DEVELOPMENT STRATEGY

Sufficient land will be allocated, which together with commitments and dwellings completed since 2011, will deliver at least 8,400 dwellings and at least 24 hectares for B class employment use over the Plan period 2011-2031 in the following Principal Settlements:

- **Cirencester**
- **Andoversford**
- **Blockley**
- **Bourton-on-the-Water**
- **Chipping Campden**
- **Down Ampney**
- **Fairford**
- **Kemble**
- **Lechlade**
- **Mickleton**
- **Moreton-in-Marsh**
- **Northleach**
- **South Cerney**
- **Stow-on-the-Wold**
- **Tetbury**
- **Upper Rissington**
- **Willersey**

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

- theSustainability Appraisal;
- the District's Objectively Assessed Need for housing;
- the Strategic Housing Market Assessment;
- the Housing Implementation Strategy;

- the B class employment land trend, forecasts and allocations;
- the latest position on housing and employment completions since 1 April 2011 and extant planning permissions;
- the contribution of the strategic development site south of Chesterton, Cirencester; and
- the contribution of non-strategic housing and employment site allocations.

6.1.9 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 which settlements to include in the Development Strategy.

Housing Land Supply

6.1.10 The main sources of housing supply are summarised below:

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 2017	3,176
Deliverable[20] and developable[21] extant planning permissions at 1st April 2017 (including -27 dwelling lapse rate)	2,870
Chesterton Strategic Site	1,800
Other land allocations	577
Windfalls estimate 1st April 2017 to 31st March 2031	1,191
Total expected housing delivery over the Plan period	9,614

Table 1 - Housing Requirement and Land Supply 2011-2031

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

20 As set out by Footnote 11 of the NPPF
21 As set out by Footnote 12 of the NPPF

6 Local Plan Strategy

6.1.12 In order to assist the delivery of the District's remaining requirements to 2031, the Plan proposes mixed use development of a strategic scale to the south of Chesterton, Cirencester ('the Strategic Site'). Whilst this is expected to ultimately accommodate up to 2,350 new homes, around 1,800 are likely to be completed by 2031. This key component of the Strategy is complemented by smaller site-specific allocations in the Principal Settlements. These allocations and associated Development Boundaries (Policy DS2) have been made in accordance with the sustainability principles that underpin the Development Strategy.

6.1.13 The Plan, with commitments, allocates sufficient deliverable sites to meet the District's housing requirement. In addition, a realistic estimate of future windfalls (housing units expected to come forward on sites that are not allocated in the Local Plan) provide further flexibility in the housing supply. Based on past data and expected future trends, an allowance of 146 windfalls is added to the housing land supply for the period 1st April 2017 to 31st March 2020 and 95 windfalls per annum over the remainder of the Plan period.

6.1.14 Full details of the housing supply can be accessed in the Housing Land Supply Report. An updated version of Table 1 will be included in subsequent reviews of the Housing Land Supply Report, which will be published around May each year.

Five Year Housing Land Supply

6.1.15 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 calculation of the District's five year housing requirement is based on a residual requirement approach for the remaining years of the Plan period. This deducts net completions since 2011 from the overall requirement of 8,400 dwellings. The base date for the five year residual requirement is 1 April 2017.

6.1.16 Between 1 April 2011 and 31 March 2017, 3,176 net additional dwellings had been completed in the District. The residual requirement for the remainder of the Plan period is therefore 5,224 dwellings (i.e. 8,400 – 3,176 = 5,224).

6.1.17 The annualised average residual requirement is 373 dwellings, which is calculated by dividing the total residual requirement by the 14 remaining years of the Plan period (i.e. 5,224 / 14 years = 373). This method is similar to the 'Liverpool approach', whereby any shortfall in delivery is equally distributed across the remainder of the Plan period.

6.1.18 Multiplying the residual annual requirement by five gives a five year requirement of 1,866 dwellings (i.e. 373 x 5 years = 1,866). The NPPF requires authorities to include a buffer of 5% (or 20% where there has previously been 'persistent under delivery'). Given that Cotswold District has not persistently under delivered, a 5% buffer is appropriate. The five year requirement plus 5% buffer (93) is therefore 1,959 dwellings (i.e. 1,866 + 93 = 1,959).

6.1.19 The five year requirement will be recalibrated annually to take account of further dwelling completions over the remainder of the Plan period with a 5% (or 20%) buffer added in accordance with the NPPF. This will be set out in the Housing Land Supply Report, which will be published around May each year.

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

Residual Requirement		
A	Total Residual Requirement for 2017 to 2031 (i.e. 8,400 - 3,176)	5,224
B	Residual requirement for 2017 to 2031 expressed as an annual average (i.e. 5,224 / 14 years)	373.1
C	Total residual requirement for 2017 to 2022 (i.e. 373.1 x 5 years)	1,866
D	Total residual requirement for 2017 to 2022 plus a 5% buffer (i.e. 1,866 + 93)	1,959
E	Residual requirement for 2017 to 2022 (including 5% buffer) expressed as an annual average (i.e. 1,959 / 5 years)	392
Five Year Supply for 2017 to 2022		
F	Deliverable sites with planning permission on 1 April 2017 (including -27 dwelling lapse rate)[22]	2,503
G	Chesterton strategic site	120
H	Other land allocations	0
I	Windfalls	336
J	Total supply for 2017 to 2022	2,959
K	**Supply available at 1 April 2017 expressed as number of years against the residual requirement (including 5% buffer) (i.e. (2,959 / 1,959) x 5 years)**	**7.6 years**

Table 3 - Five-year Housing Land Requirement and Supply 2017-2022

22 The latest Housing Land Supply Report is available to download from the Council's Forward Planning Evidence and Monitoring pages at www.cotswold.gov.uk

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6.1.21 Over the five-year period 2017-2022, there is a land supply capable of delivering 2,959 homes. The identified supply exceeds five years' worth of housing requirements (1,866) by 1,093 dwellings. This is equivalent to 7.6 years' supply of land and is sufficient to provide ample flexibility and choice over the next five years.

6.1.22 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 is set out in the following diagram:

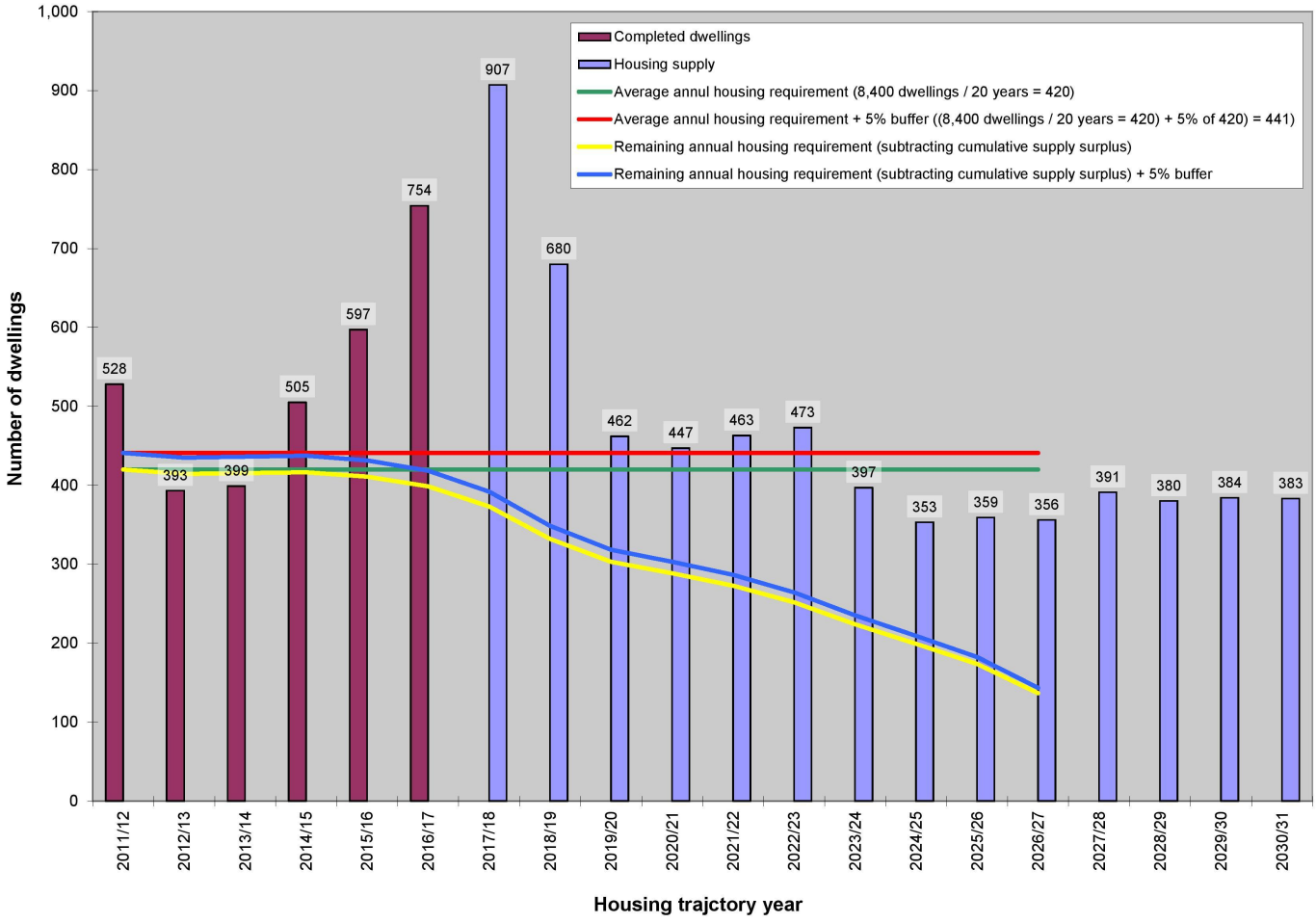


Figure 1 - Cotswold Housing Trajectory 2011-2031 at 1 April 2017

6.1.23 Policy DS1 states that the 24 hectare B class employment land requirement will be delivered through site allocations and committed developments. Some allocations include B1 class (office) land, which is a main town centre use. Due to the lack of sites in town centre locations, which are often constrained by their size and historic character, it is necessary to meet the B1 class requirement on alternative, sequentially preferable, sites.

6.1.24 B1 office use proposals on allocated sites where the proposal is consistent with the allocation would not be subject to the sequential and impact tests. Allocated sites have already been through a specific site selection process and are considered suitable for the allocated use. In this context the allocated site is already considered to be 'in accordance with the Plan'.

6.1.25 The detailed site allocations for B Class employment land are set out in the settlement policies of this Plan (section 7). Cotswold District Council will work with land owners to develop an implementation plan for each employment allocation which will define the interventions necessary to successfully deliver the employment sites over the Plan period. Key employers in the District with major land considerations are supported through a Special Policy Area approach (section 9). It is likely that new B class employment development will be delivered through the intensification of uses on existing sites and such developments could contribute towards meeting the employment land requirement; therefore, Policy EC2 safeguardes established employment sites along with other policies that are supportive of the rural economy.

6.1.26 Besides B-class employment growth, a large proportion of future jobs is forecast to occur in retail, leisure and tourism. These types of job growth are catered for through specific planning policies (section 9), and settlement policies, including site allocations where appropriate (section 7).

6.1.27 In the event that housing or employment targets are not being met, the Council will commit to a review of the Local Plan.

6.2 Development Within Development Boundaries (POLICY DS2)

6.2.1 Development Boundaries have been drawn around the settlements identified specifically in the Development Strategy (Policy DS1).

Policy DS2

DEVELOPMENT WITHIN DEVELOPMENT BOUNDARIES

Within the Development Boundaries indicated on the Policies Maps, applications for development will be permissible in principle.

6.2.2 The Development Boundaries essentially define the existing built-up areas of Principal Settlements, 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 Site. 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 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 area's heritage, for which the Cotswolds are internationally renowned. Evidence shows that inappropriate development can cause irreparable damage to the sensitive historic environment. In some instances, this has resulted from poorly designed development while, in others, infilling 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 Small-Scale Residential Development in Non-Principal Settlements (POLICY DS3)

6.3.1 Beyond 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

SMALL-SCALE RESIDENTIAL DEVELOPMENT IN NON-PRINCIPAL SETTLEMENTS

1. **In non-Principal Settlements, small-scale residential development will be permitted provided it:**

a. demonstrably supports or enhances the vitality of the local community and the continued availability of services and facilities locally;

b. is of a proportionate scale and maintains and enhances sustainable patterns of development;

c. complements the form and character of the settlement; and

d. does not have an adverse cumulative impact on the settlement having regard to other developments permitted during the Local Plan period.

2. Applicants proposing two or more residential units on sites in non-Principal Settlements 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 beyond the Principal Settlements, many of the 160+ villages and hamlets (rural settlements) are not sustainable locations for residential development. Therefore, Development Boundaries have not been defined around rural settlements and no land has been specifically allocated for residential development to help meet the District's objectively assessed needs to 2031. Any development that accrues from this source will therefore be 'windfalls'.

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, 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 those rural settlements in the District that have reasonable access to everyday services, facilities and/or employment opportunities, either within the settlement itself, at a Principal Settlement, or at a neighbouring rural 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). Distance, quality of route, topography and pedestrian safety are important issues when considering the accessibility of services and facilities.

6.3.5 Small-scale residential development means housing which is proportionate to, and complementary with, the size and character of the settlement and its surroundings. Any development provided through this policy, besides being proportionate in scale and appropriately designed, needs 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 bucolic character of rural settlements and/ or lead to the coalescence of groups of buildings to produce a more 'urban' form.

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6.3.6 For detailed policy relating to rural exception schemes, refer to Policy H3.

6.3.7 To demonstrate compliance with Policy DS3, applications must include sufficient information to show that the relevant tests have been 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. A rural housing pro-forma, to assist applicants with the preparation of the necessary information, is available on the Planning Policy pages of the District Council's website. Engagement with the local community, via the parish council or parish meeting, would be desirable when assembling this information.

6.4 Open Market Housing Outside Principal and Non-Principal Settlements (POLICY DS4)

6.4.1 To promote sustainable development in the countryside, paragraph 55 of the NPPF expects housing to be located where it will enhance or maintain the vitality of rural communities. In the absence of special circumstances, local planning authorities should avoid permitting new isolated homes in the countryside.

Policy DS4

OPEN MARKET HOUSING OUTSIDE PRINCIPAL AND NON-PRINCIPAL SETTLEMENTS

New-build open market housing will not be permitted outside Principal and Non-Principal Settlements unless it is in accordance with other policies that expressly deal with residential development in such locations.

6.4.2 The Local Plan's Development Strategy seeks to promote sustainability by focussing most growth in 17 Principal Settlements, notably Cirencester (Policy DS2), while facilitating small-scale residential development in non-Principal Settlements (Policy DS3). The Strategy facilitates sufficient development within Development Boundaries to meet, in full, the District's objectively assessed housing needs over the Plan period.

6.4.3 Besides the provisions of paragraph 55 of the NPPF, which makes an exception for country houses that are truly outstanding or innovative, the Local Plan has policies that potentially allow for certain types of housing development in the countryside including:

- affordable housing on rural exceptions sites (Policy H3);
- housing for rural workers (Policy H5);
- sites for gypsies and travellers (Policy H7); and
- conversion of rural buildings (Policy EC6).

6.4.4 Policy DS4 is intended to preclude, in principle, the development of new-build open market housing which, for strategic reasons, is not needed in the countryside. The policy does not, however, preclude the development of some open market housing in rural locations; for example, dwellings resulting from the replacement or sub-division of existing dwellings, or housing created from the conversion of rural buildings. It would also not prevent alterations to, or extensions of, existing buildings.

6.4.5 For the purposes of Policy DS4, any land that falls outside Development Boundaries and Non-Principal Settlements is referred to as countryside, even if it is technically previously developed land.

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 development needs can be accommodated through existing commitments and consents, but additional allocations are also required. Potential sites for new housing and employment have been considered through the SHELAA process and subject to public consultation through the Local Plan process. 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[(23)]. The Local Plan includes site allocations that will meet the District's identified needs, which are set out in policies S1 to S19. The level of growth planned for each settlement will also help to address local affordable housing needs, sustain existing facilities and maintain each settlement's role as a service centre.

7.0.2 As part of the site allocation process, various constraints and issues (including flood risk, archaeology, landscape, form, scale and access) have been taken fully into account. In some instances, these considerations have resulted in the allocation of fewer units or smaller sites areas being assumed to be built than might otherwise have been anticipated. Further high level guidance on such considerations, and possible means by which they might be addressed, are included in the Local Plan evidence base, particularly the SHELAA. The number of dwellings referred to for each allocated site is an indication of assumed capacity rather than a policy requirement or limit on the amount of development.

7.0.3 To support new development it is essential that the necessary infrastructure is provided. However, allocated development, other than at the Strategic Site, is widely dispersed through the 17 Principal Settlements in the District. To reflect this, the Principal Settlements have been grouped into three sub-areas solely to allow more efficient and cost-effective infrastructure delivery (see table below). Whilst Cirencester is part of the South Cotswolds Sub-Area,the strategic site at Chesterton is, for the purposes of the Local Plan, dealt with separately on the basis that it is the focus for significant growth. The boundaries between each sub area are functional rather than strictly precise or impermeable. There may be circumstances where a contribution towards infrastructure in one sub-area is required from a development just over the 'border' in another sub-area, for example, a new school. In those circumstances a degree of 'common sense' will need to be exercised.

South Cotswold Sub-area	Mid Cotswold Sub-area	North Cotswold Sub-area
• Cirencester • Down Ampney • Fairford • Kemble • Lechlade • South Cerney • Tetbury	• Andoversford • Bourton-on-the-Water • Northleach • Stow-on-the-Wold • Upper Rissington	• Blockley • Chipping Campden • Mickleton • Moreton-in-Marsh • Willersey

23 Evidence Paper Supplement: To Inform Non-Strategic Housing and Employment Allocations (April 2016)

7.0.4 The infrastructure necessary to support planned growth and a certain level of unplanned growth (windfalls) is set out in the Infrastructure Delivery Plan (IDP) and broadly encompasses:

Transport

Contributions to the provision of:

- Off-site highway & junction upgrades
- Off-site bus infrastructure (incl stops & real time signage)
- Off-site pedestrian and cycle network upgrades.
- Travel Planning

Education

Contributions to the provision of:

- Early Years Facility Places
- Primary School Places
- Secondary School Places

Health & Social Care

Contributions to the provision of:

- Primary Healthcare (GP's & Dentists)
- Secondary Healthcare (acute, maternity & mental bedspaces)

Children's Playspace

Contributions to new, or upgrades of, existing provision of:

- Locally Equipped Areas for Play (LEAP)
- Neighbourhood Equipped Areas for Play (NEAP)

Community Facilities

- Contributions to new, or upgrades to, existing provision of multi-purpose community space including library and youth facilities

Green Infrastructure & Open Space

- Contributions to the provision of off-site enhancement in provision of amenity green-space, parks and semi natural green-space

Flood Management

7 Delivering the Strategy

- Contributions to the implementation of off-site parish or settlement-wide local surface water catchment plans

7.0.5 The successful delivery of housing at the Strategic Site 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.

7.0.6 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.

7.0.7 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.

7.0.8 Cotswold District Council is in a 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.

7.0.9 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. 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.

7.0.10 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.

7.0.11 The strategic infrastructure required in each sub-area is set out in policies SA1, SA2 and SA3. The policies for each settlement are numbered S1-S19 and are located in the relevant sub-area section. They identify specific land allocations, including housing and employment, as well as local non-strategic infrastructure. The land allocations, development boundary and other land use planning designations are shown on the inset map for each settlement.

7.0.12 The non-strategic infrastructure items referred to above were identified during engagement and consultation with local communities. These items are not critical or essential to delivery of the Local Plan, but some may be regarded as contributing to local place-making. Whilst alternative or supplementary funding routes may be available and could be pursued providing national policy and legislative rules governing the imposition of planning obligations are satisfied, an appropriate funding source for delivery may be the Community Infrastructure Levy.

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

Within the context of Policy INF1, the strategic infrastructure requirements for the South Cotswolds Sub-Area are:

Healthcare

- Romney House Surgery, Tetbury - expansion or relocation; and
- New doctors' surgery in Cirencester.

Flood management

- SUDS and soft measure interventions to manage flood risk.

Highways

- Junction improvements at:
  - A429 / Cherrytree Lane, Cirencester;
  - A417 (High Street) / A361 (Thames Street), Lechlade;
  - A417 / Whelford Road, between Fairford and Lechlade;
  - A429 / A433, between Cirencester and Kemble; and
  - A433 (London Road / Long Street) / Hampton Street / New Church Street, Tetbury.

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Sport & Recreation

- Re-use of the former Cirencester to Kemble and Tetbury to Kemble railway lines for cycling; and
- Cycling infrastructure in Cirencester, including improvements to Tetbury Road and London Road corridors.

7.2 Cirencester Town (POLICY S1)

7.2.1 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 such growth is the edge of existing large, sustainable settlements.

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

7.2.3 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:

- 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.

7.2.4 As a result of the long history of human settlement in Cirencester, archaeological evidence of the Roman, medieval and later phases of occupation survive beneath the modern town. In recognition of the national importance of that archaeology, large areas of Cirencester are designated as scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979. The objective of such designation is to assist in the management of the resource, including ensuring that it is not needlessly destroyed or damaged.

7.2.5 The town's rich archaeological heritage is a material planning consideration that presents special challenges for development in Cirencester. A comprehensive archaeological assessment of the town, including the proposed strategic site south of Chesterton, was produced by Gloucestershire County Council in January 2014. Detailed archaeological assessment and evaluation of the allocated sites will be required prior to development.

7.2.6 As a major component of the 'planning balance' in the assessment of planning applications, the challenge is particularly acute when determining proposals that would produce important benefits for the town's future as the "Capital of the Cotswolds", including the regeneration of key sites in Cirencester's central area. Any planning applications for redevelopment within the town should be fully cognisant of the role of Cirencester's Conservation Area Appraisal & Management Plan and the Cirencester Town Centre SPD. The existing Cirencester Archaeological Assessment and any further assessment required should also be taken into account when considering the impact of a proposal on a heritage asset to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. Although the potential difficulties for development are inescapable, heritage assets should be conserved, unless fully justified, and be used as a key driver and focus for inward investment, regeneration and redevelopment.

7.2.7 In planning terms, Cirencester is considered to include the developed parts of adjacent parishes that abut, and are effectively part of, the built-up area of the town. These include Kingshill Meadow; Siddington Road / North Hill Road (except the areas around Siddington Primary School and The Old Rectory) and all of Love Lane Industrial Estate.

7.2.8 Consideration of reasonable alternatives has led to the conclusion that the allocation of a strategic site is the most appropriate option for delivering the District's future housing and employment needs. Evidence further confirms that Cirencester is the most sustainable place to accommodate a strategic scale of development. However, only limited growth could be accommodated within the town, while options for substantial development adjacent to the existing urban area are geographically restricted because of the significant constraints referred to above. Having tested various options and combinations for delivering an appropriate amount of housing for Cirencester, it has been concluded that a single strategic site on land south of Chesterton is the most appropriate and sustainable solution. Sustainability Appraisal has established that this land, which is available and deliverable, is the most suitable option for accommodating a strategic scale of development (see Policy S2).

7.2.9 Developers will be required to demonstrate that there is adequate waste water capacity both on and off the Strategic 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.

7.2.10 The Royal Agricultural University (RAU), which is very close to Cirencester, is 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.

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Policy S1

CIRENCESTER TOWN

Allocated housing development sites:

- C_17 42-54 Querns Lane (6 dwellings (net))
- C_101A Magistrates Court (5 dwellings (net))

Established employment sites:

- Love Lane Industrial Estate (EES14)
- Phoenix Way (EES15)
- Cirencester Office Park (Smith's Field) (EES16)
- Querns Business Centre (EES17)
- College Farm (EES18)
- Whiteway Farm (EES19)
- Mitsubishi HQ (EES20)
- St James's Place (EES21)

Allocated mixed use development sites

- C_97 Memorial Hospital (9 dwellings net) – residential-led development
- CIR_13B Sheep Street Island (0.96 ha)
- CIR_E10 Forum Car Park (0.54 ha) – retail-led development
- CIR_E16A Brewery Car Park (1.08 ha) – retail-led development

Parking:

- CIR_E14 Waterloo Car Park (0.67 ha) - decked car parking

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

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:

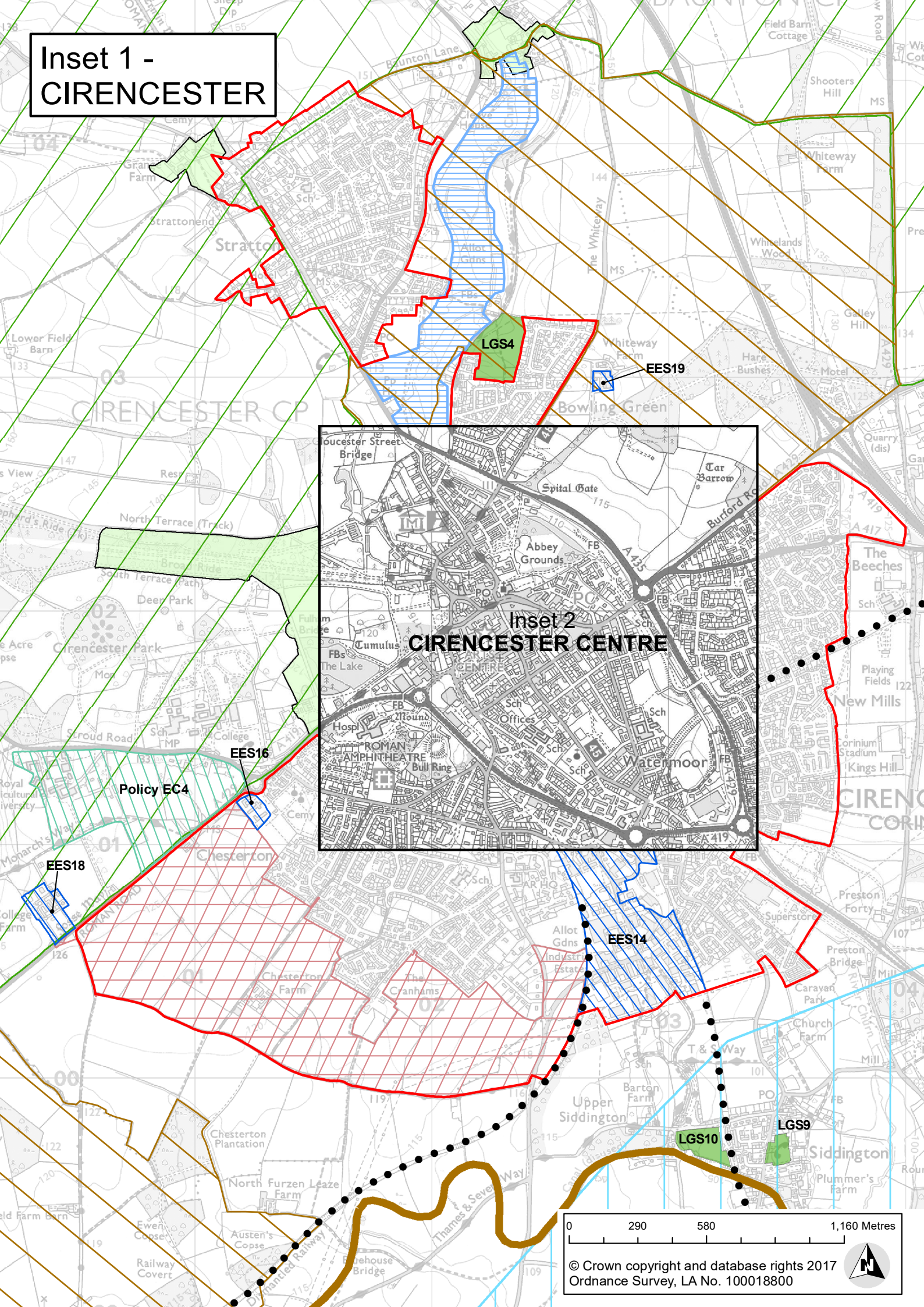
a. Improvements to central area parking;

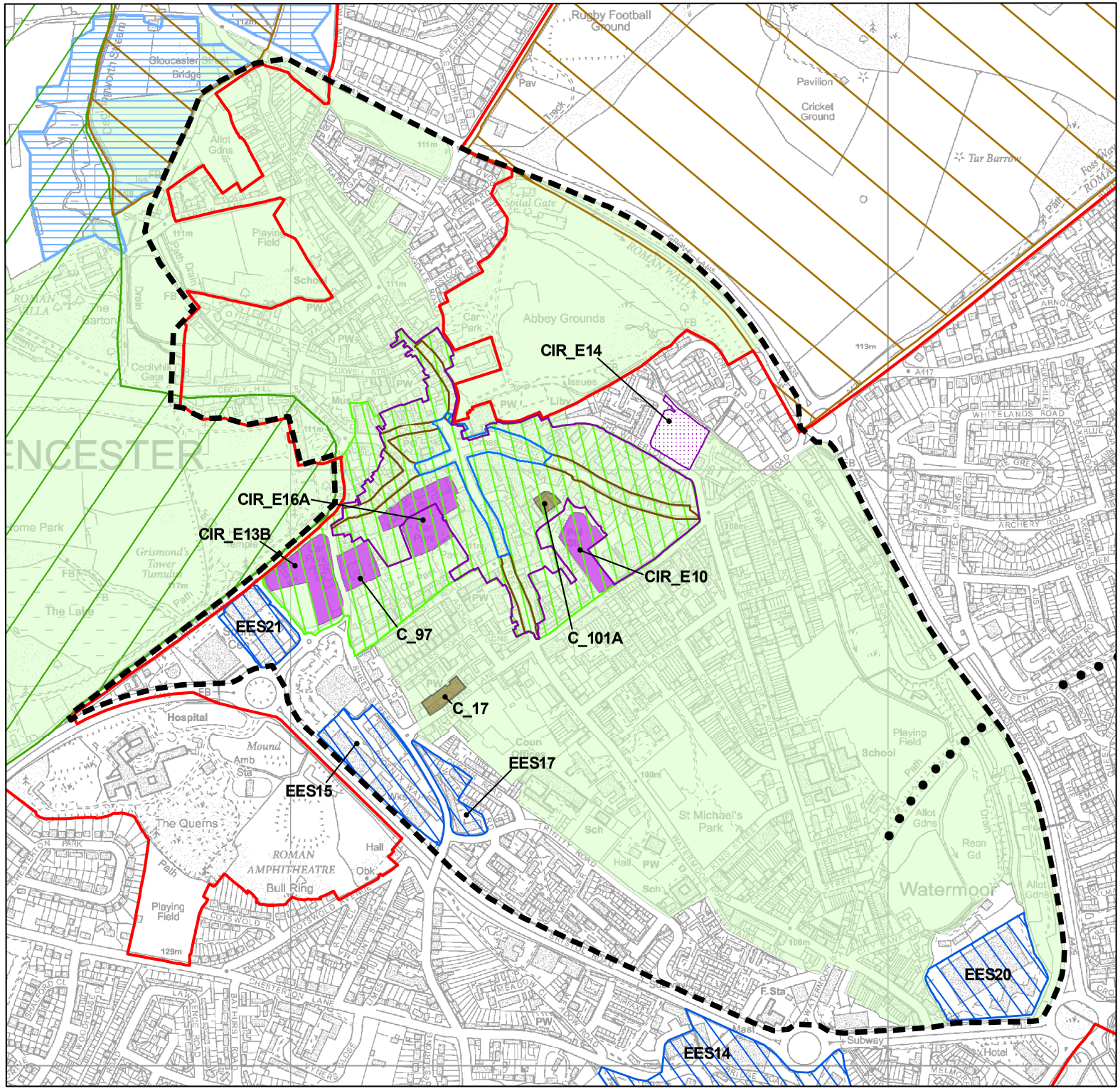
b. Provision of additional play space and facilities for children and young people;

c. Improvement of the functionality, amenity, safety, biodiversity, environment and attractiveness of City Bank;

d. Restoration and upgrading of open air swimming pool; and

e. Improving pedestrian / cycle linkages between Chesterton, the Amphitheatre and the town centre.


Inset 1 -
CIRENCESTER
LGS4
EES19
Inset 2
CIRENCESTER CENTRE
EES16
Policy EC4
EES18
EES14
LGS9
LGS10
0
290
580
1,160 Metres
© Crown copyright and database rights 2017
Ordnance Survey, LA No. 100018800



Inset 2 CIRENCESTER CENTRE

0 140 280 560 Metres

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Ordnance Survey, LA No. 100018800

7 Delivering the Strategy

7.3 Strategic Site, south of Chesterton, Cirencester (POLICY S2)

Introduction

7.3.1 The site comprises 120 hectares of predominantly agricultural land, divided into small to medium sized arable fields. The A429 (Tetbury Road) defines the western edge of the site, while the eastern boundary abuts Spratsgate Lane; the industrial estate at Wilkinson Road; and allotments at Somerford Road. The site does not lie within a designated landscape. The AONB terminates at the western edge of the A429, while the Kemble/Ewen Special Landscape Area lies to the south of the site.

7.3.2 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.

7.3.3 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.

7.3.4 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 also Grade 2 listed buildings.

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

Policy S2

STRATEGIC SITE SOUTH OF CHESTERTON, CIRENCESTER

1. **Land to the south of Chesterton, shown on the Policies Map, is allocated for a sustainable, high quality, mixed used development, including up to 2,350 dwellings (net), incorporating up to 40% affordable housing and approximately 9.1 hectares of B1, B2 and B8 employment land.**

2. **Infrastructure provision, 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 (including Neighbourhood Centre);**
- **Education**
- **Health care;**

- **Open space, sport and recreation;**
- **Transport and highways;**
- **Flood management, waste water, and a Sustainable Drainage System; and**
- **Water supply.**

3. **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

7.3.6 The majority of the development will be undertaken within the Plan period, though the housing element is expected to deliver 1,800 dwellings by 2031 and the remaining 550 dwellings after 2031. This will be monitored to ensure a steady and sustainable delivery of housing and employment land. Infrastructure will be delivered in accordance with the phases of development to meet the needs and demands of the development as it grows.

7.3.7 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.

7.3.8 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 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 Delivering the Strategy

7.3.9 It is anticipated that a neighbourhood centre will provide convenience shopping and service uses, though the Council will seek to restrict the floor area of the commercial (class A1-A5) units to protect the vitality and viability of the existing town centre. Retail uses will form an integral part of the neighbourhood centre and will contribute towards community cohesion. However, the scale and format of units and floorspace within the neighbourhood centre should be limited. This ensures they primarily serve the day-to-day needs of residents of the strategic site, though it is inevitable that some existing, neighbouring residents will also patronise the new facilities. 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.

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

7.3.11 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.

7.3.12 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 is practicable, offering residents/employees viable alternatives to travelling by private car, and thus influencing travel behaviour from the outset.

7.3.13 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 central area parking, and contributions will be sought to mitigate the resulting impacts from the development.

7.3.14 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.

7.3.15 Sustainable 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.

7.3.16 An archaeological assessment and evaluation of the scheduled ancient monument at the southern edge of the site will be required before a detailed planning permission can be approved. The assessment and evaluation will include other historic monuments within the site boundary.

7.3.17 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.

7.3.18 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.

7.3.19 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 are properly addressed, including layout, landscape, density, mix of uses, scale, materials and detailing.

7.3.20 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;
- On-going monitoring, of conditions and infrastructure delivery 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.

7.4 Cirencester Central Area (POLICY S3)

7.4.1 Cirencester's retailing and commercial importance far outstrips anywhere else in the District. The town draws in large numbers of shoppers, commuters and others who, together with numerous visitors, help to create a vital and viable town centre economy.

7.4.2 The rural nature of the surrounding areas, along with relatively poor public transport coverage, inevitably means that the majority of people from outside Cirencester travel into the town by car, thus fuelling the need for parking spaces. Parking capacity has been a growing issue for a number of years, but it has come to a head since 2015.

7.4.3 Critical to Cirencester's attraction is its exceptional heritage - most of the buildings in the Primary Shopping Area being statutorily listed for their architectural and historic importance. It is generally acknowledged that, in addition to each building's individual merits, their collective value creates a unified and exceptionally attractive historic townscape. Largely because of this and a healthy independent retailing offer, Cirencester has maintained a strong appeal both for users of, and visitors to, the town. However, the townscape in certain parts of the central area, particularly around some of the car parks, is of a significantly lower quality[(24)].

24 NS026 Cirencester Town Centre Conservation Area Appraisals

7 Delivering the Strategy

7.4.4 Like all town centres, Cirencester comprises a complex mix of uses, interactions and competing economic, social and environmental interests. To bring key principles and priorities together in a coherent, holistic manner, a flexible strategy is required which can respond to changing circumstances within the Plan's broader policy context.

7.4.5 Certain issues, however, require specific policy guidance, including future retail provision (see Policy EC7, clause 3), mixes of uses in the primary and secondary frontages, and parking provision. Policy S3 provides this guidance, while also requiring future development to adhere to the principles set out in the Cirencester Central Area Strategy, which is set out after the following policy.

Policy S3

CIRENCESTER CENTRAL AREA

Sub Area Strategy

1. **Development within Cirencester's Central Area, the extent of which is indicated on Policies Map Inset 2, will be permitted, in principle, where it is consistent with the Cirencester Central Area Strategy.**

Retailing and other main town centre uses[25]

2. **Class A1 uses should be concentrated in the Primary Frontage, defined on Policies Map Inset 2. The loss of A1 uses from the Primary Frontage will be resisted where it would harm the vitality or viability of the Primary Shopping Area, or harm Town Centre investment, or cause amenity problems.**

3. **Within Secondary Frontages, identified on Policies Map Inset 2, class A1 uses and other main town centre uses will be permitted where they would complement and enhance the retailing offer of the Primary Shopping Area. The loss of main town centre uses in a Secondary Frontage will be resisted and, other than A1 uses, concentrations of single uses will not be permitted where this would adversely affect the vitality and viability of the Primary Shopping Area or harm wider Town Centre investment, or cause amenity problems.**

4. **Where the loss of a main town centre use is proposed in either a Primary or Secondary Frontage, evidence must be 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.**

25 Defined in the National Planning Policy Framework Glossary broadly as: retail development; leisure, entertainment facilities the more intensive sport and recreation uses; offices; and arts, culture and tourism development.

Car Parking

5. **New development shall provide sufficient car parking capacity to meet current and foreseeable needs.**

6. **Where appropriate development is proposed on existing central area car parks, alternative car parking provision shall be secured and implemented prior to the commencement of any development.**

The Strategy

7.4.6 A key aim for the town centre is to provide an attractive and vibrant place where people can access a good range of local services and facilities. This includes a diverse retail offer within the primary shopping area. Although Cirencester currently has a healthy town centre, it needs to evolve and improve to ensure that it continues to compete effectively by continuing to offer a different experience to larger neighbouring centres.

7.4.7 Paragraphs 7.2.4 to 7.2.6 of this Plan explain the importance of Cirencester's rich heritage, including archaeology, and the acute challenges this presents for the 'planning balance' when considering development opportunities in the central area.

7.4.8 A major study of the central area and resulting policy guidance[(26)] confirmed as long ago as 2007 that a looming shortfall in off-street parking provision at Cirencester needed to be addressed. This has now come to a head and it is imperative to plan for future parking requirements as well as address existing capacity issues.

7.4.9 Cirencester currently has several surface-level car parks, and a number of these sites present the most obvious opportunities for redevelopment in the central area. This includes the option of creating decked parking which would maximise capacity, initially at a single location. This will help to address the looming shortfall, which has been assessed at around 350 parking spaces over and above existing capacity (c. 1,310 spaces)[(27)].

7.4.10 Once sufficient additional car parking has been provided, the redevelopment potential of other car park(s), which may no longer required for parking, could be 'unlocked'. Such sites could then be considered for alternative uses that would both enhance the town's role and function and benefit its economy. In considering any redevelopment options for existing car parks, it is important to bear in mind that land might well be required to satisfy potential additional parking needs in the longer term.

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26 Including Cirencester Town Centre SPD (November 2008) [EB071]; Cirencester Traffic and Movement Study (June 2007, Hyder Consulting) [NS021]

27 Cirencester Town Centre Off-Street Parking Study (Atkins, February 2017)

7 Delivering the Strategy

7.4.11 Maximising parking in a single location and putting other existing car park(s) to alternative use(s) would also present the opportunity to consider options for managing traffic more effectively in the central area.

7.4.12 Cirencester has always lacked a purpose-built public transport 'hub' in the town centre. Prior to 2016, Southway was the main place where bus services terminated; however, since the Market Place environmental improvements were implemented, Southway's use by buses and taxis has intensified. It is self-evident that improvements around Southway are required and, ideally, a purpose-built transport hub created. Depending on future land availability in the Southway - Forum area, redevelopment options could be considered to create this much-needed facility.

Policy S3

Cirencester Central Area Strategy

Historic Environment

1. **The central area's historic environment should form an integral part of future redevelopment and/or other proposals that are aimed at improving Cirencester's role, function and economy, including future transport and parking schemes. Wherever feasible, the historic environment should be a key driver of, and focus for, inward investment, regeneration and redevelopment.**

2. **Any planning applications for redevelopment within the town centre should pay due regard to the Cirencester Conservation Area Appraisal & Management Plan and the Cirencester Town Centre SPD or any superseding SPD. The Cirencester Archaeology Review (January 2014) and any further assessment required should also be taken into account when considering the impact of a proposal on a heritage asset.**

Transport, Parking and Access

3. **Through the implementation of Transport and Parking Strategies, future improvements should be directed towards supporting and facilitating an attractive, vibrant, town centre environment.**

4. **The aim of providing a net increase of at least 350 car parking spaces over and above the existing off-street parking capacity (c. 1,310 spaces), while reducing congestion and pollution, should be addressed through complementary measures, including:**

    a. **The rationalisation and intensification of off-street parking, including decking at least one existing car park (ideally The Waterloo) to meet identified parking needs, including for retailing and long-stay commuting[28];**

28 Cirencester Parking Survey (Gloucestershire County Council, August 2015)

b. **Where justified, and subject to sufficient off-street parking being provided, considering the removal of on-street car parking where appropriate;**

c. **Creating an improved public transport interchange in the Southway - Forum area;**

d. **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[29]**

5. **Through the design of new development schemes, opportunities should be taken to enhance the quality of pedestrian access and permeability within and to the town centre.**

Redevelopment Opportunities, Vitality and Viability

6. **Subject to any land that is currently used for off-street public car parking becoming surplus to requirements, and sufficient off-street parking has been provided elsewhere in the town centre to meet current and future parking needs, consideration should be given to redevelopment for alternative, beneficial, town centre purposes.**

7. **The Brewery and Forum car parks have been identified as potentially favourable locations for retailing.**

8. **Any comprehensive redevelopment of key sites[30] should be guided by a master plan prepared by Cotswold District Council as a supplementary planning document. The master plan would include detailed guidance on such matters as: design; movement (including parking provision); and the general distribution of activities and uses in the wider area.**

9. **Wherever possible, redevelopment of town centre sites should be encouraged to contribute towards the town centre's employment base, including class B1 office provision, and possibly studio/ start-up space.**

29 Cotswold Cycling Strategy SPG - aims and objectives

30 Key sites are likely to include existing off-street car parks, potentially together with adjoining areas

7 Delivering the Strategy

10. **Seek to improve the town centre's vitality and viability by maintaining 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.**

11. **Tourism and cultural proposals should be encouraged where they strengthen the local economy and the attractiveness of Cirencester as a visitor destination throughout the year. Opportunities should be pursued to encourage the development of a hotel or similar type of tourist accommodation in and/ or adjacent to the town centre.**

Enhancing Environmental Quality

12. **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. **Improving the public realm with clear signposting and routing to key town centre destinations utilising distinctive local materials**

    c. **Securing public art proposals and high quality and distinctive street furniture**

    d. **Improving the provision of additional play space and facilities for children and young people, including restoring and upgrading Cirencester's open air swimming pool; and sustaining/ enhancing green infrastructure, community spaces, open spaces and key landscape features**

7.4.13 To ensure that the town centre can continue to fulfil its important role in the District and support the wider local economy, new development and the intensification of existing uses is desirable. It is therefore important that the town centre's vitality and viability maintains a rich and varied cultural and retail experience. A locally-distinctive shopping offer, with some national multiples supporting niche independent shops, is expected to produce the greatest retention of retail expenditure. Therefore, a competitive and attractive retail sector needs to be promoted within the town centre through sensitive expansion, redevelopment and intensification, including making more effective use of upper floors.

7.4.14 The exceptional built heritage and wealth of listed buildings, however, present challenges for intensification and redevelopment when seeking to meet modern retail requirements. A balance needs to be struck between protecting heritage assets and the public benefit of promoting a vibrant and vital centre, which includes viable uses for historic buildings. Opportunities should therefore be taken, wherever possible, to put heritage at the heart of any development proposals in the town centre.

7.4.15 The most substantial sites in the town centre that have potential for redevelopment, including for decked parking, are wholly or partly occupied by the following public car parks:

- Abbey Grounds car park (97 spaces)
- Beeches Road car park (144)
- Brewery car park (298)
- Forum car park (191)
- Leisure Centre (122)
- Memorial Hospital, Sheep Street (77)
- Station/ Sheep Street 'island' (149)
- Waterloo car park (233)

7.4.16 The District Council, through the auspices of the Cirencester Car Parking Project Board, is actively reviewing parking provision in Cirencester and developing remedial options. Decked parking has emerged as the optimum solution for increasing parking capacity, with the Waterloo car park identified as the preferred location. This is reflected in Policy S1 (site CIR_E14).

7.4.17 Not all of the car parks, notably the 'off centre' ones at Abbey Grounds, Leisure Centre and Beeches, would necessarily be suitable or desirable options for redevelopment.

7.4.18 The amount of redevelopment at any 'surplus', surface level car parks will depend on how far the additional parking, provided through decking, goes towards meeting identified parking needs, whilst being mindful of the possible need to accommodate further needs in the longer term.

7.4.19 The Cotswold Retail Study[31] also indicates that opportunities within and adjoining the town centre are largely limited to the potential redevelopment of certain car parks and service areas, notably at the Brewery and Forum. This could enable the provision of modern A1 retail space (currently lacking), as well as a range of evening and leisure uses to complement existing provision. This would serve both local and sub-regional consumers and tourists, thereby providing an alternative to competing centres for A1 comparison shopping.

7.4.20 In common with most town centres, ease of movement is a crucial issue in Cirencester. The town's historic street pattern and narrow pavements can make pedestrian access inconvenient. Despite this, the town centre has seen enhancements in permeability in recent years through schemes such as Swan Yard/ post office. More, however, could be done to increase pedestrian permeability, helping to strengthen Cirencester's reputation as a shopping destination with improved accessibility around the town centre, including to and from car parks.

7.4.21 Currently, too much unnecessary traffic passes through the town centre and this is exacerbated by the location of certain car parks, which help to dictate the current traffic management regime. Once decked parking has been introduced, it will be possible to better manage town centre-bound traffic more effectively. Subject to parking capacity being increased, traffic management measures should be devised which:

31 Bilfinger GVA, June 2017

7 Delivering the Strategy

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

7.4.22 The quality of the public realm throughout the town centre is variable, though in some instances there have been considerable improvements, notably Market Place, Gosditch Street/ West Market Place, Black Jack Street, Silver Street, Park Street and Park Lane. However, beyond these improved areas, the public realm throughout much of the town centre is generally mediocre, particularly Cricklade Street and areas that were redeveloped during the 1960s and 1970s, including around the car parks. There is sometimes a sharp contrast in the quality of townscape between the fronts and the backs of buildings.

7.4.23 Proposals to improve Cirencester's townscape in line with the provisions of the Cirencester Town Centre SPD are supported in principle, focussed on making the town centre a more pedestrian-friendly environment. Cirencester Town Council's Town Centre Design Code, whilst not adopted by the District Council, may be relevant to the preparation of development proposals in addition to the Cotswold Design Code.

7.4.24 The Town Centre will, in the longer term, deliver significant retail and business opportunities along with new homes. This would be guided by a Town Centre Master Plan 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. The master plan will update and review the existing SPD and build upon the principles that are essentially still valid and supported. It 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.

7.5 Down Ampney (POLICY S4)

7.5.1 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.

7.5.2 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.

7.5.3 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:

- avoiding deep borehole soakaways; and
- the restrictions on deep penetrative foundation methods, if contamination is encountered.

7.5.4 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 infrastructure which may be sought during negotiations with developers.

Policy S4

DOWN AMPNEY

Allocated housing development sites:

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

The following non-strategic (local) infrastructure projects are proposed:

a. Provision of allotments;

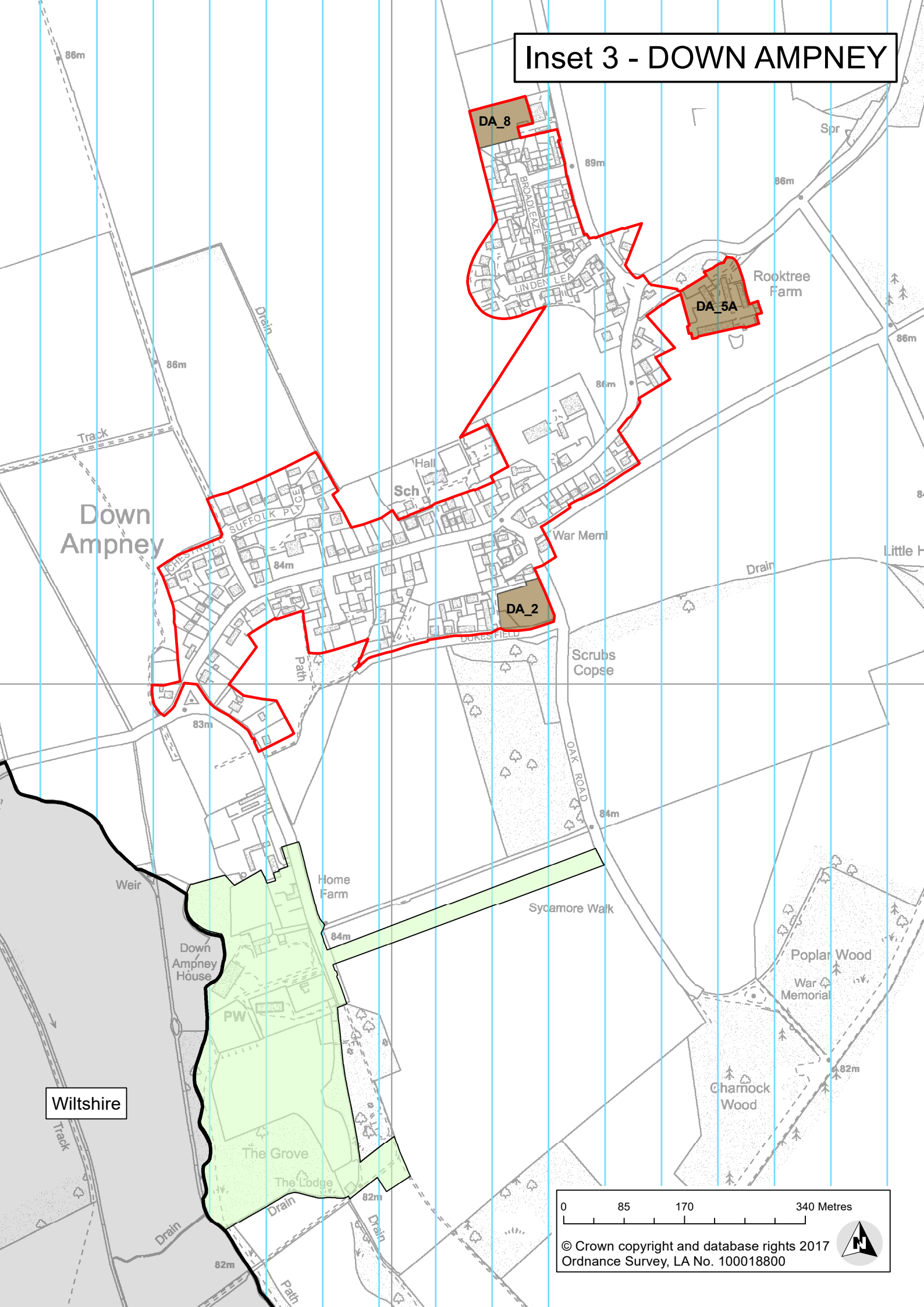
b. Improvements to footpaths in and around the village, including a pedestrian crossing in the village centre;

c. Improvements to public transport provision, particularly to Cirencester and Swindon;

d. Provision of new facilities for young people;

e. Improvements in links to The Folley and Down Ampney Pits, and existing pocket parks; and

f. Provision of, or contributions to, a new natural open space or pocket park.


Inset 3 - DOWN AMPNEY
DA_8
DA_5A
DA_2
Down Ampney
Rooktree Farm
Hall
Sch
War Mem
Scrubs Copse
Home Farm
Sycamore Walk
Down Ampney House
PW
The Grove
The Lodge
Poplar Wood
War Memorial
Charnock Wood
Wiltshire
Weir
Track
Drain
Path
OAK ROAD
BROADLEAZE
LINDEN LEA
SUFFOLK PLACE
DUKES FIELD
86m
89m
84m
83m
82m
0 85 170 340 Metres
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7.6 Fairford (POLICY S5)

7.6.1 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.

7.6.2 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.

7.6.3 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.

7.6.4 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.

7.6.5 Perhaps unsurprisingly, given the close proximity of Swindon (12 miles), Fairford's self-containment is lower than some of the District's other larger settlements.

7.6.6 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 route of the Thames and Severn Canal.

7.6.7 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.

7.6.8 Two sites have been allocated for housing development. Evidence suggests that it would be prudent to phase these sites to the latter part of the Plan period.

7 Delivering the Strategy

Policy S5

FAIRFORD

Allocated housing development sites:

- F_35B Land behind Milton Farm and Bettertons Close (49 dwellings net)
- F_44 Land to rear of Faulkner Close, Horcott (12 dwellings net)

Established employment sites:

- Horcott Industrial Estate (EES26)
- London Road (EES27)
- Whelford Lane Industrial Estate (EES28)
- New Chapel Electronics (EES29)

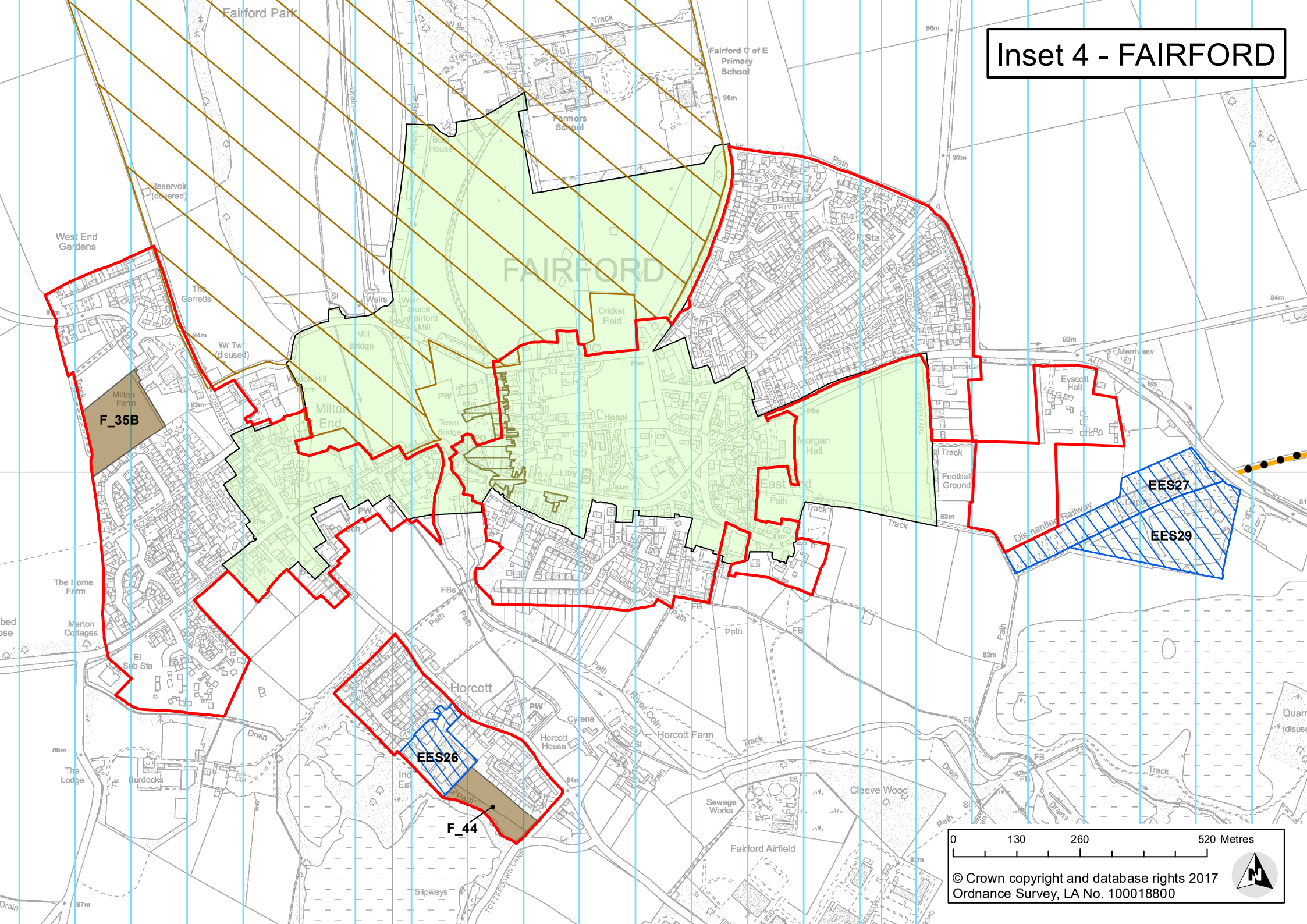
The following non-strategic (local) infrastructure projects are proposed:

a. The route for the multi-use path from Fairford to Lechlade along the line of the former railway will be safeguarded;

b. Improvements to the provision of footpath and cycle links between Fairford and the riverside, the Cotswold Water Park and canal route;

c. The provision of suitable land for allotments; and

d. The provision of suitable land for a burial ground.


Inset 4 - FAIRFORD
FAIRFORD
F_35B
F_44
EES26
EES27
EES29
Milton End
Horcott
Fairford Park
Fairford C of E Primary School
Farmors School
Cricket Field
Morgan Hall
Eyscott Hall
Football Ground
Dismantled Railway
Horcott Farm
Horcott House
Cleeve Wood
Fairford Airfield
Sewage Works
Milton Farm
West End Gardens
The Garretts
Reservoir (covered)
Wr Twr (disused)
Weir Sluice Fairford Mill
Mill Bridge
Town Bridge
Hospl
Liby
Merton Cottages
The Home Farm
The Lodge
Burdocks
Slipways
River Colne
Drain
Track
Path
0 130 260 520 Metres
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7 Delivering the Strategy

7.7 Kemble (POLICY S6)

7.7.1 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.

7.7.2 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.

7.7.3 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.

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

7.7.5 Although there is minimal employment within the village, job opportunities exist at the nearby Kemble Enterprise Park (in Wiltshire), 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 regarding to Policy SP3 Thames and Severn Canal.

7.7.6 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.

7.7.7 Significant archaeological deposits have been found on site K_2A. Further assessment and evaluation will be required before any planning proposal can be approved. Development proposals will be expected to take account of the positive contribution the Local Green Space makes to the character of the wider site, including mitigating any potential impacts on natural features such as trees. In accordance with the Design Code in Appendix D, proposals will need to be carefully proportioned and new buildings should not dominate their surroundings. Proposals will need to complement the existing landscape and sit comfortably within the setting of the Local Green Space. For example, the height of buildings should provide a gentle transition from the open Local Green Space to the existing dwellings that border the site. Applications will also be required to investigate opportunities to locate a Sustainable Drainage System, in accordance with Policy EN14, in the south-western part of the site.

Policy S6

KEMBLE

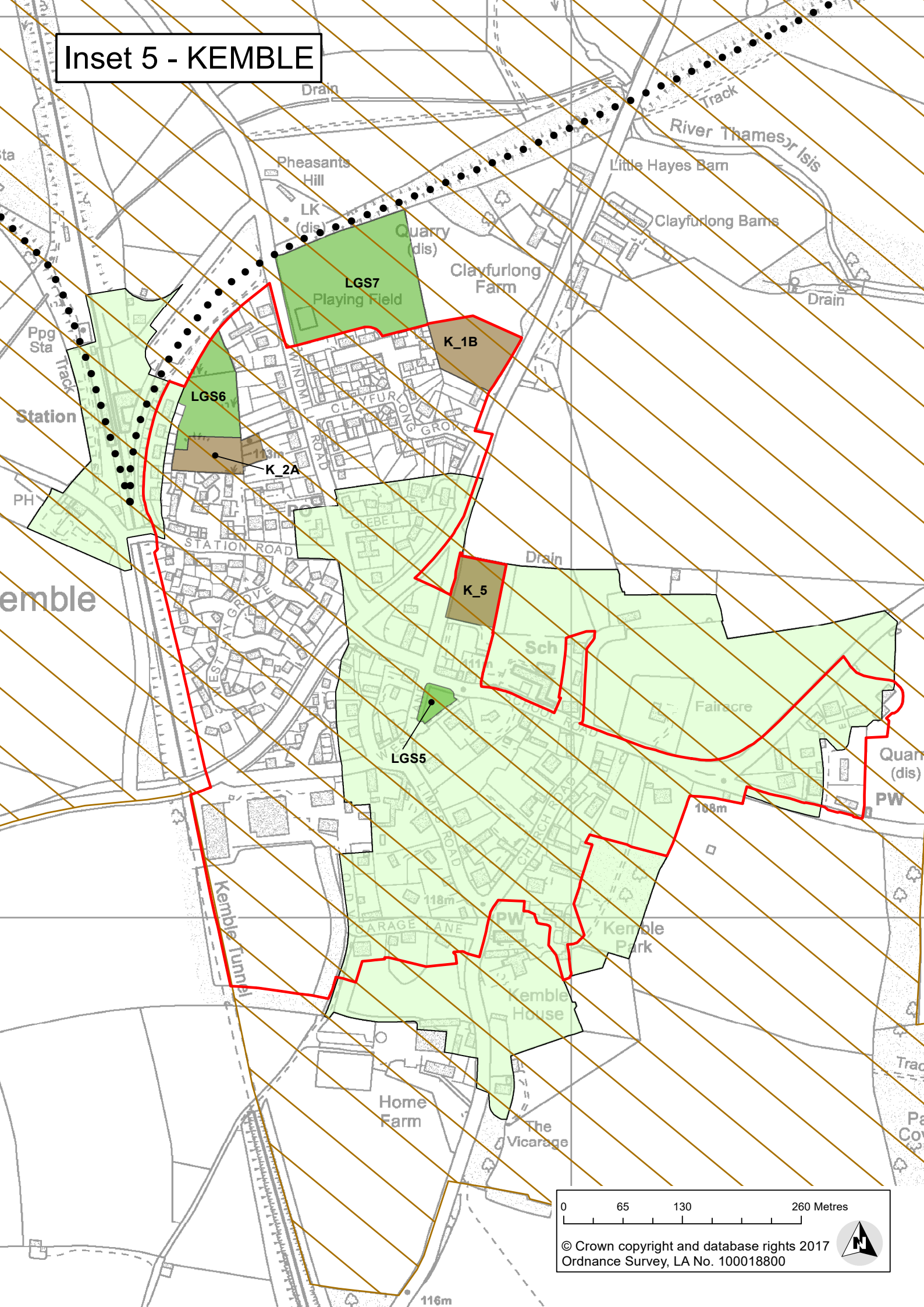
Allocated housing development sites:

- K_1B Land between Clayfurlong Grove and A429 (13 dwellings net)
- K_2A Land at Station Road (8 dwellings net), subject to securing the long term protection of the Community Gardens (Refer to Policy EN3, Local Green Space LGS7)
- K_5 Land to north west of Kemble Primary School (11 dwellings net)

The following non-strategic (local) infrastructure projects are proposed:

a. Improvement of bus and cycle links between the village and Kemble Enterprise Park; and

b. Provision of a safe footpath between Ewen and Kemble.


Inset 5 - KEMBLE
LGS7
Playing Field
K_1B
LGS6
K_2A
K_5
LGS5
Drain
Track
River Thames or Isis
Little Hayes Barn
Clayfurlong Barns
Clayfurlong Farm
Pheasants Hill
LK (dis)
Quarry (dis)
Ppg Sta
Station
PH
PC
Sch
PW
Fairacre
Kemble Park
Kemble House
Home Farm
The Vicarage
Kemble Tunnel
116m
118m
108m
0
65
130
260 Metres
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7.8 Lechlade (POLICY S7)

7.8.1 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.

7.8.2 Lechlade's self-containment 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.

7.8.3 Lechlade-on-Thames Town Council has drawn attention to HGV traffic which, unimpeded, currently uses Halfpenny Bridge and St John's Bridge for north/south and east/west routes, to avoid designated priority routes.

7.8.4 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.

7.8.5 A proportion of of sites L_18B and L_19 lies within Flood Zones 3b and 3a. A site-specific flood risk assessment and sequential planning of each site will be necessary. All built development on these sites must, moreover, be contained within Flood Zone 1.

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

7 Delivering the Strategy

Policy S7

LECHLADE-ON-THAMES

Allocated housing development sites:

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

Allocated employment development site:

- LEC_E1 Land north of Butler's Court for B1 class use (1.25 ha)

The following non-strategic (local) infrastructure projects are proposed:

a. A site is allocated for a cemetery at site LEC.4

b. A site is allocated for a small car park at site LEC.3

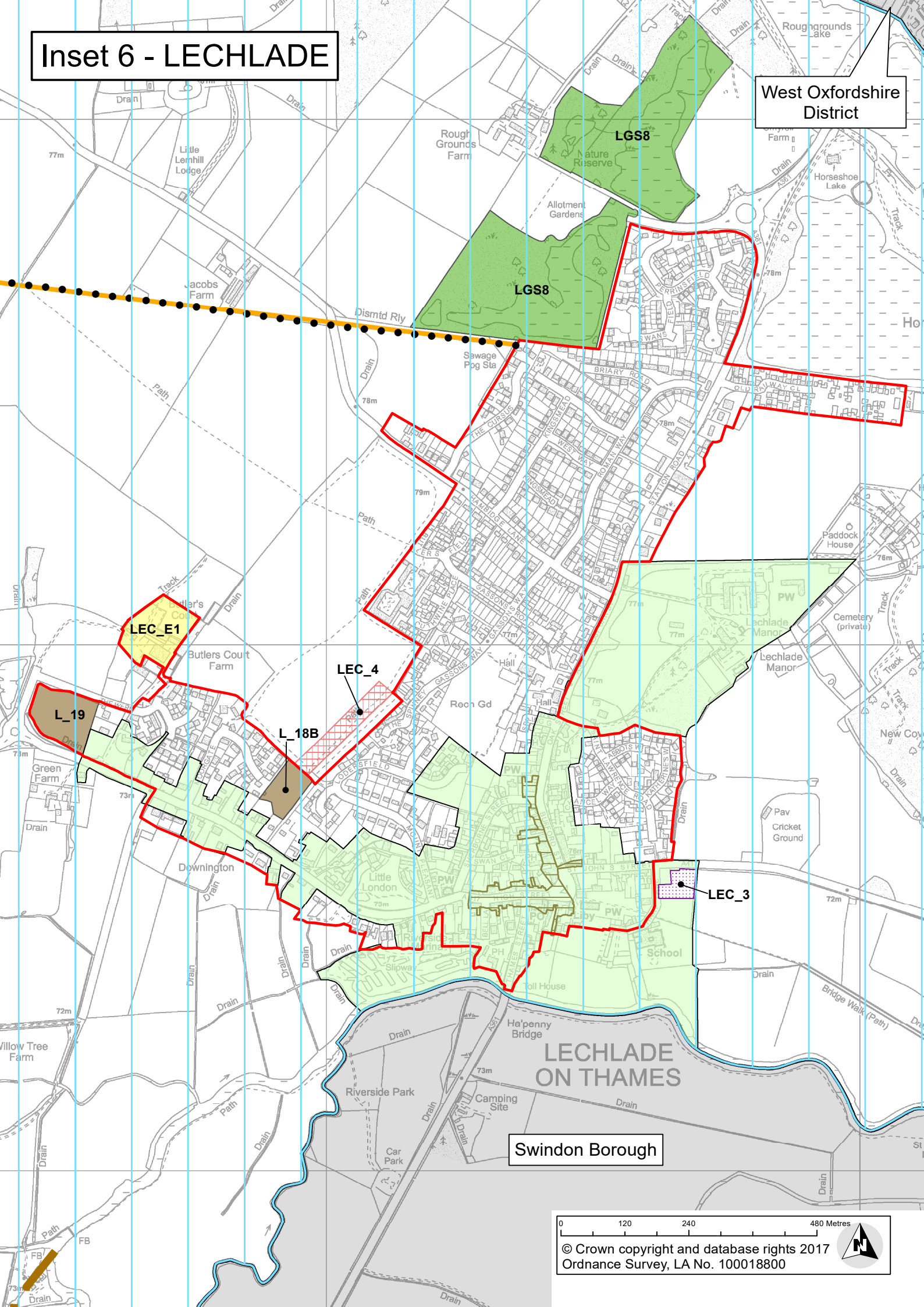
c. The route for the multi-use path from Fairford to Lechlade along the line of the former railway will be safeguarded

d. Provision of safe footpath and cycle links to the Cotswold Water Park, canal route and Fairford;

e. Installation of a new footbridge over the River Thames;

f. Improvements to the public realm at the entrances to Lechlade and the town centre; and

g. 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.


Inset 6 - LECHLADE
West Oxfordshire District
LGS8
LGS8
LEC_E1
LEC_4
L_19
L_18B
LEC_3
Swindon Borough
LECHLADE ON THAMES
Dismtd Rly
Rough Grounds Farm
Nature Reserve
Allotment Gardens
Jacobs Farm
Little Lemhill Lodge
Sewage Pog Sta
Butlers Court Farm
Green Farm
Downington
Willow Tree Farm
Lechlade Manor
Paddock House
Cemetery (private)
Pav Cricket Ground
Ha'penny Bridge
Riverside Park
Camping Site
Car Park
Bridge Walk (Path)
Horseshoe Lake
Roughgrounds Lake
Recn Gd
Little London
School
Toll House
Slipway
Briary Road
Station Road
Old Rail Way
Ferrington Field
Swans Field
Kingsmead
Gassons Way
Gassons Road
Mayfield Lane
Spinney
Orchard Field
Abbots Way
Katherines Way
Lechlade Hall
Path
Track
Drain
FB
PW
PH
Post Office
0
120
240
480 Metres
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7 Delivering the Strategy

7.9 South Cerney (POLICY S8)

7.9.1 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.

7.9.2 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.

7.9.3 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 restoration of the canal could bring several benefits.

7.9.4 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.

Policy S8

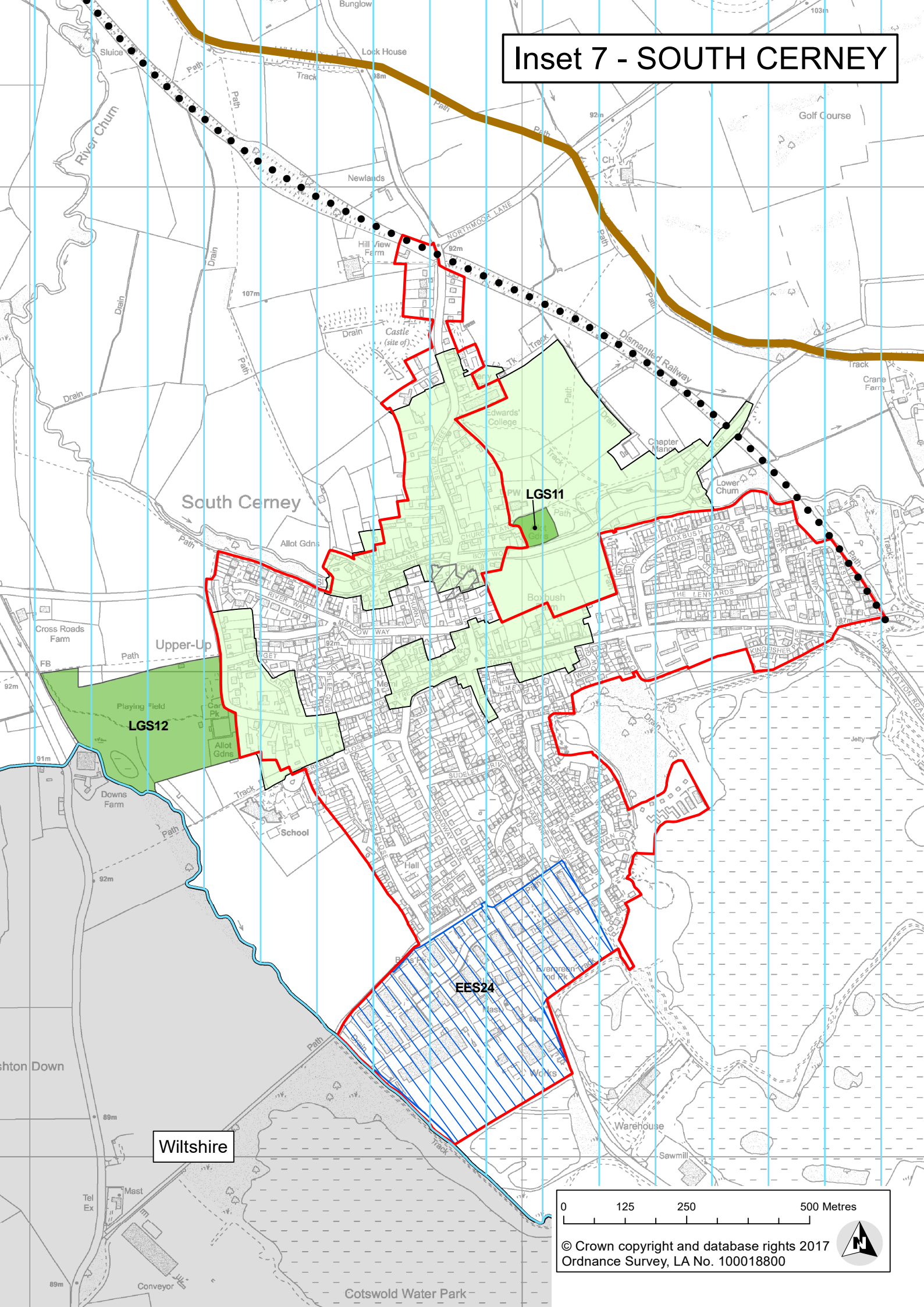
SOUTH CERNEY

Established employment site:

- The Lakeside Business Park (EES24)

The following non-strategic (local) infrastructure project is proposed:

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


Inset 7 - SOUTH CERNEY
LGS11
LGS12
EES24
South Cerney
Upper-Up
Wiltshire
Cotswold Water Park
River Churn
Dismantled Railway
Golf Course
Edwards' College
Boxbush
Lower Chum
Downs Farm
Cross Roads Farm
Hill View Farm
Newlands
Lock House
Bunglow
Castle (site of)
Chapter Manor
Crane Farm
Allot Gdns
Playing Field
Car Pk
School
Hall
Mast
Works
Warehouse
Sawmill
Conveyor
Tel Ex
Jetty
Shton Down
0
125
250
500 Metres
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7 Delivering the Strategy

7.10 Tetbury (POLICY S9)

7.10.1 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.

7.10.2 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.

7.10.3 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.

7.10.4 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 and incubation.

7.10.5 Tetbury is classed as a 'Key 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.

7.10.6 All housing allocations are located within the inner Source Protection Zone (SPZ1) for Long Newton Public Water Abstraction. Development proposals within SPZ1 need to be designed to allow for:

- avoiding deep borehole soakaways;
- the restrictions on deep penetrative foundation methods, if contamination is encountered;
- avoiding foul sewage discharge to groundwater;
- avoiding direct discharge of hazardous substances to groundwater;
- avoiding discharge of trade effluent to ground water; and
- avoiding underground oil storage tanks.

7.10.7 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.

7.10.8 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.

Policy S9

TETBURY

Allocated housing development sites:

- T_31B Land adjacent to Blind Lane (43 dwellings net)
- T_51 Northfield Garage (18 dwellings net)

Established employment sites:

- Tetbury Industrial Estate (EES38)
- Hampton Street Industrial Estate (EES39)
- Priory Industrial Estate (EES40)

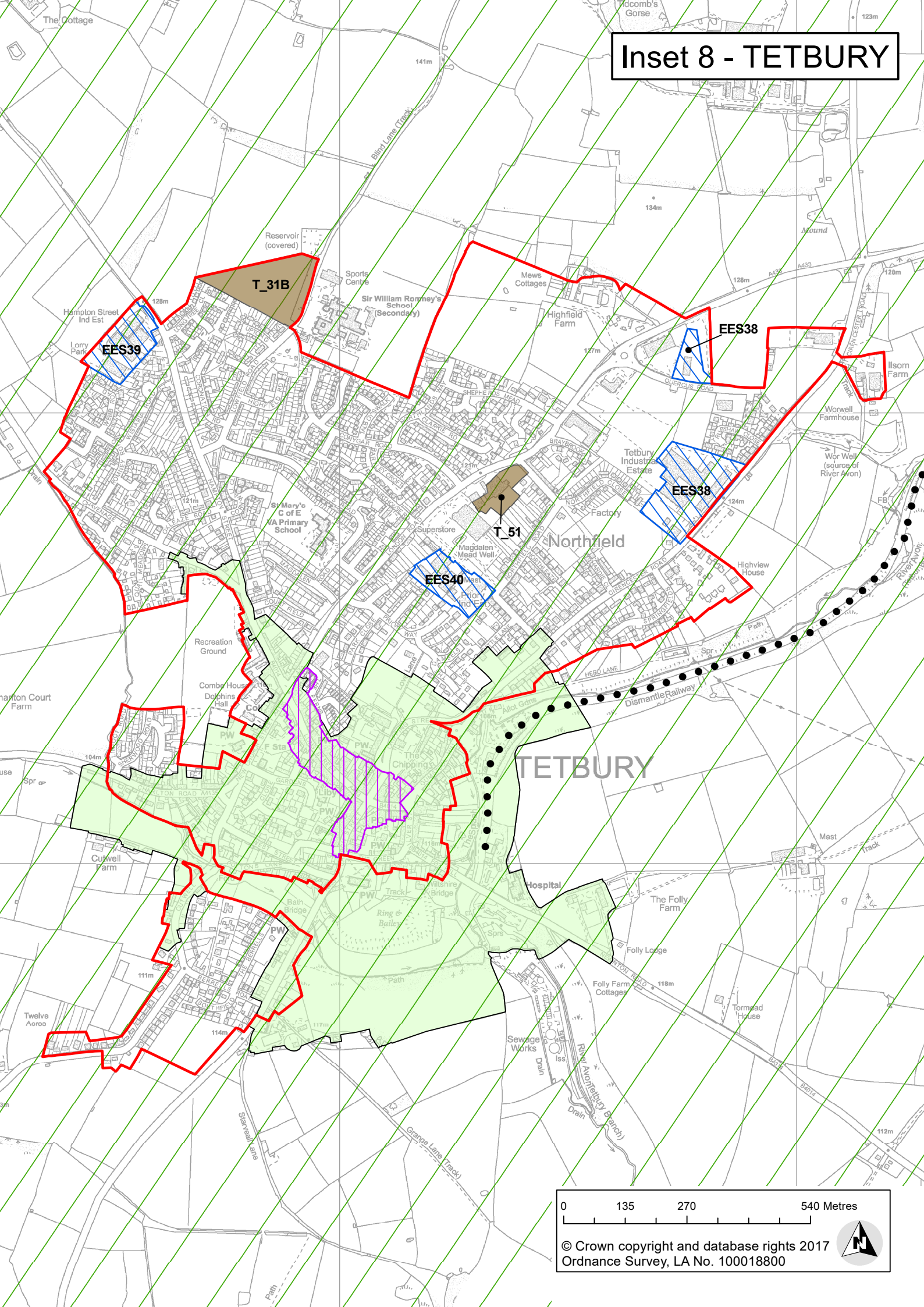
The following non-strategic (local) infrastructure projects are proposed:

a. Renovation of the Goods Shed for community space / workshops;

b. Improve community hub at the Dolphins Hall;

c. Improve leisure provision; and

d. Improvements to local education facilities.


Inset 8 - TETBURY
T_31B
T_51
EES38
EES38
EES39
EES40
TETBURY
Northfield
Reservoir (covered)
Sports Centre
Sir William Romney's School (Secondary)
Mews Cottages
Highfield Farm
Hampton Street Ind Est
Lorry Park
Tetbury Industrial Estate
Factory
Superstore
St Mary's C of E VA Primary School
Magdalen Mead Well
Mast
Prior Ind Est
Worwell Farmhouse
Wor Well (source of River Avon)
Ilsom Farm
Highview House
Recreation Ground
Combe House
Dolphins Hall
Cutwell Farm
Hampton Court Farm
Twelve Acres
Hospital
The Folly Farm
Folly Lodge
Folly Farm Cottages
Tormead House
Sewage Works
River Avon (Tetbury Branch)
Dismantle Railway
Blind Lane (Track)
Grange Lane (Track)
Starveall Lane
Path
Track
Drain
0
135
270
540 Metres
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7.11 Mid Cotswold - Principal Settlements (POLICY SA2)

7.11.1 The Mid-Cotswolds sub-area comprises:

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

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

Policy SA2

STRATEGIC DELIVERY - MID-COTSWOLDS SUB-AREA

Within the context of Policy INF1, the strategic infrastructure requirements for the Mid-Cotswolds Sub-Area are:

Highways

- Improvement of Unicorn junction (A436/B4068), Stow-on-the-Wold

7.12 Andoversford (POLICY S10)

7.12.1 Although Andoversford is not a large 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.

7.12.2 Self-containment 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.

7.12.3 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.

7.12.4 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 Delivering the Strategy

7.12.5 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 development potential. Although the valley side in this area is sensitive to longer-distance views from the north, well designed development good design would help to mitigate the visual impact of modern development in this part of the village.

7.12.6 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 would lead to overloading of existing waste water infrastructure.

7.12.7 Allotment provision will be sought as part of any development proposals in Andoversford to meet a deficiency identified in evidence.

Policy S10

ANDOVERSFORD

Allocated housing development site:

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

Established employment site:

- Andoversford Industrial Estate (EES44)

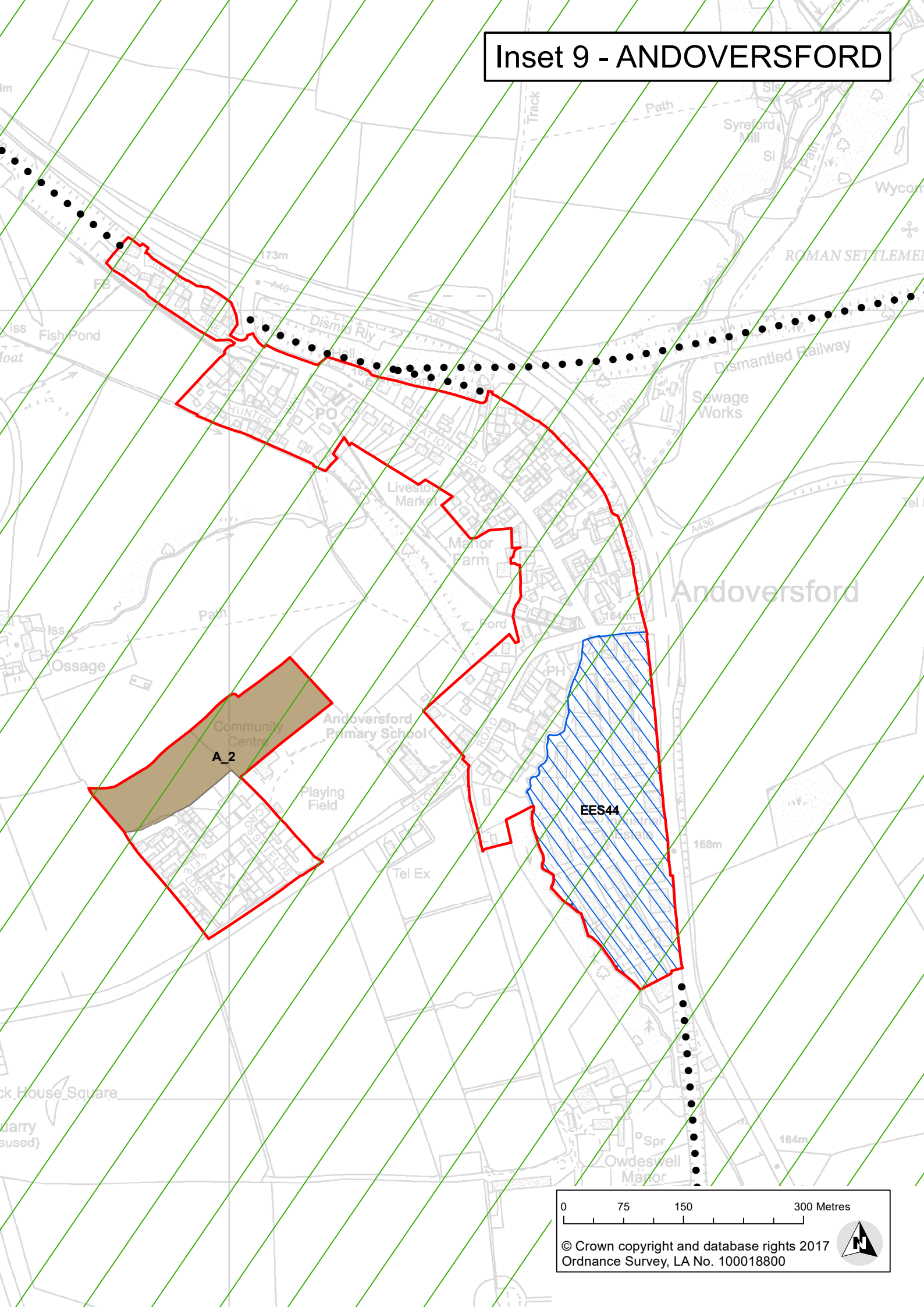
The following non-strategic (local) infrastructure projects are proposed:

a. bus routes connecting the village with other settlements;

b. new natural open space or pocket park; and

c. allotment provision.

Inset 9 - ANDOVERSFORD



7 Delivering the Strategy

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

7.13.1 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.

7.13.2 Bourton's location within a 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.

7.13.3 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 to diversify the local economy. Site BOW_E1 is proposed for B class employment development. The site would make a significant contribution towards meeting the District-wide requirement for B class employment land.

7.13.4 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.

7.13.5 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 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' uses that maintain the position of Bourton-on-the-Water as a 'Key Centre' in the District's retail hierarchy will be permitted[32].

7.13.6 The redevelopment and re-use of the Countrywide Stores and former Co-op site for retail and leisure uses will offer the opportunity to maintain the position of Bourton-on-the-Water in the retail hierarchy and reduce the number of shopping trips outside of the village. Proposals which would result in the primary re-use of the site for Class A1 retail use and other retail, food/beverage and Class D leisure uses will be supported in principle, subject to a sequential test and assessment of their impact on the health of, and investment within the Bourton-on-the-Water Key Centre Boundary.

32 '*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'*

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

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

Policy S11

BOURTON-ON-THE-WATER

Established employment site:

- Bourton Industrial Estate (EES1)

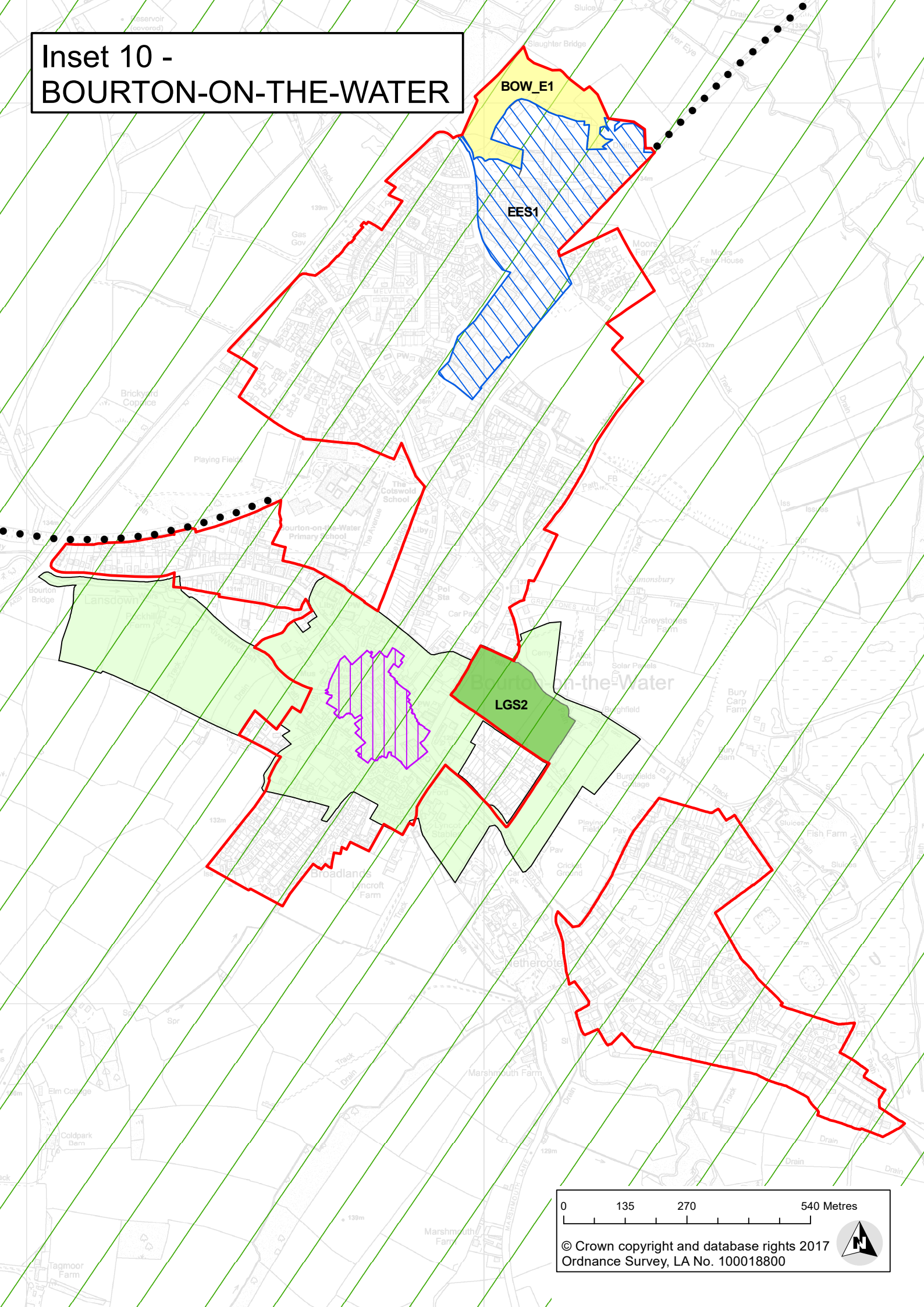
Allocated employment development site:

- BOW_E1 Land north of Bourton Industrial Estate / Business Park for B1, B2 and/or B8 class uses (3.38 ha)

The following non-strategic (local) infrastructure project is proposed:

a. A multi-purpose community centre

Inset 10 - BOURTON-ON-THE-WATER



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7.14 Northleach (POLICY S12)

7.14.1 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.

7.14.2 Northleach with Eastington Town Council has produced several community planning documents that set out objectives for the town; development and infrastructure needs; and priorities such as drainage. Several identified projects would support the vitality and viability of the town and the local economy. These include reconfiguring and improving the Market Place; facilitating increased car and coach parking; facilities for children and young people; and enabling greater local employment opportunities.

7.14.3 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 in the Town Council's emerging Neighbourhood Development Plan, 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 also presents an economic opportunity.

7.14.4 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. Developers may need to fund studies to ascertain whether the proposed development will overload existing water infrastructure.

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

7 Delivering the Strategy

Policy S12

NORTHLEACH

Allocated housing development site:

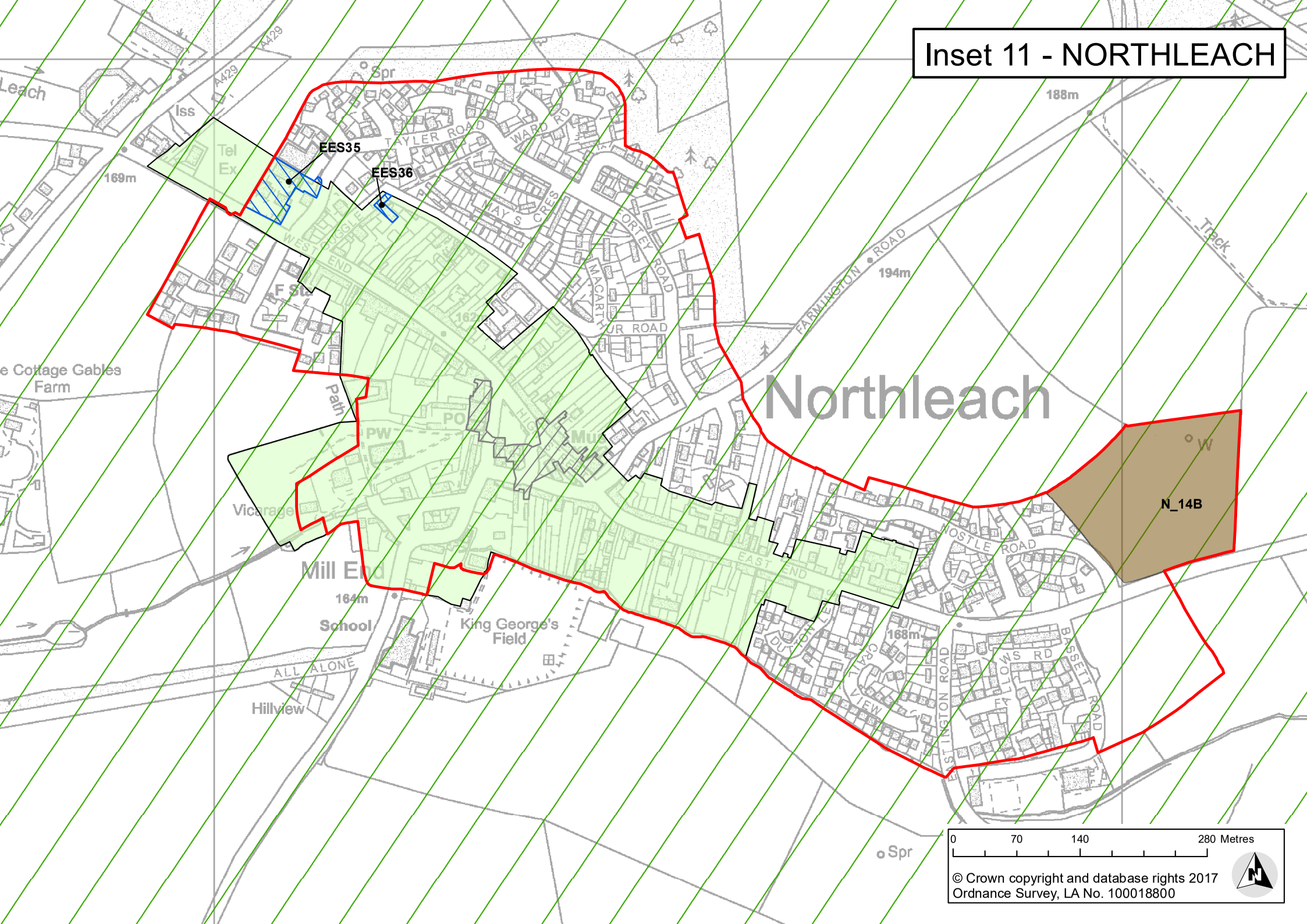
- N_14B Land adjoining East End and Nostle Road (17 dwellings net)

Established employment sites:

- Old Coalyard Farm Industrial Estate (EES35)
- the Old Brewery (EES36)

The following tourism initiatives are supported in principle:

- 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.


Inset 11 - NORTHLEACH
EES35
EES36
N_14B
Northleach
Mill End
King George's Field
School
Hillview
Vicarage
Tel Ex
169m
164m
168m
188m
194m
Spr
Track
TAYLER ROAD
WARD RD
MAY'S CRES
MACARTHUR ROAD
FARMINGTON ROAD
WEST END
EAST END
POSTLE ROAD
ALL ALONE
Path
PW
PO
0
70
140
280 Metres
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7 Delivering the Strategy

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

7.15.1 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 Maugersbury, has many listed buildings.

7.15.2 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 and long-stay, which helps to sustain the economy all year round. A significant number of working age residents are employed within the town.

7.15.3 Tourism and local tourist accommodation has a positive impact on the vibrancy of the town centre. 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 to 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.

7.15.4 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.

7.15.5 The District Council would support the provision of a new community facility, incorporating sports and leisure provision, new library facilities and health services. In addition, the District Council will continue to seek a site for small local workshops/B1 uses within the town.

Policy S13

STOW-ON-THE-WOLD

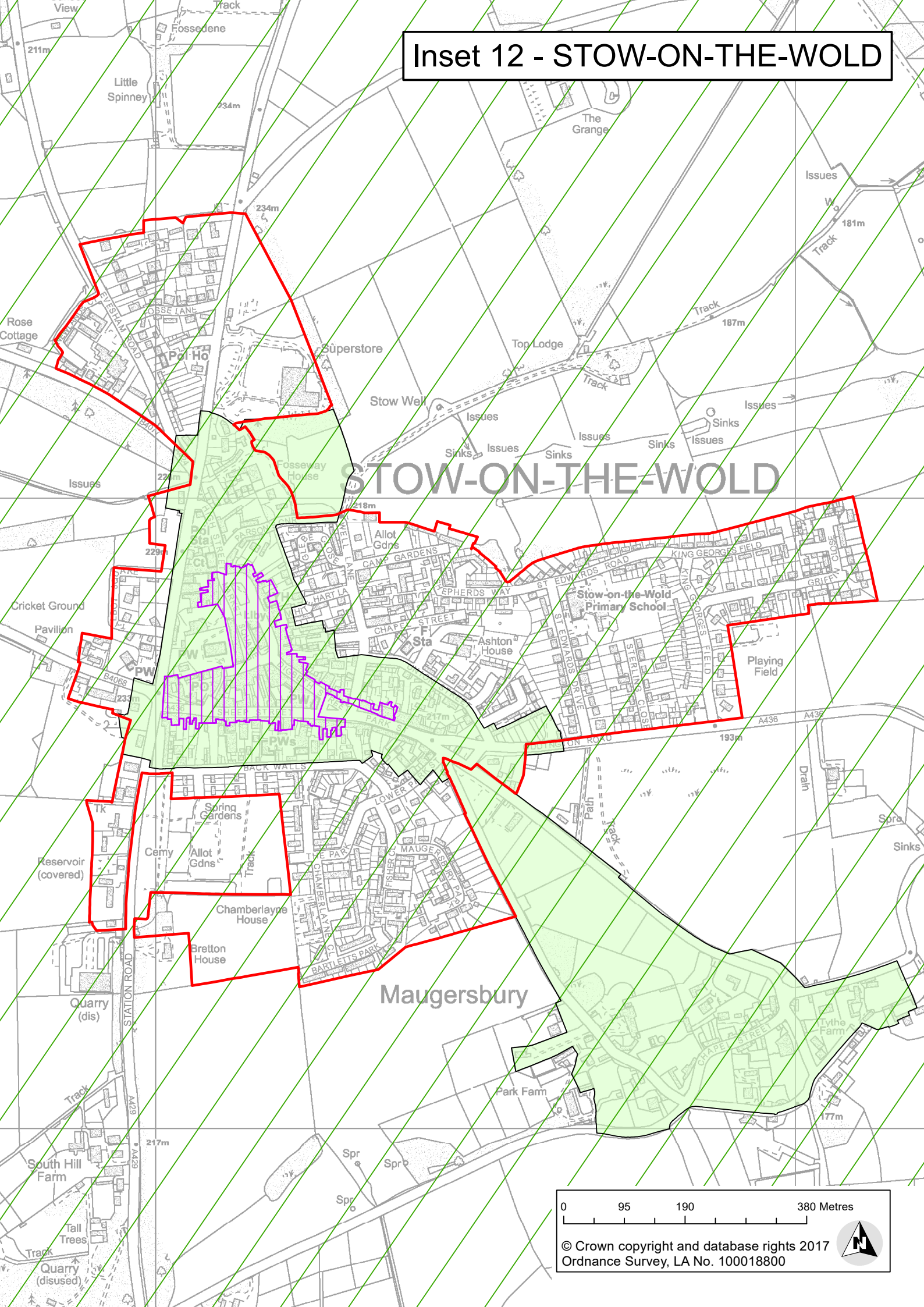
The following tourism initiatives are supported in principle:

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

The following non-strategic (local) infrastructure project is proposed:

a. the provision of a new community facility.

Inset 12 - STOW-ON-THE-WOLD



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7 Delivering the Strategy

7.16 Upper Rissington (POLICY S14)

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

7.16.2 Upper Rissington is identified as a Principal Settlement in the Development Strategy because built and committed housing developments since 2011 will effectively double the size of the settlement. Furthermore, although some of the village's employment facilities have been lost to housing, the village has gained several other services, including a school and a shop.

7.16.3 The Victory Fields development will help to meet the housing needs in the District, particularly for affordable housing. No other sites are allocated for development at Upper Rissington during the Plan period.

7.16.4 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.

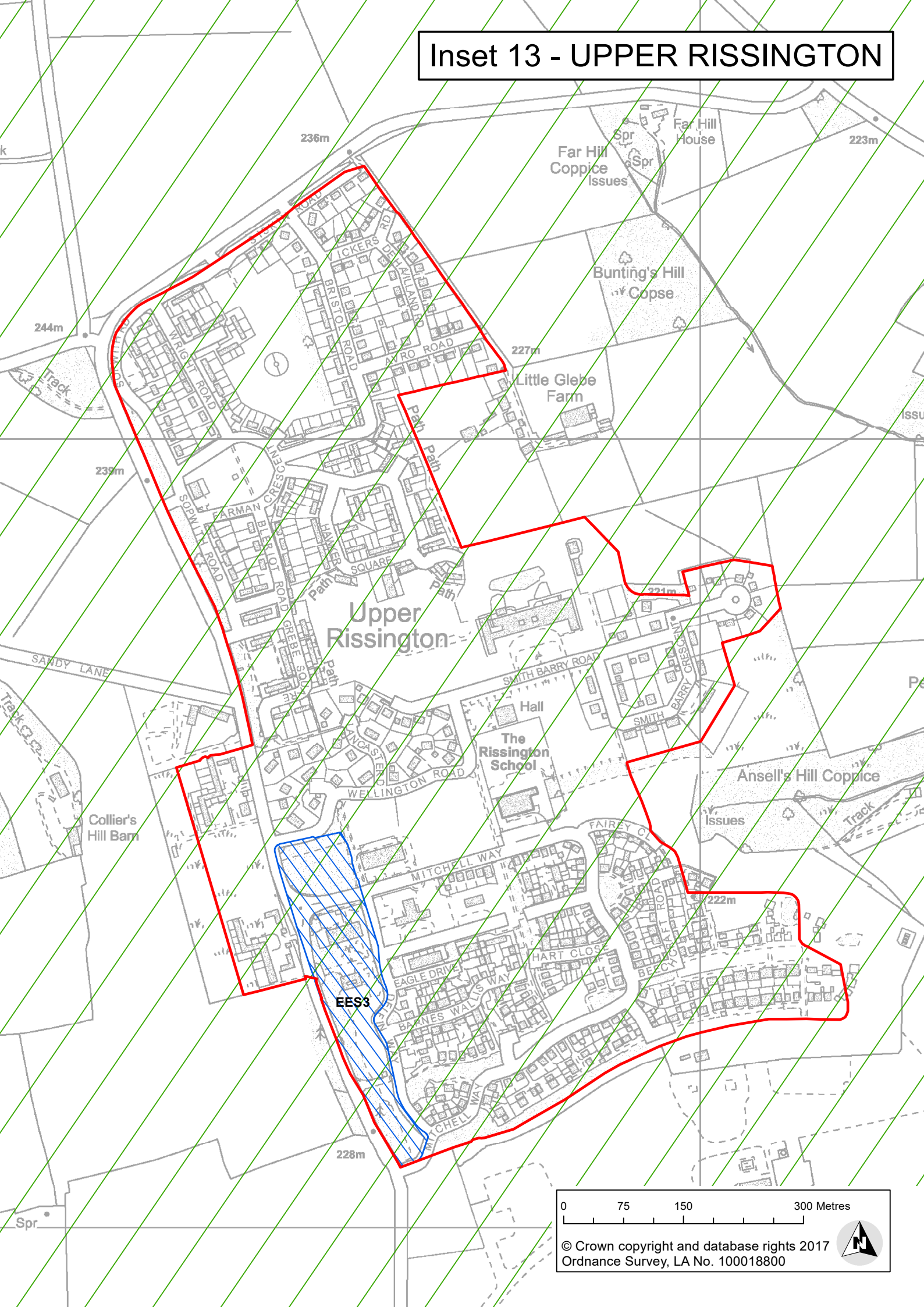
Policy S14

UPPER RISSINGTON

Established employment site:

- Upper Rissington Business Park (EES3)

Inset 13 - UPPER RISSINGTON



7 Delivering the Strategy

7.17 North Cotswold - Principal Settlements (POLICY SA3)

7.17.1 The North Cotswolds sub-area comprises:

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

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

Policy SA3

STRATEGIC DELIVERY - NORTH COTSWOLDS

Within the context of Policy INF1, the strategic infrastructure requirements for the North Cotswolds Sub-Area are:

Healthcare

- Expansion or replacement of doctors' surgery in Chipping Campden.

Flood management

- Flood alleviation bund and channel to the north-west and south of Moreton-in-Marsh.

Highways

- Improvements to A429 (Fosse Way), Moreton-in-Marsh;
- Junction improvements at A429 (High Street)/A44 (Oxford Street), Moreton-in-Marsh; and
- Junction improvements at A429 (High Street)/A44 (Bourton Road), Moreton-in-Marsh.

Education

- Expansion of Chipping Campden Secondary School.

7.18 Blockley (POLICY S15)

7.18.1 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. Its close proximity to the larger service centre of Moreton-in-Marsh, moreover, means that residents do not have to travel far to access higher level services that are not available in the village, including banking and leisure facilities.

7.18.2 Although limited job opportunities exist within Blockley, 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.

7.18.3 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. A proportion of of site BK_14A lies within Flood Zones 3b and 3a. A site-specific flood risk assessment and sequential planning of the site will be necessary. All built development must be contained within Flood Zone 1.

7 Delivering the Strategy

Policy S15

BLOCKLEY

Allocated housing development sites:

- BK_8 Land at Sheafhouse Farm (13 dwellings net)
- BK_14A The Limes, Station Road (9 dwellings net)

Established employment sites:

- Draycott Works (EES11)
- Northcot Business Park (Paxford Brickworks) (EES12)
- Northwick Business Centre (EES13)

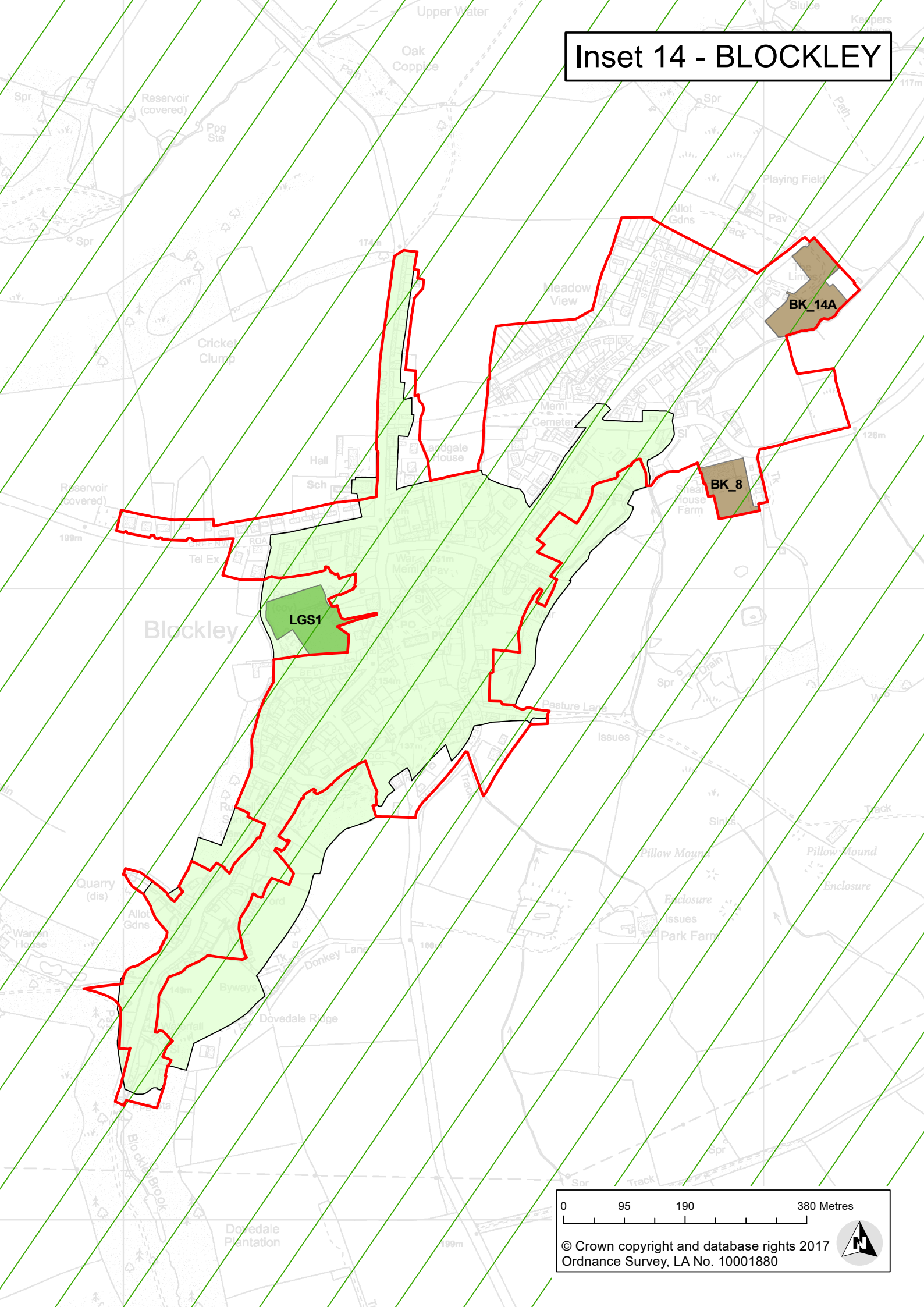
The following non-strategic (local) infrastructure projects are proposed:

a. Provision of allotments;

b. Improvement of footpath and cycle links; and/or

c. Provision of a youth shelter or other appropriate facility.

Inset 14 - BLOCKLEY



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7 Delivering the Strategy

7.19 Chipping Campden (POLICY S16)

7.19.1 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.

7.19.2 Chipping Campden faces some significant issues; for example, the trend towards an ageing population is most extreme in the Campden Vale ward, where there is 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.

7.19.3 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 to provide sufficient accommodation for an economically active population that supports the local economy. The additional housing will also help to sustain existing services and facilities.

7.19.4 For site CC_23/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. A lower impact development that includes a single storey community facility such as a doctors surgery would be more acceptable in landscape terms.

7.19.5 Chipping Campden has an established and successful business park, providing important local employment opportunities. Site CCN_E1 forms a logical extension to Campden 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 towards meeting the District-wide requirement for B class employment land, which is commensurate with one of the District's more sustainable settlements.

7.19.6 It is recognised that the wider Campden BRI site (Policy EC4) 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 that issue. Further significant constraints, particularly 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 Campden BRI site.

7.19.7 Visitors clearly make an important contribution to Chipping Campden's economy, though the resulting additional car parking in the historic town centre has long been perceived as a problem. 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. Representations have been received from the site owners confirming the availability of the site for car parking and that works in accordance with planning permission have commenced.

7.19.8 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.

7.19.9 A new railway station at Chipping Campden is included in a provisional list of major schemes in the Local Transport Plan (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-upon-Avon - Honeybourne railway line re-opening are supported, as this would help to make a new station at Chipping Campden more viable.

7.19.10 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.

7.19.11 Community-led planning documents and surveys have identified several further projects to those addressed elsewhere in the Plan. These include the provision of an indoor-based tourist attraction; improving leisure and play provision; and provision of a car park.

7 Delivering the Strategy

Policy S16

CHIPPING CAMPDEN

Allocated housing development site:

- CC 23B/C Land at Aston Road (36 dwellings net)

Established employment sites:

- Campden Business Park (EES9)

Allocated employment sites:

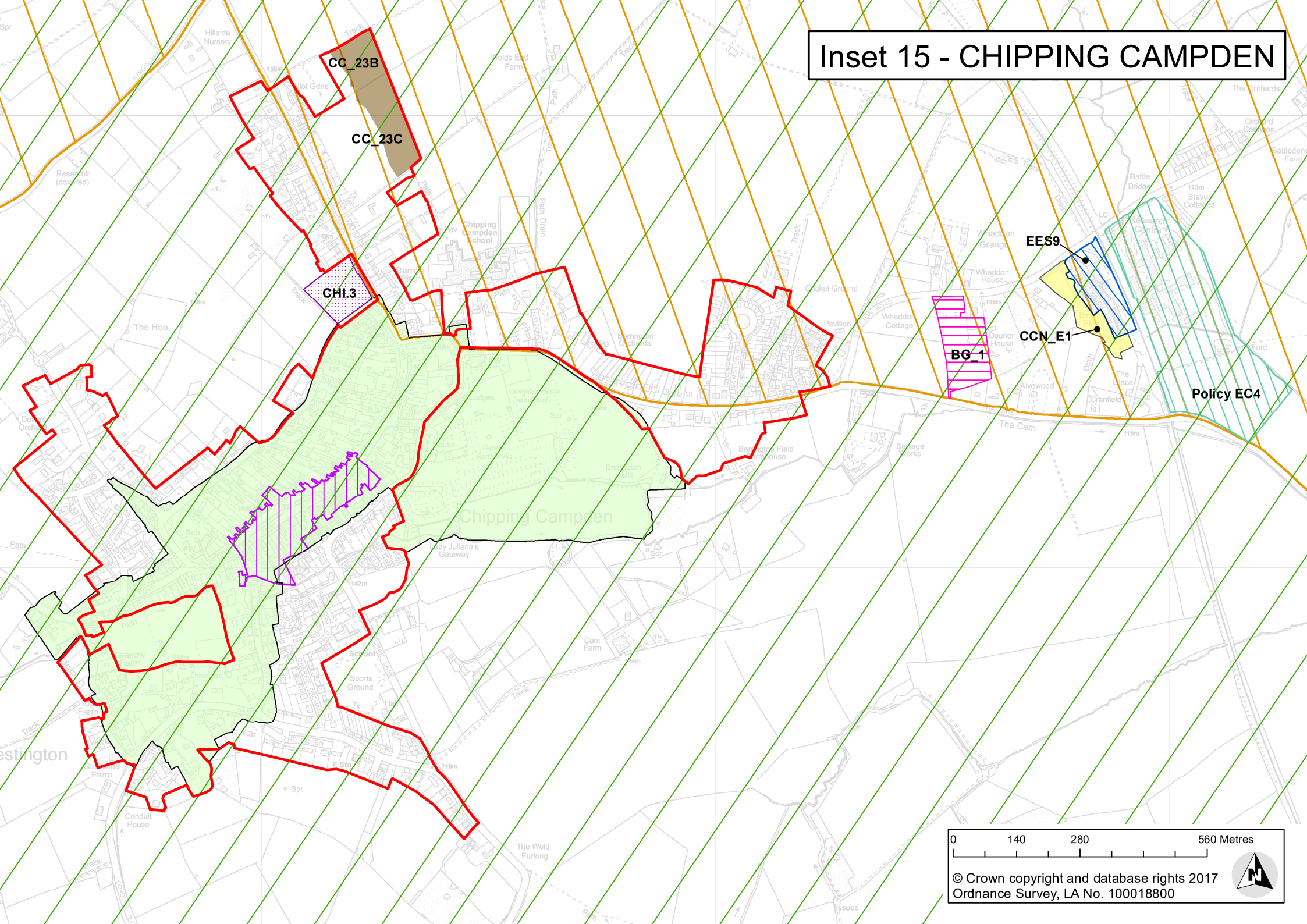
- CCN_E1 Battle Brook / Extension to Campden Business Park for B1, B2 and/or B8 class uses (0.67 ha)

The following non-strategic (local) infrastructure projects are proposed:

a. Land at Station Road, Chipping Campden is allocated for use as a burial ground to meet local needs (Site Ref BG_1)

b. Land at Wold's End Orchard is allocated for a public car and coach park (Site ref CHI.3)

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


Inset 15 - CHIPPING CAMPDEN
CC_23B
CC_23C
CHI.3
EES9
CCN_E1
BG_1
Policy EC4
0
140
280
560 Metres
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7 Delivering the Strategy

7.20 Mickleton (POLICY S17)

7.20.1 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 far to access higher level services that are unavailable in the village, such as secondary education; doctor's surgery; banking; and leisure facilities.

7.20.2 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**.**

7.20.3 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.

7.20.4 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.

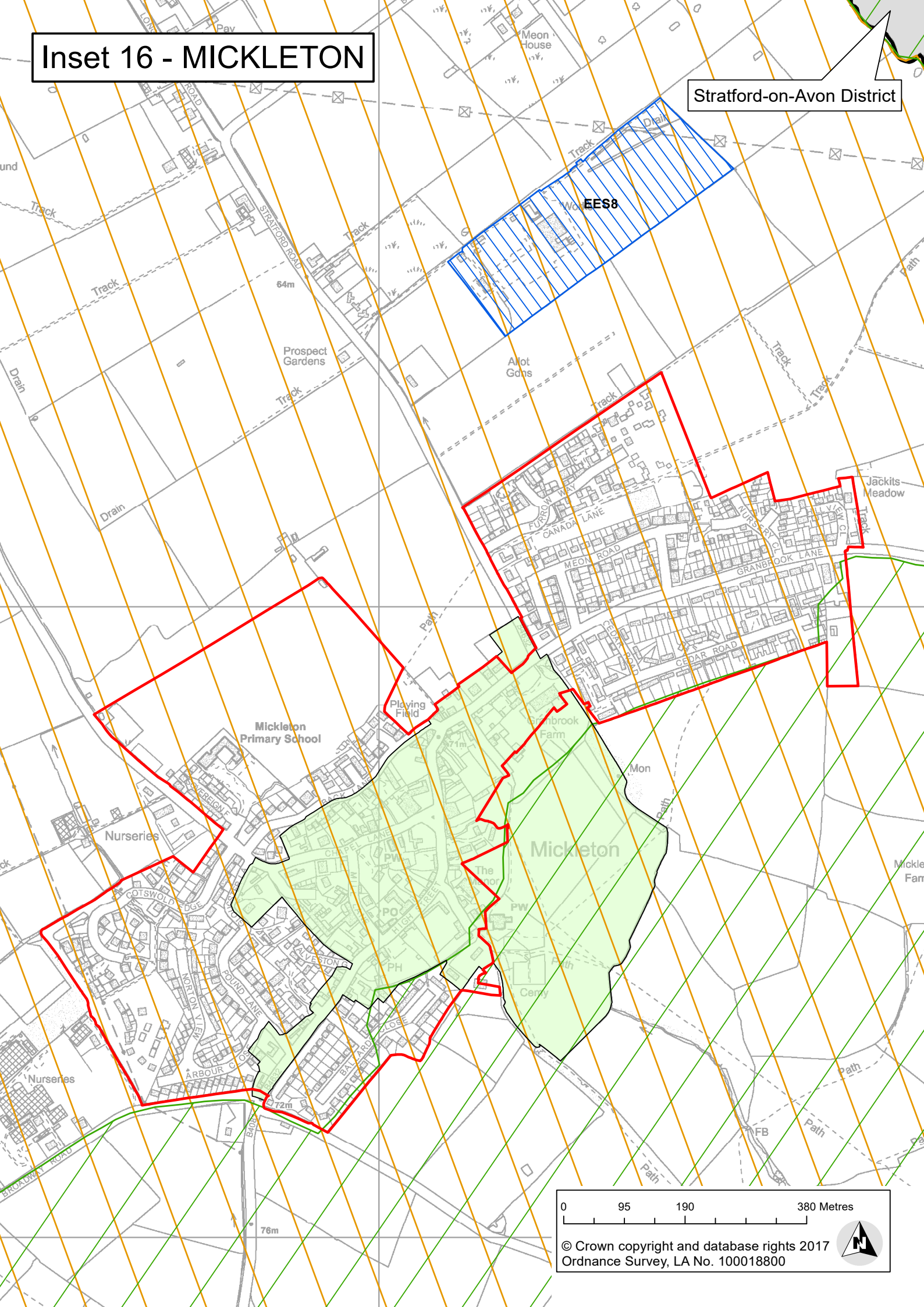
7.20.5 Planning permission has been granted for a substantial development of houses; self-catering lodges; and holiday homes at the Long Marston Estate (now called Meon Vale) in Stratford-on-Avon District, north of Mickleton. It is understood that affordable housing will be based on 35% of the total 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 District Core Strategy, and it is not considered to have any bearing on proposals for Mickleton.

Policy S17

MICKLETON

Established employment site:

- Seyfried Industrial Estate (EES8)


Inset 16 - MICKLETON
Stratford-on-Avon District
EES8
Meon House
Prospect Gardens
Allot Gdns
Jackits Meadow
Mickleton Primary School
Playing Field
Brookbrook Farm
Mickleton
Nurseries
Nurseries
Mon
Cemy
FB
64m
71m
72m
76m
0
95
190
380 Metres
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7 Delivering the Strategy

7.21 Moreton-in-Marsh (POLICY S18)

7.21.1 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 also has one of only two railway stations in the District. This, together with good bus services, makes Moreton-in-Marsh one of the District's most accessible settlements. The town is also home to the North Cotswold Hospital and the northern area branch office of the District Council.

7.21.2 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 is relatively high, ranking only behind Cirencester and Bourton-on-the-Water.

7.21.3 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 its facilities more widely available than has been the case to date.

7.21.4 Given these factors and the amount of development that has been permitted since 2011, the town is considered to have potential for its employment role to increase. This is reflected in Policy S18, which allocates further housing development.

7.21.5 The town's retail centre ranks fourth in the District. Moreton fulfils a ‘key centre’ role in the District’s retail hierarchy, functioning as an important service centre and providing for an extensive rural catchment area. 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. Tourism and local tourist accommodation has a positive impact on the vibrancy of the Centre. However, 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.

7.21.6 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 the 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 make a significant contribution towards meeting the District-wide requirement for B class employment land.

7.21.7 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. Guidance for development on the main Fire Services College site is set out in Policy EC4, which supports the modernisation and upgrading of facilities directly related to the fire and emergency services training sector.

7.21.8 Developers will be required to demonstrate that there is adequate water supply capacity both on and off the site to serve their 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. Evidence presented in the Water Cycle Study (August 2015) indicates that some upgrading of the waste water treatment works and sewerage infrastructure will be required in order for new development to be accommodated.

7.21.9 The capacity of M_19A and M_19B has been assessed to take account of a significant landscaping buffer that would be necessary to ensure the acceptable design of the site. Allowance has also been made for an existing public right of way. In line with Policy SA3, infrastructure requirements include highways improvements and flood alleviation measures (Moreton Drainage Scheme).

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

Policy S18

MORETON-IN-MARSH

Allocated housing development sites:

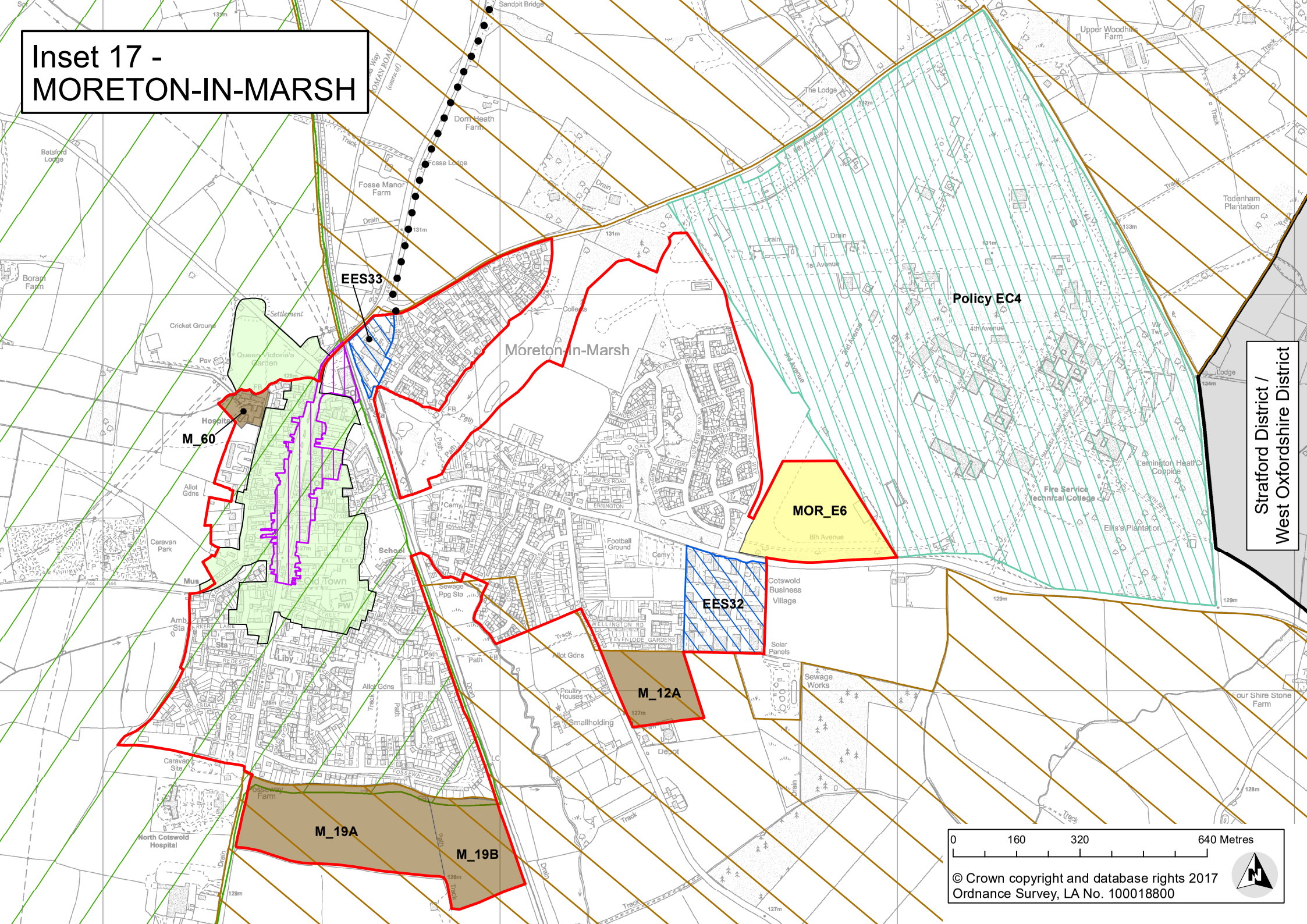
- M_12A Land at Evenlode Road (63 dwellings net)
- M_19A and M_19B Land south east of Fosseway Avenue (91 dwellings (net) and 28 dwellings (net))
- M_60 Former Hospital site (21 dwellings net)

Established employment sites:

- Cotswold Business Park/Village (EES32)
- Fosseway Industrial Estate (EES33)

Allocated employment development site:

- MOR_E6 Fire Service College B (7ha) for B1 uses


Inset 17 -
MORETON-IN-MARSH
EES33
Policy EC4
Moreton-in-Marsh
MOR_E6
EES32
M_60
M_12A
M_19A
M_19B
Stratford District /
West Oxfordshire District
0
160
320
640 Metres
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Ordnance Survey, LA No. 100018800

7.22 Willersey (POLICY S19)

7.22.1 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.

7.22.2 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.

7.22.3 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.

7.22.4 Site W_7A/WIL_E1C has potential to enable further employment development in Willersey to build upon the success of the existing industrial estate. Evidence demonstrates that locating new employment sites next to existing, successful industrial estates is the most suitable and viable for delivering employment development. To help enable employment development to occur and improve the site's viability, it is proposed that housing is also developed on the site. A mixed use allocation is therefore proposed.

7.22.5 Development will help to support the community's expressed desire for smaller starter homes; sustaining existing facilities; and maintaining 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.

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

7 Delivering the Strategy

Policy S19

WILLERSEY

Allocated housing development site:

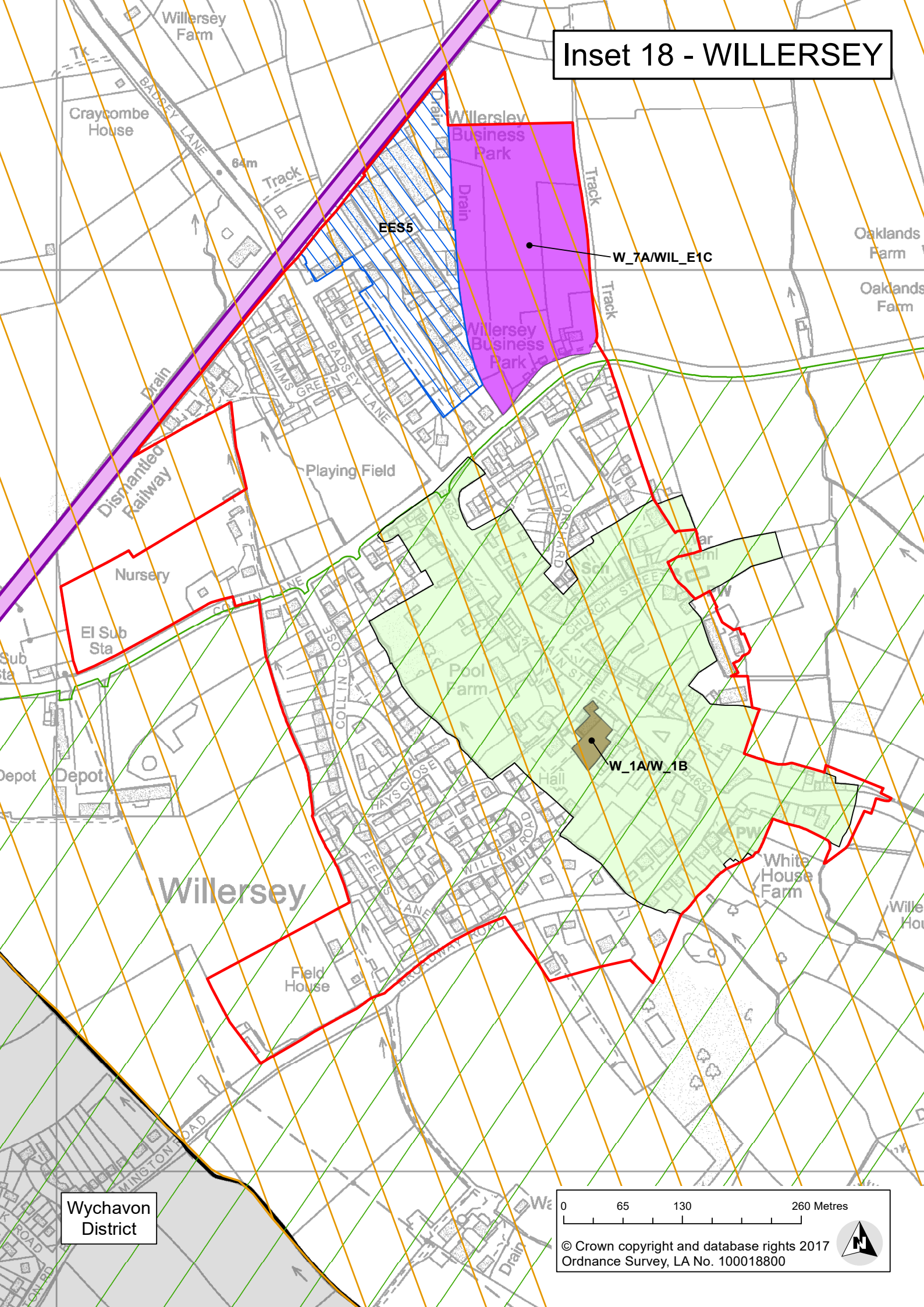
- W_1A and W_1B Garage Workshop and Garden behind the Nook, Main Street (5 dwellings net)

Established employment site:

- Willersey Industrial Estate (EES5)

Allocated mixed use development site:

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


Inset 18 - WILLERSEY
EES5
W_7A/WIL_E1C
W_1A/W_1B
Wychavon District
Willersey
Willersey Business Park
Playing Field
Pool Farm
Hall
Nursery
Depot
Field House
White House Farm
Oaklands Farm
Craycombe House
Dismantled Railway
Drain
Track
64m
0
65
130
260 Metres
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Ordnance Survey, LA No. 100018800

8 Housing to Meet Local Needs

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

8.0.2 The SHMA provides the detail of the District's housing requirements to 2031 for all tenure types. The following policies are intended to direct housing development within these national guidelines as appropriate to Cotswold District. Viability is also a key consideration in housing provision and reference should be made to the Whole Plan and Community Infrastructure Levy (CIL) Viability Assessment.

8.0.3 Changes to legislation have altered what has traditionally been the definition of affordable housing. For example, certain 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 'affordable housing' is explained in the Glossary.

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. 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 increase 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 requirement for new homes is based upon the housing required to address existing deficits between the supply and local need / demand identified in the SHMA. The Local Plan will also compliment other Council strategies to encourage a better supply from the existing housing stock through meeting the requirements of those who are currently inadequately housed.

Housing to Meet Local Needs 8

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, subject to viability. Developers will be required to comply with the Nationally Described Space Standard.**

2. **Any affordable accommodation with two or more bedrooms will be expected to be houses or bungalows unless there is a need for flats or specialist accommodation.**

3. **Proposals of more than 20 dwellings will be expected to provide 5% of dwelling plots for sale as serviced self or custom build plots unless demand identified on the Local Planning Authority's Self-Build and Custom Register, or other relevant evidence, demonstrates that there is a higher or lower level of demand for plots.**

4. **Starter Homes will be provided by developers in accordance with Regulations and National Policy and Guidance.**

5. **Exception sites on land that has been in commercial or industrial use, and which has not currently been identified for residential development, will be considered for Starter Homes.**

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. Evidence shows that over half of dwellings, with three or fewer bedrooms granted permission between 2011 and 2016, fell below the national minimum space standards. If this trend were to continue over the Plan period it would result in a disproportionate number of smaller dwellings. Therefore, new housing is required to provide internal space standards contained in the 'Technical Housing Standards - Nationally Described Space Standard March 2015' or successor document. This standard was included in the viability assessment of the Local Plan and has been shown to be achievable. To provide an appropriate transition period the requirement, to comply with the nationally described space standard, will come into effect 12 months from the date of the Plan being adopted. 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 housing types which contribute towards meeting the identified needs and demands for different demographic groups in the District. Developers should have regard to local evidence, for example, the latest SHMA and parish needs surveys, and show how the proposed mix of market housing provision will help to address identified local needs in terms of the size, type and tenure of housing.

8 Housing to Meet Local Needs

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

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. Self-build and custom-build housing is encouraged on small sites, and provision is expected to be made on all allocated and windfall sites that propose twenty or more dwellings where there is evidence of demand. 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 District Council'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. If no demand shown on the Register, then no plots will need to be provided;

- plots which have been made available and marketed appropriately for at least 12 months from the start of development, or earlier if appropriate (for example, where the site is likely to be built out in less than a year), 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, at market value, 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 three years of a self-builder purchasing a plot.

8.1.8 The District Council 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. When Starter Homes come forward, reference should be made to the national policy and guidance, and to regulations.

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

8.2 Affordable Housing (POLICY H2)

Current and Projected Need for Affordable Housing

8.2.1 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 in national policy and guidance.

8.2.2 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 re-balance the local housing supply ensuring that local people can access the housing that is urgently required.

8.2.3 The District's affordable housing need is currently estimated to be 157 net additional affordable homes per year between 2015 and 2031[33]. This was calculated by adding the unmet need for affordable housing in 2015 to the projected future need up to 2031, then subtracting the current supply of affordable stock. This was then converted to an annual requirement for the period 2015 to 2031. Whilst the need for affordable housing is included within the OAN, the ways in which the two were calculated differs. The 157 figure is therefore not directly comparable with the annual OAN requirement.

8.2.4 The affordable housing need is a snapshot in time. Applicants should therefore refer to the latest evidence, such as the SHMA, when submitting planning applications.

8.2.5 Policy H2 aims to maximise the delivery of affordable homes to help meet identified needs whilst maintaining the economic viability of residential development. However, the number of affordable homes likely to be delivered by Policy H2(3) is unlikely to fully meet the need for additional affordable homes. The affordable housing need is identified at a District-wide level, although the need will vary from settlement to settlement. The majority of affordable homes will be delivered in the 17 Principal Settlements identified in the Development Strategy. Furthermore, the Plan also enables the delivery of some affordable housing in non-Principal Settlements (Policy DS3), on Rural Exception Sites (Policy H3), and within specialist accommodation developments for older people (Policy H4).

Policy H2

AFFORDABLE HOUSING

1. **All housing developments that provide 11 or more new dwellings (net) or have a combined gross floorspace of over 1,000sqm 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.**

2. **In rural areas, as defined under s157 of the Housing Act 1985, all housing developments that provide 6 to 10 new dwellings (net) will make a financial contribution by way of a commuted sum towards the District's affordable housing need subject to viability. Where financial contributions are required payment will be made upon completion of development.**

3. **The affordable housing requirement on all sites requiring a contribution, subject to viability is:**

33 SHMA Update (April 2016), as updated by the Cotswold SHMA errata note (09 November 2017)

8 Housing to Meet Local Needs

i. **Up to 30% of new dwellings gross on brownfield sites; and**

ii. **Up to 40% of new dwellings gross on all other sites.**

4. **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.**

5. **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 and designed to be tenure blind and distributed in clusters across the development to be agreed with the Council. It will be expected that affordable housing will be provided on site as completed dwellings by the developer, unless an alternative contribution is agreed, such as serviced plots.**

6. **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.**

8.2.6 In calculating whether a development has a combined gross floorspace of over 1,000sqm, account should be taken of the gross internal area only.

8.2.7 In Cotswold District, the designated rural area, under s157 of the Housing Act 1985, is the Cotswolds AONB. However, the Council may in future have to apply an additional area designated by order of the Secretary of State.

8.2.8 Developers will be expected to engage with the local planning authority at the planning application stage to agree the affordable housing provision. 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.

8.2.9 On-site affordable dwellings will be transferred to the purchasing Registered Provider 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 Affordable Housing Supplementary Planning Document; and relevant housing plans and advice from the Council. Occasionally, it may be appropriate to provide free serviced land for the provision of the required units to a Registered Provider or the local planning authority by agreement. A s106 agreement will be used to ensure transfer to a Registered Provider and that the affordable housing remains available as such in perpetuity for eligible households.

8.2.10 The development of any affordable housing and the calculation of any financial contributions should be in conformity with the details set out in the Affordable Housing Supplementary Housing Document.

8.2.11 For the purposes of the Local Plan, the definition of a dwelling is that as defined by DCLG, which is currently 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 Rural Exception Sites (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 residential development allowed 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.

Policy H3

RURAL EXCEPTIONS SITES

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 towns and villages, taking into account Parish Housing Surveys and Parish Plans or other local evidence, 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. **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:**

8 Housing to Meet Local Needs

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; and**

d. **has strong local connections to the Parish.**

8.3.2 For rural exception schemes, proposals should 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 that there will be no public subsidy towards affordable housing provision. Any relaxation of the policy requirements will only be considered where the District Council 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.

8.3.4 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 SHMA, 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 AffordableHousing 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 Update (April 2016) anticipates a dramatic growth in the older population in Cotswold District with higher levels of disability and health problems amongst older people. There is a requirement for 665 sheltered and extracare housing units between 2017 and 2031. This forms part of the OAN. Thesr are also a requirement for 580 nursing and residential bedspaces between 2017 and 2031. This is in addition to the OAN. Identified needs are a snapshot in time and applicants must refer to the latest evidence, such as future updates to the SHMA, when submitting planning applications. Specialist accommodation for older people should include 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 and extracare housing, care homes and other appropriate models of accommodation for the elderly and those with particular needs, will be permitted provided that the development:

a. meets a proven need for that type of accommodation;

b. is designed to meet the particular requirements of residents with social, physical, mental and/or health care needs;

c. is easily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors; and

d. where accommodation is provided on a freehold or leasehold basis, it should provide affordable housing in accordance with Policy H2. This includes proposals for self-contained units of accommodation within a residential institution (use class C2). In the case of sheltered accommodation and extra care accommodation a mix of tenures will be encouraged. Where a development site has been divided into parts, or is being delivered in phases, the site will be considered as a whole for the purpose of determining the appropriate affordable housing requirement.

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 locations that are consistent with NPPF paragraph 50.

8.4.3 Applicants will be expected to have regard to the strategic aims and objectives of Gloucestershire County Council and NHS Gloucestershire when demonstrating a local need for the service.

8 Housing to Meet Local Needs

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 that the facility is accessible for staff and visitors. It is important for applicants to demonstrate local need for residential care 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 There is sometimes confusion as to whether specialist accommodation for older people falls into the use class defined as a residential institution (C2) or a dwelling house (C3). Be that as it may, development which creates living spaces that retain the essential characteristics of a self-contained dwelling, even if some care is provided, will be expected to provide affordable housing in accordance with Policy H2.

8.4.6 Developments that include self-contained units as part of a larger residential care home scheme will also be required to provide a proportion of those self-contained units as affordable homes in accordance with Policy H2.

8.4.7 If the site is considered unsuitable, for example, due to the location or affordability of the units, the local planning authority may instead wish to accept a commuted sum to meet the need off-site.

8.5 Dwellings for Rural Workers Outside Settlements (POLICY H5)

8.5.1 The Cotswold countryside, besides being very beautiful, is a place of work. Alongside 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 a place of work can be clearly established.

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;

b. a financial test is submitted to demonstrate the viability of the business proposed or as proposed to be expanded;

c. a new dwelling cannot be provided by adapting an existing building on the holding;

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;

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 on a site permitted for such a purpose.

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:

8 Housing to Meet Local Needs

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 Local 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 and Traveller Sites (POLICY H7)

8.7.1 Gypsies and Travellers (collectively known as Travellers) pursue an active, itinerant lifestyle and are generally self-employed people. However, Traveller communities are increasingly becoming more settled. Travelling Showpeople are business people who have traditionally been involved in holding fairs and circuses for many hundreds of years.

8.7.2 Planning Policy for Traveller Sites (PPTS)[34] 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

GYPSY AND TRAVELLER SITES

1. Existing authorised sites for Traveller uses will be safeguarded provided there remains a need for these uses within the District.

34 Planning Policy for Traveller Sites (DCLG, August 2015) www.gov.uk

2. The following locations, indicated on the Policies Maps in Appendix C, are identified as preferred sites for accommodating the future needs of Travellers:

- **Four Acres, Shorncote, near South Cerney – 7 pitches**
- **Meadowview, Fosseway, near Bourton-on-the-Water – 4 pitches**

3. The following approach will be used to determine the acceptability, in principle, of planning applications for Traveller development:

a. First preference will be sites specifically allocated in this Plan for Travellers.

b. Second preference will be to designate additional pitches /plots within the boundaries of existing suitable Traveller sites, including sites that have already been identified for this use.

c. Third preference will be to extend existing suitable Traveller sites adjacent to existing boundaries.

d. Where a sufficient supply of pitches or plots cannot be achieved at the above locations new sites will be considered.

8.7.3 A jointly-commissioned review to assess the number of pitches required by the travelling community across the Gloucestershire Housing Market Area was published in March 2017 (GTAA)[(35)]. Essentially, the GTAA establishes three categories of Travellers:

- Households that meet the PPTS planning definition;
- Households that could not be interviewed, hence their status is 'unknown'; and
- Households that do not meet the new definition.

8.7.4 The GTAA concludes that there is an identified need to provide three pitches for Travellers who meet the PPTS definition over the period 2016-2031 in Cotswold District. Those needs, which originate from Travellers at the Shorncote site, should be met by 2021.

8.7.5 Regarding 'unknowns', the GTAA concludes that a potential need for up to 11 more pitches may arise from Traveller households currently residing in Cotswold District. This is derived from the estimated number of households who could not be interviewed and, therefore, whose status could not

35 Gloucestershire (Cheltenham, Cotswold, Forest of Dean, Gloucester, Stroud and Tewkesbury) Gypsy and Traveller Accommodation Assessment (Opinion Research Services, March 2017)

8 Housing to Meet Local Needs

be ascertained. Based on over 100 previous studies, the GTAA indicates that around 10% of 'unknowns' are likely to meet the 2015 definition. Notwithstanding this, the survey indicates that the number of additional pitches could range between 0 and 11.

8.7.6 The 2017 potential sites update for Cotswold[36] found that two sites have a realistic prospect of delivering Traveller pitches over the Plan period. These sites, located at Four Acres, Shorncote and Meadowview, Fosse Way, near Bourton-on-the-Water, have been assessed as having the potential to deliver a total of up to 11 pitches. Besides meeting the need for three pitches specifically identified in the GTAA for Travellers meeting the PPTS definition, they also provide flexibility to meet the potential needs of any Travellers whose status is currently 'unknown' and any additional needs that have not been identified.

8.7.7 A sequential approach for meeting any further provision is set out in clause 3 of Policy H7. Should any of the allocated sites be considered unsuitable, compelling reasons must be produced as to why it is necessary to consider an alternative location.

8.7.8 Regarding Traveller households who do not or may not meet the PPTS definition, the GTAA establishes a potential need for 13-23 plots arising from those currently living in Cotswold District. The housing needs of those households will have to be met, and it may be appropriate for some to be accommodated on sites proposed in Policy H7.

8.7.9 The GTAA concludes that there is no requirement to provide pitches for Travelling Showpeople within Cotswold District.

8.7.10 Given the uncertainties associated with forecasting future Gypsy, Traveller and Travelling Showpeople accommodation needs, it is quite possible that additional needs to those identified will arise during the plan period. Therefore, needs and the availability of sites will be monitored regularly throughout the Plan period and an early review of Policy H7 will be carried out if necessary to ensure that identified needs can be met in accordance with the PPTS.

36 Identification of Potential Gypsy and Traveller Sites Update (CDC, December 2017)

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9.1 Employment 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, whilst GFirst's Strategic Economic Plan (SEP) does not consider the District to be the key focus for economic growth in the County, it is committed to promoting growth and enhancement of the Gloucestershire economy. 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. It also has access to the strategic rail network at Kemble and Moreton-in-Marsh. 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

EMPLOYMENT DEVELOPMENT

Employment Development will be permitted where it:

a. supports the creation of high quality jobs in professional, technical and knowledge-based sectors and seeks to support economic opportunities which capitalise on the strength of existing academic and training institutions and research organisations;

b. maintains and enhances the vitality of the rural economy;

c. enables opportunities for more sustainable working practices, including home-working;

37 *ONS and Annual Population Survey, September 2015.*

9 Economy, including Retailing and Tourism

d. supports and improves the vitality and viability of Primary, Key, District and Local Centres; or

e. supports sustainable tourism in ways that enables 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 established 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 Town, 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.

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 Safeguarding Employment Sites (POLICY EC2)

9.2.1 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 District's economic and business needs. 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.

9.2.2 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 established 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. **Established and allocated employment sites will be retained for B Class employment uses, unless there is no reasonable prospect of the site being used for employment purposes.**

9.2.3 Established employment sites are listed in Appendix E of this Plan. The Cotswold Economy Study (Vol. 1, 2012) reviewed existing employment sites in light of the NPPF paragraph 22, establishing which should be safeguarded and those that could be used for alternative uses. The site list has since been amended to reflect employment monitoring information as of 31 March 2016. These sites are

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considered valuable employment locations and should be safeguarded for that purpose. Sites allocated in the settlement policies of the Local Plan for B Class employment uses are also safeguarded as they are required to enable the delivery of forecast B class job growth over the Plan period.

9.2.4 Cotswold District has many established and successful employment sites both within and outside towns and villages. 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, established 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 the District's established employment sites and safeguards them for employment uses.

9.2.5 There are several well-established employment sites in the wider rural area beyond the Development Boundaries. These are a key element of the District's economy. Therefore Policy EC2 seeks to support these sites by permitting proposals for employment development.

9.2.6 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.

9.2.7 The aim, therefore, is to maintain and enhance the role of established employment sites, where they are well located, through the development of further employment uses and the prevention of changes to other uses. The preparation 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.

9.3 Proposals for all types of Employment-Generating Uses (POLICY EC3)

9.3.1 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.

9.3.2 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, leisure, 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 identified as an established employment site 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. **do not entail residential use as anything other than ancillary to the business; and**

   b. **are justified by a business case, demonstrating that the business is viable; or**

   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:**

   a. **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; and**

   b. **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.**

9.3.3 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.

9.3.4 However, the Local Planning Authority (LPA) 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

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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.

9.3.5 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.

9.3.6 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.

9.3.7 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.

9.4 Special Policy Areas (POLICY EC4)

9.4.1 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.

9.4.2 Through consultation on the emerging Local Plan, the LPA 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 LPA with their future growth plans and aspirations. These are Royal Agricultural University, Cirencester; Campden BRI, Chipping Campden and Fire Services College, Moreton-in-Marsh. The extent of these areas are mapped on the relevant Policies 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.

9.4.3 A distinctive Master Plan framework for each of these sites will provide the necessary certainty, whilst 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 LPA's Statement of Community Involvement.

9.4.4 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.

9.4.5 Ecological surveys and monitoring will be required 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. **The Special Policy Areas (defined on the Policies Map) will be master-planned and development implemented on a comprehensive basis at the following locations:**

   - **Royal Agricultural University, Cirencester. At this site, proposals for the expansion of the existing University campus, including associated development for educational, training, business and research development, student accommodation and other operational floorspace, will be permitted.**

   - **Campden BRI, Chipping Campden. At this site, proposals for new laboratories, business space, conference, training facilities, staff and visitor facilities, ancillary development, and associated infrastructure to facilitate the use of the site as a food testing and research establishment, will be permitted.**

   - **Fire Services College, Moreton-in-Marsh. At this site, proposals for development of operational fire, rescue and emergency responders' training facilities, ancillary development, and associated infrastructure, will be permitted.**

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:**

   a. **ensure that the character of the parkland setting is not compromised on this important gateway to Cirencester;**

   b. **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 (Policy S2);**

   c. **demonstrate that the development supports the vitality and viability of Cirencester Town Centre;**

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d. take account of the gas pipeline buffer zone; and

e. ensure that there is no net loss of playing pitch provision and other outdoor sporting facilities.

4. With regard to the Campden BRI, Chipping Campden, the Master Plan will:

a. include a plan demonstrating the comprehensive phasing programme for the construction, reuse or demolition of existing redundant buildings and infrastructure within the site;

b. 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

c. 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:

a. aim to enhance the setting afforded by this important gateway site to Moreton-in-Marsh;

b. 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;

c. complete an investigation into land contamination on the site, with any necessary remediation measures required to a standard agreed with the Local Planning Authority;

d. set out proposals for the retention, protection and proactive management of the County-designated Key Wildlife site;

e. 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 local residents;

f. demonstrate how existing trees and other vegetation around the boundary and stretching into the site will be retained and strengthened; and

g. 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

9.4.6 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 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.

9.4.7 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.

9.4.8 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

9.4.9 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.

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9.4.10 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.

9.4.11 The LPA 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

9.4.12 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.

9.4.13 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 in the UK and overseas. Significant infrastructure and supporting facilities are required to ensure that the College remains at the forefront of training provision.

9.4.14 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.

9.5 Rural Diversification (POLICY EC5)

9.5.1 Agriculture underpins the District's rural economy and supports 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 will not cause conflict with the existing farming operation including severance or disruption to the agricultural holding that would prejudice its continued viable operation;

b. existing buildings are reused wherever possible; and

c. the scale and design of the development contributes positively to the character and appearance of the area.

9.5.2 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.

9.5.3 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.

9.5.4 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.

9.5.5 Proposals that constitute substantial changes to a farm or agricultural estate will be assisted by the submission of a whole farm plan. Information provided within the whole farm plan should include:

- the history of the farm and its locality;
- existing buildings and their uses;
- features of biodiversity or landscape interest;
- archaeological sites, information on the historic landscape of the farm, the reasons for diversification and the viability of the proposal; and
- details of the proposal's projected employment, environment and traffic implications.

9.5.6 A proposal that avoids conflict with the existing farming operations will be well integrated with the existing operation, and will not give rise to any conflict with the agricultural or forestry operation of the farm or estate. For example, farms may cause environmental health problems to some high quality business use developments, or a new industrial use could lead to outdoor storage requirements, causing circulation problems on the farm.

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9.5.7 The continued viability of farm holdings is important to the rural economy. Where proposals affect a significant part of the farm holding, information may be requested on its extent, and what is proposed for the remainder of the holding. In some cases, this may include evidence that, following the proposed development, the holding will continue to operate viably.

9.6 Conversion of Rural Buildings (POLICY EC6)

9.6.1 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.

9.6.2 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

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;

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.

9.6.3 This policy applies to the conversion of all rural buildings, whether of modern or traditional construction. There are also other policies that are likely to be relevant to proposals for the conversion of rural buildings, including H6 (Removal of Occupancy Conditions), EC11 (Tourist Accommodation) and EN13 (Conversion of Non Domestic Historic Buildings (Designated and Non designated Heritage Assets).

9.6.4 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.

9.6.5 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.

9.6.6 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.

9.7 Retail (POLICY EC7)

9.7.1 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.

9.7.2 To ensure the retail evidence base is robust and relevant an update of the 2012 retail study has been prepared - the Retail Study Update 2016. The approach to retail and town centre development is in alignment with the latest employment and housing figures and includes an updated assessment of the need for retail floorspace across the 10 larger, more sustainable, Principal Settlements that form the Retail Hierarchy identified in Policy EC7. A wider assessment of provision is also made across all 17 Principal Settlements, as identified in Policy DS1.

9.7.3 Arising out of the content and recommendations of the Retail Study Update 2016, the town centres and retail strategy makes provision for 400sqm (net) of convenience goods and 2,100sqm (net) comparison goods floorspace within Cirencester over the Plan period including the Neighbourhood Centre at the Strategic Site south of Chesterton (and subject to the provisions of Policy S2). Within the other nine settlements in the retail hierarchy there are, due to the nature of retailing within these settlements, no quantitative floorspace targets and instead a strategy to maintain and enhance retail provision within their defined central areas, supporting the role of each centre in servicing its local community and, in some instances, visitors and tourists to the District. 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. Provision will be made through site allocations in Cirencester (see policies S1, S2, and S3) and the policies set out below.

Policy EC7

RETAIL

1. **The retail hierarchy in Cotswold District is set out below and will be the focus for the provision of main town centre uses:**

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- **Town Centre: Cirencester;**
- **Key Centres: Bourton-on-the-Water, Chipping Campden, Moreton-in-Marsh, Stow-on-the-Wold and Tetbury;**
- **District Centres: Fairford and Lechlade;**
- **Local Centres: Northleach and South Cerney.**

2. **In settlements that are not listed in 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.**

3. **Provision will be made for 400sqm (net) of convenience goods and 2,100sqm (net) of comparison goods retail floorspace within Cirencester over the Plan period (in accordance with policies S1, S2 & S3). Within the other nine settlements identified in the retail hierarchy, the retail strategy supports proposals in their defined centres which maintain and enhance retail provision and the wider health of the centre.**

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

9.7.5 The concentration of a variety of shopping and other services within a 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.

9.7.6 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.

9.7.7 Cirencester will be promoted and enhanced as needed to attract increased expenditure from within and outside the District. There are a number of potential opportunities for new retail development within the 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 Cirencester Town Centre Strategy (see Policy S3) provides further detail and guidance.

9.7.8 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.

9.7.9 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. These Centres function as important service centres for the majority of needs of their respective localised catchment areas, which 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.

9.7.10 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.

9.7.11 Small local shops and services (including public houses, post offices and surgeries) in the other 7 Principal Settlements and also in more 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 should be avoided where this would damage the viability of a settlement or increase car travel by local residents

9.8 Main Town Centre Uses (POLICY EC8)

Policy EC8

MAIN TOWN CENTRE USES

1. **The preferred sequence of locations for Main Town Centre Uses in Cirencester are the:**

   a. Primary Shopping Area

   b. Town Centre

   c. Edge of Centre

   d. Out of Centre

2. **The preferred sequence of locations for Main Town Centre Uses in the other Principal Settlements listed in the Retail Hierarchy (Policy EC7) are the:**

   a. Centre (Key/District/Local)

   b. Edge of Centre

   c. Out of Centre

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3. **Only if there are no suitable sites available within the Primary Shopping Area and Centre (Town/Key/District/Local) boundaries identified on the Policies Maps, or on the Edge of Centre, will Out of Centre sites be considered.**

4. **All proposals for main town centre uses should:**

   a. be consistent with the strategy for the settlement;

   b. help maintain an appropriate mix of uses in the Centre; and

   c. contribute to the quality, attractiveness and character of the settlement, including the Centre, and the street frontage within which the site is located.

5. **Within the Centre boundaries identified on the Policies Maps Class A1 uses and other main town centre uses will be permitted where they would complement and enhance the retailing offer of the Centre. The loss of main town centre uses will be resisted, and, other than A1 uses, concentrations of single uses will not be permitted, where this would adversely affect the vitality and viability of the Centre or harm wider town centre investment, or cause amenity problems. Where the loss of a main town centre use is proposed, evidence must be 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.**

6. **Proposals for residential development will be permitted on the upper floors of premises in the Centre.**

7. **When considering proposals for main 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;

   b. contribute to the quality, attractiveness and character of the settlement and the street frontage within which the site is located;

   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; and

   d. except where the proposal is in conformity with an allocation for main town centre uses elsewhere in the Plan, comply with the sequential test, by demonstrating that there are no sequentially preferable sites or premises to accommodate the proposed development, taking into account the need for flexibility in the scale and format of proposals.

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

8. In addition to Clause 7 criteria (a)-(d) proposals for retail, leisure and office uses outside of defined centres will be assessed in relation to their impact on:

a. the vitality and viability of those defined town centres within the catchment area of the proposal; and

b. existing, proposed and committed town centre investment in defined centres within the catchment area of the proposal.

Such assessments should, where appropriate, extend to an assessment of the cumulative effects, taking into account other committed and recently completed developments.

9.8.1 References to each of the Town, Key, District and Local Centre Boundaries should be taken to mean 'town centre' in terms of the NPPF definition. The defined Centre boundaries for the Key, District and Local Centres are also the same as the 'Primary Shopping Area' in terms of the NPPF. In Cirencester, the Primary Shopping Area is specifically defined and lies within the wider Town Centre Boundary (see Policy S3 clauses 2-4).

9.8.2 Policy EC8 and the requirements for a sequential test and impact assessment will apply to proposals for main 'town centre uses' beyond the identified centre boundary. The requirement will not apply to proposals which are consistent with site allocations for main town centre uses in the Plan.

9.8.3 The LPA 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, and 'main town centre' uses (Policy EC8) can contribute to healthy and lively centres and communities. What constitutes an adverse effect on the vitality and viability of, and investment within, a Centre will be based on the circumstances of each case. The cumulative impact of the proposal considered together with recent developments and committed floorspace may also be a relevant consideration for the impact assessment. Further guidance on the indicators which will be taken into account in assessing adverse effects is provided in the Retail Study Update 2016 and the PPG.

9.8.4 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;

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- Deliver traffic management improvements; and
- Support and promote markets.

9.8.5 Proposals for retail, leisure and office uses outside of defined centres will, besides Clause 7 criteria (a)-(d), be subject to the provisions of Policy EC9.

9.8.6 The loss of an active retail use cannot be prevented and changes from an active main town centre use to other uses can make the centre less attractive and convenient. The LPA 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 LPA together with full reasons why any offers have not progressed.

9.8.7 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 Town / Key / District and Local Centres on the Policies 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 LPA will seek to ensure that local residents have access to a range and choice of A1 shops.

9.8.8 With the exception of Cirencester, it is considered that the Centres identified in the Retail Hierarchy (Policy EC7) are too small to define secondary and primary frontages within the Centre boundaries. The Cirencester Town Centre Strategy (Section 7.1.1) sets out policies (Policy S3) relating to Cirencester's primary and secondary frontages.

9.8.9 The extent of the Town / Key / District / Local Centres are shown on the relevant Policies Maps.

9.9 Retail Impact Assessments (POLICY EC9)

Policy EC9

RETAIL IMPACT ASSESSMENTS

Proposals for retail development with a net increase of 100sqm or more, or, proposals that relate to floorspace of 100sqm net or above, which lie outside an identified Town / Key / District or Local Centre, will be assessed against their impact on the health of, and investment within, defined Centres and planning applications will be accompanied by a Retail Impact Assessment.

9.9.1 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).

9.9.2 The impact test applies to retail, office and leisure proposals (for the latter two uses, the default national threshold will apply). The scope and level of detail required will vary according to local circumstance. For clarity, the impact assessment test applies to proposals in established employment sites and those within the identified Development Boundaries, as supported in principle by policies EC2 and EC3, and in these cases a proportionate approach can be taken. For main town centre uses, including B1 office use, where the proposed use is in conformity with the allocation, and as such is considered suitable and in accordance with the plan, no impact assessment is required. Impact assessments will not be limited to new build retail development; they will also be required for extensions, redevelopment and the variation of conditions and Section 106 Agreements where proposals relate to 100sqm or more of floorspace or there is a net increase in floorspace of 100sqm or more. Retail impact assessments should be scoped out with the LPA prior to the submission of planning applications.

9.9.3 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. Proposals for retail developments up to 100sqm net will generally be regarded as being of a scale that would not result in significant adverse impacts. Accordingly, the default retail impact assessment threshold set out in the NPPF is lowered to 100sqm net 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. Where impact assessments indicate significant adverse impacts on the vitality and viability of an existing centre, development will be refused. 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.

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

9.10.1 Tourism is a key employment sector in the District, with an estimated total spend of £83 million in 2010[(38)]. In 2013, there were 6,000 jobs in tourism-related sectors in Cotswold. This represented 21.3% of all tourism jobs in Gloucestershire and 15.2% of all jobs in the District. The main categories of visitor spend are: accommodation; shopping; food and drink; attractions and entertainment; and travel[(39)]. Cultural activity also has high economic value and brings in tourist trade.

9.10.2 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*.'

38 South West Tourism Alliance - Value of Tourism 2010
39 Employment Study 2012 (Paragraph 3.2.19)

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9.10.3 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'. 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.

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.

9.10.4 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.

9.10.5 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.

9.10.6 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.

9.11 Tourist Accommodation (POLICY EC11)

Policy EC11

TOURIST ACCOMMODATION

Hotels and Serviced Accommodation:

1. **New hotels and other serviced accommodation will only 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 sustain the viability of the tourist attraction, will be acceptable.**

Self-Catering Accommodation:

3. **Proposals for self-catering accommodation, will only 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 new-build, short stay, self catering units that are directly associated on-site with a tourist attraction, and required to sustain 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:

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

a. is well related to the main tourist routes; and

b. makes use of any converted or potentially convertible agricultural buildings that may be available with the number and size of any associated new buildings kept to the minimum necessary.

Static Caravan and Holiday Parks:

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.

9.11.1 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 will only be acceptable where it is directly associated with a tourist attraction and it is required to help sustain the viability of that attraction. Hotels in rural areas can be provided successfully by the conversion and improved use of existing buildings.

9.11.2 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.

9.11.3 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.

9.11.4 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 sustain the viability of the attraction will be acceptable in principle.

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

9.11.6 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. 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 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.

10 Built, Natural and Historic Environment

10.1 Built, Natural and Historic Environment (POLICY EN1)

10.1.1 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[(40)]. 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. For the avoidance of doubt the assessment of "significant detrimental impact" includes a judgement on whether any adverse impacts of a proposal would significantly and demonstrably outweigh its benefits.

10.1.2 Individual heritage assets, both designated and undesignated are set in a wider historic environment or landscape. It is vital that this wider resource is also conserved, enhanced and better revealed. This is of particular relevance in the District because such a high proportion of it falls with the Cotswolds Area of Outstanding Natural Beauty (AONB). Although this designation refers primarily to "natural beauty", that natural beauty is very closely tied to the historic value of the landscape. Those linkages include the landscape archaeology of the area, such as:

- field patterns and the ancient roadways;
- use of local materials for building;
- historic structures from Neolithic burial mounds to arts and crafts cottages;
- setting of settlements; and
- "natural" landscape itself which is as much a man-made construct as a natural one.

10.1.3 There are also some areas of the District outside the AONB that have been designated as Special Landscape Areas (SLAs). Although primarily designated for their landscape value, the criteria for designation also includes "conservation interests" and the analysis in the Local Countryside Designation Review: Special Landscape Areas (White Consultants 2001) report refers to the historic environment in its analysis of the SLAs.

10.1.4 Policy EN1 reflects the fact that in the Cotswolds there is considerable interrelationship and interplay between the built, natural and historic environment. These environmental elements are in some respects indivisible - what affects one part may well affect another. It follows from this that one of the key pressures facing the District is planning positively to meet the objectively assessed need for growth, whilst safeguarding the sensitive built, natural and historic environment from the less positive aspects of development and simultaneously seeking enhancements where possible.

40 The District has over 5,000 listed buildings

Policy EN1

BUILT, NATURAL AND HISTORIC ENVIRONMENT

New development will, where appropriate, promote the protection, conservation and enhancement of the historic and natural environment by:

a. ensuring the protection and enhancement of existing natural and historic environmental assets and their settings in proportion with the significance of the asset;

b. contributing to the provision and enhancement of multi-functional green infrastructure;

c. addressing climate change, habitat loss and fragmentation through creating new habitats and the better management of existing habitats;

d. seeking to improve air, soil and water quality where feasible; and

e. ensuring design standards that complement the character of the area and the sustainable use of the development.

10.2 Design of the Built and Natural Environment (POLICY EN2)

10.2.1 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.

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

10.2.3 Heritage themes that contribute to the distinctiveness of the local built environment include:

- local stone building materials – dry-stone walls, Cotswold building stone, natural stone roof tiles;
- distinctive Cotswold vernacular;
- rural (agricultural) settlement patterns of isolated farmsteads and villages with market towns and a number of country houses with associated estates;

10 Built, Natural and Historic Environment

- Key local architects including important proponents of the Arts and Crafts Movement; and
- Roman archaeology of the District focused on Corinium. Obvious Roman roads, still in use as main roads through the District.

10.2.4 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. High quality urban design and architecture also enables new development to integrate successfully with the historic environment, which is of particular importance for the historic towns and villages of the Cotswolds.

10.2.5 The built environment is as much about the spaces between and around the buildings or groups of building in a settlement as about the buildings themselves. For this reason, policy on Local Green Spaces is included in this section of chapter 10.

Policy EN2

DESIGN OF THE BUILT AND NATURAL ENVIRONMENT

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

10.2.6 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.

10.2.7 Whilst the PPG 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.

10.2.8 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 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.

10.2.9 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.

10.2.10 To address local development and design issues the Local Planning Authority 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.

10.2.11 The revised Cotswold Design Code (Appendix D) 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.

10.3 Local Green Spaces (POLICY EN3)

10.3.1 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.

Policy EN3

LOCAL GREEN SPACES

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

LGS1: Blockley – Blockley Mill (also known as Water Board site)

LGS2: Bourton-on-the-Water – Manor Fields

LGS3: Church Westcote – Land adjacent to Close Cottage

LGS4: Cirencester – The Humpty Dumps

LGS5: Kemble – Green at West Lane

LGS6: Kemble – Community Gardens at Station Road (in conjunction with proposed housing allocation Policy S6, Site K_2)

LGS7: Kemble – Playing field at Clayfurlong

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LGS8: Lechlade – Eric Richardson and Phyllis Amey Nature Reserve

LGS9: Siddington – Allotments, Ashton Road

LGS10: Siddington – Playing Fields, Park Way

LGS11: South Cerney – Church Lane Allotments

LGS12: 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.

10.3.2 Local Green Spaces identified in Policy EN3 are the result of extensive work with local communities. The supporting evidence is available on the Council's website *Evidence Paper: Local Green Spaces.*

10.3.3 The Local Green Spaces allocated in this Plan are shown on the Policies Maps. Sites LGS9 (Allotments, Ashton Road, Siddington) and LGS10 (Playing Fields, Park Way, Siddington) are included on the Cirencester Policies Map, while site LGS3 (Land adjacent to Close Cottage, Church Westcote) is shown on the Map in Appendix A.

10.3.4 LGS1 (Blockley Mill - also known as the Water Board site) is an operational site as it contains water infrastructure facilities. It is considered appropriate to designate this site as a Local Green Space, but not to prohibit engineering operations or the extension or alteration of any building on the site provided the new building is in the same use and not materially larger than the one it replaces.

10.3.5 As well as being designated as a Local Green Space, Manor Fields in Bourton-on-the-Water (LGS2) is used as a public car park for up to 42 days per calendar year.

10.4 The Wider Natural and Historic Landscape (POLICY EN4)

10.4.1 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". The PPG says "One of the core principles in the NPPF 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".

10.4.2 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 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.

10.4.3 Landscape Character Assessments, incorporating an assessment of the character of the historic landscape between 1997 and 2002, have been undertaken as follows:

Landscape Character Assessments – Cotswolds Area of Outstanding Natural Beauty

- Cotswolds AONB Landscape Character Assessment (2004)
- This divides the AONB into 19 landscape types. Each landscape character type includes a section on "human influences" and there is additional detail about the historic environment within each character area description. The Landscape Strategy and Guidelines help inform decision making about the suitability of proposed development or change.
- Local Distinctiveness Guide (2004) describes the changing pattern, design and materials used in the built environment across the Cotswolds.

Landscape Character Assessments – Areas of Cotswold District outside the Cotswolds AONB

- Gloucestershire Landscape Character Assessments for The Severn Vale; Upper Thames Valley; Vale of Moreton; Vale of Evesham Fringe (LDA 2006) Each landscape character type include sections on "human influences" and "buildings and settlements".
- Cotswold Water Park - Integrated Landscape Character Assessment (LDA Design 2009) Chapter 5 focuses on the historic development of the area and chapter 8 on "built character". Each landscape character type includes sections on "human influences" and "buildings and settlements".

10.4.4 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.

10.4.5 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.

10.4.6 Internationally designated nature conservation sites in or near Cotswold District[(41)]:

- Severn Estuary SPA

41 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

Policy EN4

THE WIDER NATURAL AND HISTORIC LANDSCAPE

1. **Development will be permitted where it does not have a significant 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, the setting of settlements, settlement patterns and heritage assets.**

10.4.7 Policy EN4 applies to the whole District including the Special Landscape Areas (SLAs) and the Cotswolds Area of Outstanding Natural Beauty (AONB). The distinctive importance of these areas is such that they are supported by their own policies EN5 and EN6 setting out additional criteria to be taken into account in relation to development proposals. 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.

10.4.8 For the avoidance of doubt, the term 'significant' in the context of Policy EN4 and EN6 is used in the general sense of an impact that matters or is important, rather than any specific definition related to the preparation of Environmental Impact Assessments or similar. The assessment of 'significant detrimental impact' includes a judgement on whether any adverse impact of a proposal would outweigh its benefits.

10.4.9 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.

10.4.10 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 EN2 (Design of the Built and Natural Environment), together with the Cotswold Design Code at Appendix D, is relevant in this respect.

10.4.11 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. The 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.

10.5 Cotswolds Area of Outstanding Natural Beauty (POLICY EN5)

Policy EN5

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.**

2. **Major development will not be permitted within the AONB unless it satisfies the exceptions set out in national Policy and Guidance.**

10.5.1 Whilst the general landscape Policy EN4 also encompasses it, the importance of Areas of Outstanding Natural Beauty has long been recognised in national planning policy and this is reflected in Policy EN5. 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

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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."

10.5.2 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. For the avoidance of doubt it should be noted that clause 1 of EN5 applies to all development proposals, including allocations in the Local Plan. Clause 2 does not apply to development sites allocated by the Local Plan because the need for those developments and scope for them to be accommodated outside the AONB was assessed during plan preparation.

10.5.3 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 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.

10.5.4 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.

10.6 Special Landscape Areas (POLICY EN6)

Policy EN6

SPECIAL LANDSCAPE AREAS

Development within Special Landscape Areas (as shown on the Policies Map) will be permitted provided it does not have a significant detrimental impact upon the special character and key landscape qualities of the area including its tranquillity.

10.6.1 Special Landscape Areas (SLAs) were introduced in Gloucestershire in 1982. There are six SLAs in Cotswold District. The purpose of SLA designation is to protect locally significant and valued landscapes that have particular intrinsic qualities or character. Although not nationally designated, in some cases they provide important settings and effective buffers for the Area of Outstanding Natural Beauty.

10.6.2 SLA designation is based on a formal assessment of each area. The Cotswold District designations were reviewed in February 2001 and again in May 2017. The 2017 review validates the work carried out in 2001 while updating the context, any physical changes and adding qualities. Both reports, or any successors produced by the Council, should be considered together. In assessing the impacts of development proposals on the areas' character and qualities the whole of the Council's evidence base regarding SLAs including description, key landscape qualities and justification for recommendation should be taken into account. Regard must also be had to the general requirements of Policy EN4. For the avoidance of doubt, Policy EN6 applies to all development in SLAs including the development of sites allocated in this Local Plan.

10.6.3 The Special Landscape Areas in Cotswold District are shown on the Policies Map and are:

- Barrington Downs;
- Coln Valley (north of Fairford);
- Kemble/Ewen;
- Moreton-in-Marsh surrounds;
- North Cirencester; and
- Norton Hall.

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10.7 Trees, Hedgerows and Woodlands (POLICY EN7)

Policy EN7

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.**

3. **Development proposals affected by (2) above should, where appropriate, have regard to the potential for new or extended woodland to assist in carbon storage and to be a potential local source of biomass or biofuel.**

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

10.7.2 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.

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

10.7.4 Part three of the policy implements the recommendations of the Sustainability Appraisal (SA) at section 4.5 "Climate Change" (Table 4.3). The SA concludes that the policies of the local plan should address the benefits of extending wood planting for carbon storage and wood fuel provision.

10.8 Biodiversity and Geodiversity: Features Habitats and Species (POLICY EN8)

Policy EN8

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.**

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"[42] will not be permitted unless adequate provision can be made to ensure the conservation of the species or habitat.**

10.8.1 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.

10.8.2 For the avoidance of doubt, "adequate provision" in clause 5 of Policy EN8 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.

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

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10.9 Biodiversity and Geodiversity: Designated Sites (POLICY EN9)

Policy EN9

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 cause a significant effect that would adversely affect their integrity.**

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. Where a proposal is permitted appropriate mitigation or compensation will be required.**

Local Sites

3. **Development proposals that are likely to cause significant harm to locally identified wildlife sites[43] 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.**

10.9.1 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.

43 Key Wildlife Sites

10.9.2 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.

10.9.3 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 Policies 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.

10.9.4 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 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.

10.10 Historic Environment: Designated Heritage Assets (POLICY EN10)

10.10.1 As illustrated in the 'Portrait' at Section 2, Cotswold District has one of the richest resources of heritage assets of any area in England. These include:

- individual buildings from modest cottages in the Cotswold vernacular style to grand country houses;
- archaeological remains both visible, such as hill-forts and field patterns and buried, including the roman remains beneath Cirencester;
- historic settlements from small hamlets and villages within the AONB to the formal townscapes of Chipping Campden and Cirencester;
- historic parks and gardens from historic deer parks, such as Lodge Park, to twentieth century gardens, such as Barnsley House; and
- a registered Civil War battlefield at Stow-on-the-Wold.

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10.10.2 Through managing change sensitively and enhancing and promoting the historic environment where opportunity arises, the policies in the local plan, taken together and underpinned by the Council's Historic Environment Strategy, take a proactive approach to addressing the current pressures on this valued resource.

10.10.3 These measures include –

- the inclusion of the high quality and internationally recognised historic environment as a vital part of the Vision for the District;
- a series of historic environment policies which target heritage asset types, which are of particular local concern, such as Conservation Areas (of which there are 144 in the District) and non-designated heritage assets;
- robust criteria for the identification of non-designated heritage assets, given the high number of such assets in the District;
- landscape and design policies which address the important inter-relationship between the historic, built and natural environment;
- careful analysis of allocated sites to ensure that the historic environment is fully considered and that these sites can contribute to the enhancement of the environment;
- a design code which will ensure high quality of design across the District for all scales of development over the Plan period and beyond;
- proposals for the use of CIL funding;
- reference within the economy chapter on the role of the historic environment in underpinning the economy (including tourism) and the need for promotion in that regard.

10.10.4 In recognition of the importance to the district of its historic environment, the remit of the Historic Environment Strategy goes beyond the local plan. It has led to:

- the appointment of a Member Heritage and Design Champion;
- the inception of a Conservation Area appraisal pilot project (which if successful will be rolled out to further CAs); and
- the inclusion of HE assets within the open space and GI strategy.

10.10.5 It also highlights other related areas of work, for example, the serving of Article 4 directions where this is considered to be a proportionate response.

10.10.6 Unlike many areas of the country there are no key areas of the District that require wholescale regeneration, but the local plan does support projects that address HE issues, particularly for structures that are no longer in use or where the use has changed, for example the Old Goods Shed at Tetbury and the Thames and Severn canal.

10.10.7 The Council cannot work alone to deliver improvements to the historic environment. It pro-actively supports a number of other organisations to do this, through financial support for the Cotswolds Conservation Board, in the provision of guidance on the historic environment and wider landscape issues and on initiatives to retain and repair historic landscape features, such as dry stone walls.

10.10.8 Support for community planning is also a key priority. Guidance on historic environment issues has been prepared and made available to local communities. Officers provide advice and guidance to those producing neighbourhood plans, for example:

- promoting the production of local design guidance;
- encouraging the compilation of local lists of non-designated heritage assets;
- supporting the use of local CIL allocations to fund environmental improvement projects.

10.10.9 The Council also works with the owners of heritage assets to help them conserve and enhance their properties appropriately, through the provision of pre-application advice, the availability of guidance on the Council's web-site and by encouraging them to use both the Cotswold Design Code (Appendix D) and local design guidance even when proposed works are permitted development.

10.10.10 There are relatively few listed buildings or structures at risk in the District. Those that are at risk include rural churches, tombstones, milestones and other buildings/structures for which a new, more current use is difficult to achieve through appropriate conversion. The Conservation Area pilot project will evaluate whether the relevant CAs could be considered to be at risk and the need for action to address that risk. The other main area of heritage at risk is scheduled ancient monuments where agricultural activities are damaging the historic remains; however this lies outside planning control.

10.10.11 Whilst legislation together with the policies of the NPPF, supplemented by the PPG, enable the historic environment including heritage assets[(44)] and their settings to be adequately protected and enhanced within the development management process, the council considers that a local policy is necessary to reinforce this. The key consideration is the potential harm that might be caused to the

44 Heritage assets are defined in the NPPF 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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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. The balancing principles referred to in Policy EN10 are set out at paragraphs 131-134 of the NPPF. In addition, the NPPF emphasises the importance of the opportunity that new development may provide to better reveal the significance of heritage assets. Listed Buildings and Scheduled Ancient Monuments are also subject to separate regulatory regimes.

10.10.12 The Council's Historic Environment Strategy highlights a range of evidence and information such as the Gloucestershire Historic Environment Record including Conservation Area Character Appraisal and Management Plans which will be used to inform the consideration of future development including potential conservation and enhancement measures.

Policy EN10

HISTORIC ENVIRONMENT: DESIGNATED HERITAGE ASSETS

1. In considering proposals that affect a designated heritage asset or its setting, great weight will be given to the asset's conservation. The more important the asset, the greater the weight should be.

2. Development proposals that sustain and enhance the character, appearance and significance of designated heritage assets (and their settings), and that put them to viable uses, consistent with their conservation, will be permitted.

3. Proposals that would lead to harm to the significance of a designated heritage asset or its setting will not be permitted, unless a clear and convincing justification of public benefit can be demonstrated to outweigh that harm. Any such assessment will take account, in the balance of material considerations:

- **the importance of the asset;**
- **the scale of harm; and**
- **the nature and level of the public benefit of the proposal.**

10.11 Historic Environment: Designated Heritage Assets - Conservation Areas (POLICY EN11)

Policy EN11

HISTORIC ENVIRONMENT: 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;

c. will not result in the loss of open spaces, including garden areas and village greens, which 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.

10.11.1 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 EN11 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.

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10.12 Historic Environment: Non-designated Heritage Assets (POLICY EN12)

Policy EN12

HISTORIC ENVIRONMENT: NON-DESIGNATED HERITAGE ASSETS

1. **Development affecting a non-designated heritage asset will be permitted where it is designed sympathetically having regard to the significance of the asset, its features, character and setting.**

2. **Where possible, development will seek to enhance the character of the non-designated heritage asset. Proposals for demolition or total loss of a non-designated heritage asset will be subject to a balanced assessment taking into account the significance of the asset and the scale of harm or loss.**

3. **The assessment of whether a site, feature or structure is considered to be a non-designated heritage asset, will be guided by the criteria set out in Table 6.**

10.12.1 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.

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

TABLE 6: 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 *(Note: it is not necessary for an asset to meet all relevant criteria)*
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	These criteria are based on those developed by the Gloucestershire Gardens and Landscape Trust: • Historic interest

TABLE 6: 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** ***(Note: it is not necessary for an asset to meet all relevant criteria)***
	• 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	Based on guidance produced by Historic England for both local (and national) listing: • Architectural interest • Historic interest • Age • Rarity • Aesthetic merits • Selectivity or representativeness • Integrity or "sense of completeness" • Historic association • Landmark status • Group value

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TABLE 6: 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** ***(Note: it is not necessary for an asset to meet all relevant criteria)***
	• Known architect/designer/builder • Social or communal value
Sites, structures or buildings already recognised as non-designated heritage assets	A number of heritage assets have already been identified as non-designated heritage assets via: • 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
Note: State of repair is not a relevant consideration when deciding whether a building, site or structure is a heritage asset or not.	

10.13 Historic Environment: The Conversion of Non-Domestic Historic Buildings (POLICY EN13)

Policy EN13

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

1. Proposals for the conversion of non-domestic historic buildings to alternative uses will be permitted where it can be demonstrated that:

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 conserve the significance of the asset (including its form, features, character and setting;

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 rebuilding which would be tantamount to the erection of a new building.

2. Proposals to extend or alter heritage assets that have been converted, will be permitted where it can be demonstrated that the proposed works would preserve the significance of the asset (including its form and features), its setting and/or the character or the appearance of the surrounding landscape in a manner that is proportionate to the significance of the asset.

10.13.1 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.

10.14 Managing Flood Risk (POLICY EN14)

10.14.1 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. Paragraph 100 of 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*".

10.14.2 The PPG sets out extensive advice on planning and flood risk in the section entitled 'Flood Risk and Coastal Change'. The PPG sets out, for example, detailed explanations of sequential and exception testing together with a model checklist for site specific flood risk assessment. Prospective developers are recommended to take the advice in the PPG fully into account alongside the provisions of the NPPF and the relevant policies of this Local Plan.

10.14.3 The Council's evidence base in respect of flood risk management includes:

- Strategic Flood Risk Assessment (SFRA) Level 1;
- Strategic Flood Risk Assessment (SFRA) Level 2;
- Sequential Testing of all the proposed allocations; and
- a Water Cycle Study undertaken in consultation with the Environment Agency and the Water Companies.

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10.14.4 The Level 1 SFRA makes use of existing information to allow the application of the Sequential Test and to identify where the exception test is likely to be necessary. The Level 2 SFRA involves a more detailed review of flood hazard (flood probability, flood depth, flood velocity, rate of onset flooding) taking into account the presence of flood risk management measures such as flood defences.

10.14.5 The aim of the sequential test is to steer new development to areas with the lowest probability of flooding. The sequential approach should also be used at site level, directing the most vulnerable development to area of lowest flood risk, matching vulnerability of land use to flood risk. The SFRA provides data and information required to apply the Sequential Test and where necessary, the Exception Test.

10.14.6 The Water Cycle Study assessed whether potential Local Plan site allocations would increase flood risk in relation to fluvial or surface water flooding. In particular, the Study calculated the amount of additional wastewater that will be generated from the Local Plan's proposed growth that will enter wastewater treatment works and, once treated, into the District's rivers. The Water Cycle Study found that whilst the amount of water entering wastewater treatment works and rivers will increase, which by definition adds to flood risk, the level of increased water flows entering watercourses will not be significant. It is not considered that planned growth will pose significant risk to the safety of occupiers of these sites, the local community or the wider environment.

10.14.7 In relation to climate change, the Water Cycle Study recommends that climate impacts should be addressed at the detailed assessment stage. The Local Plan, through application of its Sustainability Appraisal (SA), takes account of the longer term issues of climate change and flood risk management.

10.14.8 The Water Cycle Study identifies potential environmental risks and opportunities associated with the Local Plan's development proposals. Its findings should be used in conjunction with the SA and/or Strategic Environmental Assessment (SEA) when this is available.

10.14.9 Overall flood risk may be reduced through the design and layout of schemes. Design in this context may include the retention or planting of native broad leaved trees, where such planting is likely to assist generally in flood management. Additional measures may also include the retention, enhancement or creation of water features on the site (i.e. ponds, ditches and streams and vegetated buffer strips), terrestrial and marginal vegetation planting along river corridors to increase vegetation cover and habitat creation and provision of amenity areas in locations at risk of flooding.

10.14.10 The Council requires a considered approach to sustainable drainage from the outset of the proposed development, including drainage management. This will include specialist input from the outset of the design and agreement of eventual ownership and management of the components involved. Where new development is within Flood Zones 2 or 3, it might be necessary for local infrastructure to be modified or enhanced. Developers may be required, for example, to make direct contributions to flood alleviation schemes affecting the communities close to developments. Having regard to flood risk, it might also be necessary to extend flood warning system coverage where appropriate, or increase the maintenance of flood defences. The Council may request developer contributions to cover the cost of this.

10.14.11 The Level 2 SFRA notes that the Environment Agency is reviewing the Churn Flood Risk Management Strategy (2009). This review was completed in 2015 (Churn Strategy 5 year Review report). One outcome of the original strategy and subsequent review is the identification of a flood storage area (FSA) just upstream of Cirencester on land between Baunton and the Abbey Way bridge. Whilst much of this area is functional floodplain and is therefore unlikely to be developed, implementation of an FSA (which may extend beyond the currently identified functional flood plain) was not expected to take place until 2030 or beyond. However, following the release of revised climate change allowances in February 2016, the Environment Agency is in the process of reappraising the storage options, and could recommend implementation before 2030. An additional area of potential future flood storage has also more recently been identified by the Environment Agency and Water with Integrated Local Delivery (WILD) Project, to the south of Abbey Way Bridge, west of the Barton Mill Stream. The situation will be monitored and taken into account during periodic reviews of the Local Plan.

10.14.12 When determining planning applications, the Council will seek to ensure flood risk is not increased elsewhere. In specific circumstances set out in Policy EN14 applications will be required to be informed by a site-specific Flood Risk Assessment (FRA) which has regard to both parts of the SFRA and demonstrates how flood risk from all sources will be managed now and in future taking climate change into account. This will help inform the requirement for mitigation measures. Where an assessment is required, it should take into account national guidance and its scope should be agreed with the Council. For the avoidance of doubt, Policy EN14.2bii applies to sites either wholly or partially within Flood Zones 2 or 3. It should be proportionate with the degree of flood risk, make use of available local evidence and be appropriate to the scale, nature and location of the development. For all sites, the assessment should have regard to the cumulative impact of the proposed development on flood risk in relation to existing settlements, communities or allocated sites. Any identified impacts, individual and/or cumulative, must be satisfactorily mitigated. A detailed environmental survey may also be required at the application stage to determine the acceptability of development and inform the requirement for mitigation measures.

10.14.13 Historically, surface water drainage systems have been designed to remove surface water from a site as quickly as possible via underground pipes. This may potentially increase flooding problems downstream particularly in circumstances where flash-flooding may overwhelm the infrastructure. This method also does not contribute to the natural recharge of groundwater levels. Having regard to climate change and the requirements of legislation, a more sustainable approach to drainage is required to reduce flood risk, manage water quality and provide integrated amenity benefits. The aim should be to discharge surface water run-off as far up the following hierarchy as is practicable:

i. into the ground (infiltration)
ii. to a surface water body
iii. to a surface water sewer, highway drain, or another drainage system
iv. to a combined sewer

10.14.14 Having regard to the hierarchy, an effective way of dealing with surface water is through Sustainable Drainage Systems (SuDS). These aim to mimic natural drainage processes and remove pollutants from urban run-off at source. SuDS encompass a wide range of techniques, including:

- Green roofs

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- Permeable paving
- Rainwater harvesting
- Swales
- Detention basins
- Ponds
- Wetlands
- Tree planting

10.14.15 In respect of SuDS, the following recommendations of the Water Cycle Study should be taken into account:

a. Developers should seek to maximise the water quality and amenity/ecological benefits when installing SuDS for surface water flood management. The design of SuDS schemes should be specific to each allocation site to maximise the environmental benefits derived. Careful planning of SuDS schemes in areas identified as groundwater aquifers or sensitive to groundwater contamination would be required to ensure no adverse impact on groundwater quality. However, provision of SuDS has the potential to maintain or improve groundwater recharge.
b. Watercourses should be protected through the inclusion of riparian buffer strips. These zones will increase infiltration of surface runoff with potential benefits in terms of flood risks and water quality in the receiving watercourse.
c. Existing water features such as ponds, ditches and streams should be retained as a high priority and incorporated into SuDS schemes where appropriate to maintain the aquatic biodiversity value of the sites and to provide a local source of flora and fauna that may naturally colonise new habitats.
d. The removal or modification of existing river culverts should be considered where practicable in line with Environment Agency guidance. Modification of culverts has the potential to reduce flood risk due to blockages, create a more natural river bed profile and hydro-morphological process, and also benefit a range of aquatic wildlife through new habitat creation or improving access to valuable habitat. Implementation of these measures could contribute towards delivery of the requirements of the Water Framework Directive.

10.14.16 Additional guidance on SuDS is set out in the Level 1 SFRA at section 9.6 and at Part 10. At Section 10.4 the SFRA Part 1 sets out important considerations for the implementation of various types of SuDS within Cotswold District.

10.14.17 Whilst applicants should identify the most appropriate scheme, or combination of schemes, to suit the proposed development, the multi-functional role of SuDS should not be lost sight of. They can provide, alongside flood alleviation measures, green corridors and wildlife habitat creation and therefore potentially holistic solutions for development sites as part of a wider green infrastructure network.

10.14.18 As noted above, SuDS may sometimes present a challenging solution. Where the challenge is insurmountable, suitable alternative approaches must be considered in consultation with the Lead Local Flood Authority (Gloucestershire County Council).

10.14.19 Whilst the policies of the Local Plan should be read together, Policy EN14 should particularly be read in conjunction with Policy INF8 "Water Management Infrastructure".

Policy EN14

MANAGING FLOOD RISK

1. Development proposals must avoid areas at risk of flooding, in accordance with a risk-based sequential approach that takes account of all potential sources of flooding. Proposals should not increase the level of risk to the safety of occupiers of a site, the local community or the wider environment as a result of flooding.

2. Minimising flood risk and providing resilience to flooding will be achieved by:

a. applying the sequential test for assessment of applications for development in Flood Zones 2 or 3, applying the exception test where necessary and in that event requiring developers to demonstrate that both limbs of the exception test can be satisfied;

b. requiring a site specific flood risk assessment for:

i. **proposals of one hectare or greater in Flood Zone 1;**
ii. **all proposals in Flood Zones 2 and 3; or**
iii. **proposals in an area in Flood Zone 1 that has critical drainage problems.**

3. The design and layout of development proposals will take account of flood risk management and climate change and will include, unless demonstrably inappropriate, a Sustainable Drainage System (SuDS).

4. Developers will, where required, fund flood management and/or mitigation measures for the expected lifetime of the development including adequate provision for on-going maintenance.

10.15 Pollution and Contaminated Land (POLICY EN15)

10.15.1 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.

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Policy EN15

POLLUTION AND CONTAMINATED LAND

1. **Development will be permitted that will not result in unacceptable risk to public health or safety, the natural environment or the amenity of existing land uses through:**

   a. **pollution of the air, land, surface water, or ground water sources; and/or**

   b. **generation of noise or light levels, or other disturbance such as spillage, flicker, vibration, dust or smell.**

2. **Unless proposals would result in no unacceptable risk to future occupiers of the development and/or the surrounding land, development will not be permitted:**

   a. **that is located on or in the vicinity of land that is contaminated or suspected of being contaminated; and/or**

   b. **on land that contains or which potentially would create through development a pathway for migration of a potentially hazardous substance into a sensitive receptor.**

3. **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.**

10.15.2 The NPPF states that local planning authorities should ensure new developments are appropriate for their locations, to prevent 'unacceptable risks' from pollution. Policy EN15 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.

10.15.3 The air can be polluted through gaseous emissions from industrial processes or through local traffic generation for example, and may be exacerbated through local micro-climatic factors. Water can be polluted by the discharge of solid or liquid pollutants into groundwater or water courses. Good quality ground water is crucial for water-dependent animals, and for the use of ground water as a source of drinking water. Development proposals located within the inner Source Protection Zone (SPZ1), where there is highest risk of potential pollution to groundwater, therefore need to be designed appropriately and in discussion with the Environment Agency.

10.15.4 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.

10.15.5 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.

10.15.6 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.

10.15.7 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.

10.15.8 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.

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11.0.1 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.

11.0.2 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.

11.0.3 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 Section 106 agreements (s.106) 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.

11.0.4 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*.

11.0.5 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.

11.1 Infrastructure Delivery (POLICY INF1)

Policy INF1

INFRASTRUCTURE DELIVERY

1. **Development will be permitted where infrastructure requirements identified to make the proposal acceptable in planning terms can be met. Provision of infrastructure will be secured having regard to regulatory and national policy requirements relating to developer contributions.**

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Where, on the basis of evidence, a need for on-site infrastructure and services is identified provision may, where necessary, be secured through planning obligations.

Where, on the basis of evidence, a need for off-site infrastructure and services is identified and/or negative impacts on existing off-site infrastructure and services are expected to arise, provision will be secured through either planning obligations and/or CIL as appropriate. Infrastructure provision in this context will take account of delivery of the strategic off-site infrastructure set out in policies SA1, SA2 and SA3.

2. **New or upgraded infrastructure will be provided in accordance with an agreed, phased timescale. Provision will be made, where necessary, for the ongoing maintenance of infrastructure and services.**

3. **Where there is concern relating to the viability of the development having regard to infrastructure provision requirements, an independent viability assessment, in proportion with the scale, nature and/or context of the proposal, will be required to accompany the planning application. The reasonable costs of the viability assessment will be met by the applicant.**

11.1.1 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.

11.1.2 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.

11.1.3 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.

11.1.4 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.

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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;
- Broadband infrastructure;
- Flood risk management infrastructure; and/or
- Water and waste water management infrastructure.

11.1.5 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.

11.1.6 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 shortly thereafter.

11.1.7 When CIL is introduced, it is likely that the s106 mechanism will be retained for use in securing site-specific obligations 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 having regard to the provisions of Regulation 122 of the CIL Regulations.

11.1.8 The Government requires the Local Planning Authority (LPA) 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 LPA 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.

11.1.9 In prioritising infrastructure, the three broad categories set out in the Infrastructure Delivery Plan are:

Critical Infrastructure (Priority 1): infrastructure fundamental to delivery of the Development Strategy and wider plan objectives for the area without which the Local 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.

11.1.10 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, and this is reflected in many of the individual settlement policies in Section 7.

11.2 Social and Community Infrastructure (POLICY INF2)

11.2.1 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, economic and environmental reasons.

11.2.2 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 can be buildings or open spaces and 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);

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- 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;
- local shops, meeting places, and public houses;
- sports facilities and open space of public or nature conservation value; and
- parks, gardens, allotments and amenity open space together with natural or semi-natural green spaces such as disused canals or railway lines.

Policy INF2

SOCIAL AND COMMUNITY INFRASTRUCTURE

1. Proposals for community facilities, including open spaces, 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. Where associated with another development, provision is synchronised with the scale, timing/phasing and needs of the associated 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;

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 a local community facility or service, including an open space, will be permitted provided:

a. it is demonstrated that there is no local demand for the facility or service, or demand for an appropriate, alternative local community use for the facility; or

b. replacement facilities or services are provided in an appropriate alternative location having regard to the requirements of Clause 1 above.

11.2.3 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.

11.2.4 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.

11.2.5 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.

11.2.6 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.

11.2.7 Good education and training facilities are essential to ensure that the 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.

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11.2.8 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.

11.2.9 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. With regard to the loss of sporting/community facilities, including open spaces, it should be demonstrated that they are surplus to requirements. Further details on the requirements for sporting/community facilities are provided in the Playing Pitch Strategy & Action Plan (April 2017), the Strategic Assessment of Need for Halls Provision in Cotswold District (April 2016), the Strategic Assessment of Need for Pools Provision in Cotswold District (August 2016), the Green Infrastructure, Open Space and Play Space Strategy (September 2017), or any subsequent updates of these documents.

11.2.10 Evidence should be provided to show that there is no local need for an existing community facility, such as a public house or shop, by demonstrating that it has not been viable in that 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.

11.3 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 the environment by reason of unacceptable levels of noise, vibration or atmospheric pollution;**

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.

11.4 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.

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11.5 Parking Provision (POLICY INF5)

Policy INF5

PARKING PROVISION

1. **Development will make provision for residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network. Provision will be in accordance with standards and guidance set out at Appendix F.**

2. **Proposals for public car parks will be permitted where the development:**

   a. **is essential for maintaining the functionality of retail centres as defined by Policy EC7 and demonstrably serves the retail centre as a whole; and**

   b. **is located within or at the edge of the retail centre and is of a scale, layout and design that is in keeping with the size and character of the retail centre.**

11.5.1 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.

11.5.2 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;
- 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 on the County Council website.

11.5.3 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 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.

11.5.4 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

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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.

11.5.5 Where development proposals exacerbate existing – or create new – traffic problems mitigation measures will be sought. Timing of provision will be in accordance with clause 1 of Policy INF1. 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.

11.5.6 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.

11.5.7 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[(45)] 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 EN2 (Design of the Built and Natural Environment) addresses some of these issues.

11.5.8 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*

45 Public footpaths such as the Cotswold Way, bridleways and byways

- *an overall need to reduce the use of high-emission vehicles.*

11.5.9 *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.*

11.5.10 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 F.

11.5.11 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 the PPG.

11.5.12 There are also several active airports and major gliding clubs within the District including Kemble Airfield and The Cotswold Gliding Club (CGC) based at Aston Down Airfield. In addition there are several hot air balloon and para-gliding sites, which collectively generate a large amount of aircraft movements per annum. Ensuring the safety of such aircraft movements is therefore a consideration that can impact on the planning process. The regulation and management of air safety in the United Kingdom is the responsibility of the Civil Aviation Authority. In addition, gliding is further regulated by the British Gliding Association. These statutes, regulations and advice prescribe the routes and heights that aircraft can use, both on route to, and in the vicinity of aerodromes. The Council will seek through its development management process to ensure that any risks between aircraft movements and proposed developments are removed, both for the safety of the general public and aircrew alike.

11.5.13 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. Guidance is available on the relevant websites. The Council will also expect planning proposals to address any relevant potential air safety and or aerodrome operation issues in the vicinity of protected airspace.

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11.6 Vale of Evesham Heavy Goods Vehicle Control Zone (POLICY INF6)

11.6.1 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 Policies Map, will be accompanied by a Transport Assessment showing how the supply and distribution routes proposed relate to the Heavy Good Vehicles Route Network.

11.6.2 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.

11.6.3 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.

11.6.4 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.

11.6.5 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 Policy 1) in its implementation.

11.6.6 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.

11.7 Green Infrastructure (POLICY INF7)

11.7.1 The NPPF 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."*

11.7.2 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. **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 (Appendix D).**

11.7.3 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.

11.7.4 In Cotswold District – a predominately rural area – green (or blue) space is part of the GI network of the District, including farmland, gardens, disused railways and canals. Disused railways and canals also offer the opportunity to contribute to the District's social and community infrastructure, which is covered by INF2.

11.7.5 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. This integrated approach is reflected through the Local Plan, for example GI is referred to in several policies including INF3, EN1, EN3, EN8 and S2.

11 Infrastructure

11.7.6 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". The strategic principles within that document[46], as set out at Appendix H should be considered.

11.7.7 Cotswold Beechwoods SAC and North Meadow/ Clattinger Farm SAC are vulnerable to the potential impacts of increased recreational pressure. The District Council is committed to working with key stakeholders, including Natural England, to develop appropriate mitigation measures in relation to these important sites. It is recognised that the growth to be delivered through the Local Plan may increase demands on green spaces through increased recreational use. This will require careful management, particularly for ecologically sensitive sites. This could include requiring developer contributions for such provision (for example, a contribution towards the management of the Cotswolds Beechwoods Special Area of Conservation [SAC]). The Cotswold District Council will work together with key stakeholders, such as Natural England and the Environmental Agency, to develop management and mitigation packages for important green and ecological networks and to discuss how future development can contribute to this. Policy on developer contributions is set out in Policy INF7.

11.7.8 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.

11.7.9 The Green Infrastructure, Open Space, Play Space Strategy (September 2017), the Playing Pitch Strategy Assessment Report (March 2017), and the Playing Pitch Strategy & Action Plan (April 2017), or any updates of these documents, will be relevant to the implementation of this policy.

11.8 Water Management Infrastructure (POLICY INF8)

11.8.1 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.

11.8.2 The NPPF (paragraph 100) 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*."

46 A Strategic Framework for Green Infrastructure in Gloucestershire, Gloucestershire Local Nature Partnership, 2015

Policy INF8

WATER MANAGEMENT INFRASTRUCTURE

1. Proposals will be permitted that:

a. take into account the capacity of existing off-site water and wastewater infrastructure and the impact of development on it, and make satisfactory provision for improvement where a need is identified that is related to the proposal. In addition, proposals should not result in a deterioration in water quality. Where a need for improvement or a risk of deterioration in water quality is identified, the Council will require satisfactory improvement or mitigation measures to be implemented in full prior to occupation of the development;

b. address sustainable water supply through the implementation of demand management measures, particularly to reduce the use of water and to prevent leakages, and are complimented by management initiatives that make efficient use of water, for example, through rainwater harvesting and grey water collection;

c. incorporate suitable Sustainable Drainage Systems (SuDS) where appropriate; and

d. do not result in pollution of groundwater sources.

2 Development proposals within Source Protection Zone 1 (SPZ1) will be designed to allow for contamination being encountered and for restrictions on deep penetrative foundation methods, together with avoidance of:

a. deep borehole soakaways;

b. foul sewage discharge to groundwater;

c. direct discharge of hazardous substances to groundwater;

d. discharge of trade effluent to ground water; and

e. underground oil storage tanks.

3. Development proposals that encroach upon existing wastewater treatment works will be subject to special scrutiny to avoid unacceptable impacts on future users or occupiers of the development and/or upon the operation of the treatment facility. Proposals may be required to provide an odour impact assessment.

11.8.3 The Cotswold District Water Cycle Study (the Study) assesses the capacity of infrastructure in relation to water supply, wastewater collection, wastewater treatment and water quality.

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11.8.4 New development should ensure the provision of clean water and safe disposal of wastewater while seeking to minimise or mitigate the impact of the development on existing infrastructure.

11.8.5 In Cotswold District new development will be required to be designed to Building Regulations water consumption standard for water scarce areas (currently 110 litres per person per day). It will also be expected to accord with demand management measures set out in the Water Resource Management Plans of the water utility company in the area of the proposed development.

11.8.6 In relation to water supply, the Study establishes that there is adequate provision within the Water Resource Management Plans of Cotswold District's utility companies to supply the Local Plan's forecast growth. Increased demand within the Swindon and Oxfordshire water catchment area, which covers a large part of Cotswold District, will be addressed jointly by Thames Water and the Environment Agency.

11.8.7 In terms of wastewater collection, existing infrastructure is found to be adequate to accommodate the planned growth in Blockley, Cirencester (where the strategic development would be served by a completely new sewer connecting to the wastewater treatment works), Lechlade and Tetbury. In all other settlements it is anticipated that some sewerage system infrastructure upgrades will be required.

11.8.8 Wastewater treatment works in Ampney St Peter, Blockley, Chipping Campden, Cirencester, Honeybourne and Tetbury are assessed as having capacity to accommodate the proposed growth that will connect to these facilities. However, the proposed developments that will connect to the wastewater treatment works at Andoversford, Bourton-on-the-Water, Broadwell, Fairford, Lechlade, Moreton-in-Marsh and Northleach are anticipated to require upgrades to the relevant works.

11.8.9 Developers will be required to demonstrate that there is adequate water management capacity both on and off the site to serve the development and that the development will not lead to problems for existing users in this regard. In some circumstances it may be necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem the District Council will require the necessary improvements to be completed prior to occupation of the development.

11.8.10 The Study does not find that water infrastructure upgrades will be a barrier to the Local Plan's proposals and locations of development. However, site developers and promoters should engage at an early stage with the appropriate water companies and sewerage undertakers to prevent delays to development, to ascertain the capacity of existing water supply and wastewater infrastructure networks and, where necessary, upgrade them.

11.8.11 In relation to water quality, the Study finds that it is not possible for the watercourses receiving discharges from several settlements to achieve Good Ecological Status in relation to the chemical element Phosphate. The Local Plan has limited scope to improve Phosphate levels because many actions are outside planning control. However, Policy INF8 aims to reduce demand for water in new

developments, which will assist in reducing the risk of exacerbating a deterioration in standards. This policy criterion is also effective in helping to manage demand and increase water efficiency in line with sustainable building standards and to mitigate against the potential impacts of water abstraction.

11.8.12 Groundwater feeds into both public and over 200 private water supplies in Cotswold District. These supplies may be affected by pollution and may be depleted through surface water and drainage systems which do not allow for natural infiltration (recharge) of water through soils. The most vulnerable ground water sources are designated as Groundwater Source Protection Zones. Further details are available on the Environment Agency website. It is important that there are controls on development which may pose a risk to groundwater, to ensure an adequate and safe water supply.

11.8.13 To avoid any increase in discharge into the public sewer system and to protect the quality of the receiving watercourse and groundwater, development proposals will be encouraged to incorporate Sustainable Drainage Systems (SuDS) where feasible. SuDS also have the added benefit of assisting in flood risk mitigation. Careful planning of SuDS schemes in areas identified as groundwater aquifers or sensitive to groundwater contamination will be required to ensure that there is no adverse impact on groundwater quality and to maintain or improve groundwater recharge. The design of SuDS schemes should be specific to each proposed development to enhance water quality and biodiversity in line with the Water Framework Directive. The Lead Local Flood Authority (Gloucestershire County Council) should be consulted where there is concern that SuDs may be ineffective or where a specific SuDS solution may be required, for example in areas such as the Cotswold Water Park and nearby settlements where relatively high groundwater levels may need to be taken into account.

11.8.14 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 (Appendix D). Further information can be found in the Cotswold District Water Cycle Study; the Cotswold District Strategic Flood Risk Assessment (Level 2) and from Gloucestershire County Council (as Lead Local Flood Authority).

11.8.15 Wastewater treatment infrastructure can cause the air to be polluted through gaseous emissions from treatment processes. This may be exacerbated by local microclimatic factors. Where new development encroaches upon an existing wastewater treatment facility, odour from the facility may cause nuisance to existing and future occupiers of the development. Development likely to be affected would include dwellings, schools, community facilities and employment sites. Within sensitive areas/zones developers should work with water infrastructure companies to assess impacts and formulate appropriate mitigation. In some instances the Council may require an Odour Impact Assessment.

11.8.16 Water supply and wastewater treatment are issues that go beyond the Cotswold District boundary. To avoid and mitigate potential impacts at strategic level, prospective developers of sites close to the administrative boundary of the district should consider strategic infrastructure demand and work with infrastructure providers and other developers to seek cross boundary solutions where feasible.

11.8.17 Whilst the policies of the Local Plan should be read together, Policy INF8 should particularly be read in conjunction with Policy EN14 “Managing Flood Risk”.

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11.9 Telecommunications Infrastructure (POLICY INF9)

11.9.1 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.

11.9.2 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

1. 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 not be permitted unless:

a. There is no alternative location which would be less detrimental; and

b. There is no possible technological alternative, having regard to reasonable operational considerations, which would lead to a less adverse impact.

2. Where an installation becomes redundant for telecommunication purposes, the infrastructure and all associated apparatus and structures shall be removed by the developer or operator, and the site reinstated in accordance with proposals approved at the application stage.

3. Proposals for new allocations should include the provision of telecommunications infrastructure with sufficient flexibility to support the fastest available data transfer speed at the time of development.

11.9.3 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 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, by the developer and/or landowner, which would enable the site to be restored to its former condition and use.

11.9.4 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 fundingavailability.

11.9.5 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.

11.10 Renewable and Low Carbon Energy Development (POLICY INF10)

11.10.1 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. Renewable energy is energy derived from natural resources, which are practically inexhaustible.

11.10.2 Reducing energy use and carbon emissions helps to limit the level of greenhouse gas emissions, and new developments should therefore be energy efficient. Renewable energy technologies, such as solar panels, can be designed into new developments. Alongside sustainable energy construction requirements new development will be expected to contribute toward the cutting of carbon emissions. The development of commercial energy generation schemes not only contributes to a low carbon future and diversified energy supply, but can also provide local economic benefits through the creation of job opportunities.

11.10.3 The policy seeks positively to encourage renewable and low carbon energy development while ensuring any adverse impact is satisfactorily addressed. The scope of this policy excludes developments which are dealt with by the County Council, e.g. energy from waste and anaerobic digesters.

11.10.4 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. 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. Building Regulations Part L will become the sole tool to control energy efficiency in new homes[(47)].

11.10.5 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 2016 provides data from 2014. 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 2005-2014, carbon emissions have

47 LABC Building Reg Update 2015

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decreased overall. 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[48]. This demonstrates the continued need to reduce the carbon footprint of activities and development within the District.

11.10.6 Planning plays an important role in supporting the delivery of renewable and low carbon energy and associated infrastructure. To support a move to a low carbon future, national planning policy and guidance supports local planning authorities to provide proactive strategies to mitigate and adapt to climate change. 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.

11.10.7 The Council will support low or zero-carbon energy generating proposals that contribute positively to the aim of reducing CO^2 emissions although this support does not automatically override environmental protections. Proposals will need to fully consider the impact of the development and any associated infrastructure on amenity and landscape (including local topography), any cumulative impact, and demonstrate engagement with local communities.

Policy INF10

RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

1. Proposals for the generation of energy from renewable or low carbon sources will be permitted, provided it is demonstratedthat:

a. any adverse impacts individually and/or cumulatively, including;visual amenity; landscape character; heritage assets; biodiversity; water quality and flood risk; highways; residential amenity, including shadow flicker, air quality and noise, are or can be satisfactorily mitigated;

b. it is of an appropriate type, scale, and 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.

48 See www.gov.uk website, and the 'UK local and regional emissions statistical release' document

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.

11.10.8 Cotswold District has a high quality environment, including a nationally designated AONB, historic assets, local green spaces, and special landscape areas. 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, local amenity, neighbours, wildlife habitats, and agricultural land, for example, through loss, noise, vibration, shadow flicker or other harm.

11.10.9 Renewable and low carbon energy development will be encouraged in principle, provided heritage assets, including local areas of historical and architectural significance and views important to their setting, are conserved in a manner appropriate to their significance. Similarly those proposals appropriately located and designed within, and close to, the AONB will be encouraged. The Cotswolds AONB Management Plan (2013-2018) supports '*renewable energy technologies that are of an appropriate type and scale for their siting'.* Community-led renewable energy initiatives will also be supported, where they provide local benefit and there is demonstrable local community involvement or leadership, such as in a Neighbourhood Plan or Neighbourhood Development Order.

11.10.10 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.

11.10.11 As types of technologies can change, so the impacts of wind turbines and other renewable energy development can vary. The requirements of Policy INF10 seek to ensure that energy proposals will be supported only where the different impacts of such development, including cumulative impact, have all been considered and where they are likely to be, or can be, made acceptable in planning terms.

11.10.12 In respect of wind energy development, the Council has given consideration to potential locations identified in the 2011 Gloucestershire Renewable Energy Study. That study pre-dates the NPPF and whilst it had regard to general constraints it did not take account of emerging planning policy. Given the acute sensitivity of the District in terms of its interrelated built, natural and historic environment, the Council considers that in this context a criteria-based policy is a more appropriate and flexible planning approach. In determining planning applications the Council will also have regard to national policy and guidance together with the Ministerial Written Statement of 18th June 2015 (or any national policy superseding it).

11.10.13 Where hydropower schemes are proposed, a Water Framework Directive Compliance Assessment and evidence of discussions with the Environment Agency on requirements of the Environmental Permitting Regulations may be required.

12 Other - Spatial Issues

12.1 Gloucester and Cheltenham Green Belt (POLICY SP1)

12.1.1 A very small part of the District, near Ullenwood, lies within the Gloucester and Cheltenham Green Belt. This 1.1 km^2 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

GLOUCESTER AND CHELTENHAM GREEN BELT

Inappropriate development within the Green Belt will not be permitted, having regard to national planning policy

12.1.2 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.

12.1.3 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."

12.2 Cotswold Airport (POLICY SP2)

12.2.1 The airfield formerly known as RAF Kemble straddles the administrative boundary between Cotswold District and Wiltshire and covers an area of some 210 hectares. In 2001, the MoD sold RAF Kemble in separate lots and by August 2009, a Certificate of Lawful Use was granted for an airport. Today, the airfield is operated commercially as Cotswold Airport and is accessed from the A433 Cirencester to Tetbury road in Cotswold District.

12.2.2 A quite separate employment area - Kemble Airfield Business Park - operates from former RAF Kemble premises off the A429 in Wiltshire to the south of the airfield in Wiltshire. Despite their close proximity on opposite sides of the airfield, Cotswold Airport and Kemble Airfield Business Park are entirely different entities separated physically and functionally by the intervening runway.

12.2.3 The airfield lies adjacent to both the Cotswolds AONB and the Kemble-Ewen Special Landscape Area and is highly visible from the A433 and A429.

Other - Spatial Issues 12

Policy SP2

COTSWOLD AIRPORT

The change of use of existing buildings and any new development within the areas at Cotswold Airport, shown on the Policies Map (Inset 19), will be permitted provided they are for employment-related uses that are compatible with the use of the land as an airport.

12.2.4 The hangars and other buildings at Cotswold Airport are used primarily by aviation-related businesses. Indeed, about 30 thriving businesses are reliant on the active runway, including flying schools and aircraft salvage. These businesses employ around 300 local people, excluding the Airport's operational personnel, fire crews, and support staff. It is understood that many local businesses within a 10 mile radius support and supply commercial operations at Kemble Airfield. The Airfield's other uses include training for Wiltshire and Cirencester fire brigades and the operations hub for the Department for International Development. Should Cotswold Airport close, those businesses reliant on the functioning runways would have no alternative but to either cease trading or move to an alternative airport, with a consequent loss of local jobs.

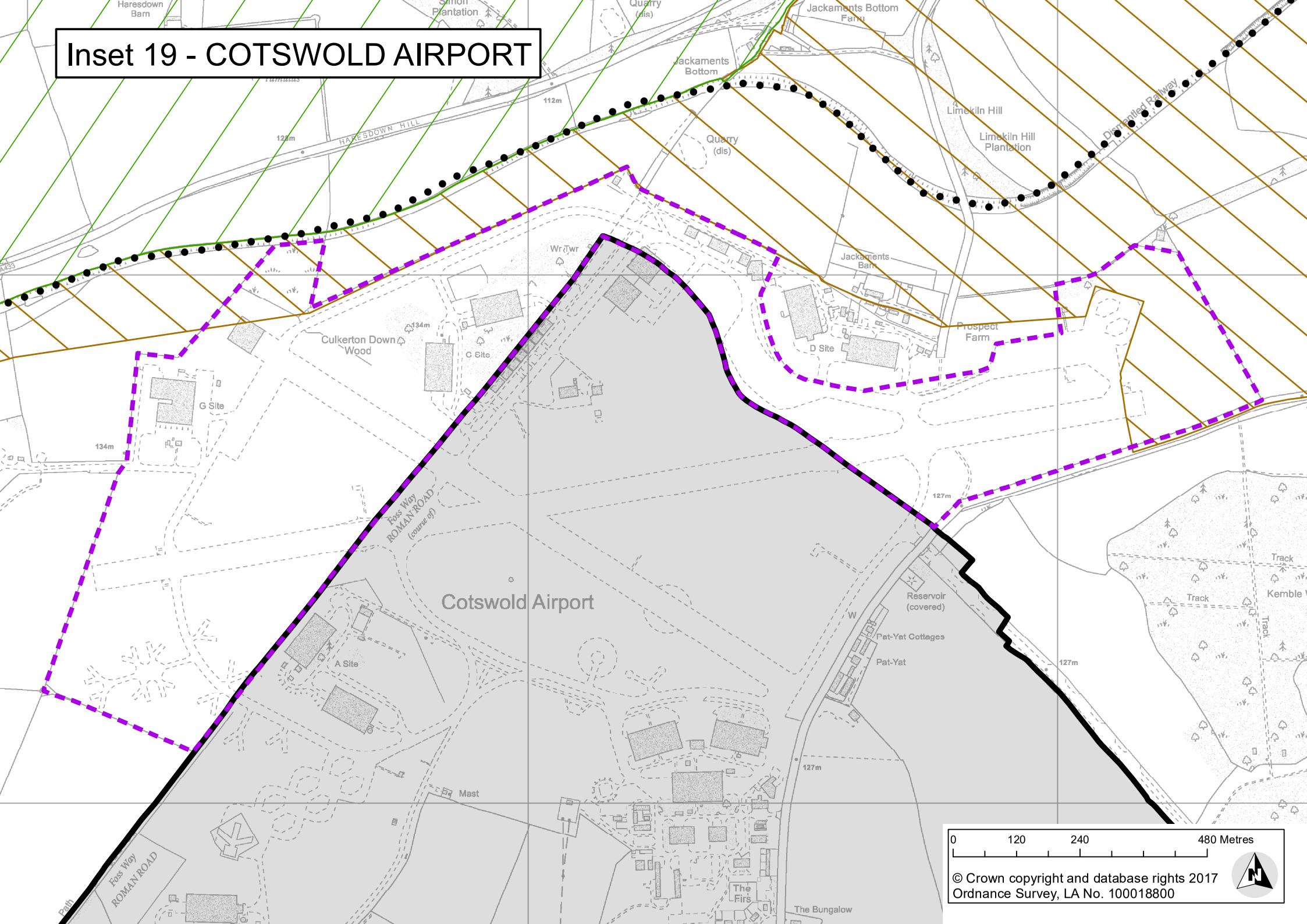
12.2.5 In March 2015, the Department for Transport wrote to local planning authorities and local enterprise partnerships to draw their attention to the important role of aerodromes in local and regional economies. Kemble Airfield was specifically cited in paragraph 16 of the accompanying report[49] as being threatened by future potential changes of use and the consequent potential loss of the aerodrome. The Department for Transport published the General Aviation Strategy, which reiterated the importance of general aviation, in March 2015.

12.2.6 Both Cotswold District Council and Wiltshire Council support the continued use of the former RAF Kemble runway, buildings and associated infrastructure for aviation-related economic and leisure purposes, along with the associated employment uses already based there. In seeking to retain use of the airfield as a productive asset, both Cotswold and Wiltshire councils are aware of the need to safeguard amenities in the area and the visual impact that development could have on the countryside.

12.2.7 The rural location of Cotswold Airport 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. This policy will allow for the growth and diversification of the airport that is in accordance with other policies of the Plan. Any proposals for small-scale employment development at Cotswold Airport outside the areas shown on the Policies Map would be subject to Policy EC3, clause 2.

49 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)

Inset 19 - COTSWOLD AIRPORT



12.3 Thames and Severn Canal and the River Thames (POLICY SP3 and SP4)

12.3.1 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 subject to an on-going restoration project.

12.3.2 The Canal contributes towards economic and regeneration objectives by providing attractive locations for canal-side development, which 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 which encourages use for transport, sport, leisure and recreational purposes;

c. respects, improves and enhances the Canal's 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, including the restoration or improvement of the towpath and its linkage with existing rights of way and local communities;

iii. result in the loss of any buildings, locks or other structures originally associated with the Canal; or

iv. prevent opportunities for public access.

12 Other - Spatial Issues

12.3.3 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 the Canal's appearance will include enhancement of its historic and biodiversity value and have regard to the Green Infrastructure Policy INF7.

12.3.4 Throughout the Canal's length are various structures and engineering works that were essential to its function and are part 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.

12.3.5 For much of its course, the alignment of the Canal is intact and readily discernible. In areas where the it has been largely or wholly obliterated, the 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 post-extraction restoration in gravel winning areas.

Policy SP4

THE RIVER THAMES

Where there is physical and environmental capacity for increased activity, proposals to increase moorings and enhance sport and recreation development, both on and off the main channel of the River Thames will be permitted.

12.3.6 The Environment Agency confirmed, in August 2015, that there was no strategy for the Upper Thames although production of a new plan was a priority for the River Thames Alliance (RTA). In that regard, prospective developers are advised to discuss proposals with the Environment Agency and RTA. Proposals for development associated with the River Thames should be complementary with any future strategies for the Upper Thames. Proposals should also be considered in the context of the Environment Agency's concern that restoration of the Thames and Severn Canal should not be achieved by increasing navigation access between Inglesham lock and Cricklade.

12.4 Cotswold Water Park Post-Mineral Extraction After Use (POLICY SP5)

12.4.1 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.

12.4.2 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.

Policy SP5

COTSWOLD WATER PARK: POST-MINERAL EXTRACTION AFTER USE

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[50] 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;

e. satisfactorily mitigate potential unacceptable adverse impacts on residential amenity; and

f. maintain the character of settlements and their settings.

12.4.3 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.

50 National Character Area 108 (Upper Thames Clay Vales) is indicated on the proposals maps

12 Other - Spatial Issues

12.4.4 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. Policy SP5, 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.

12.4.5 In 2008, the CWP Strategic Review and Implementation Plan (Masterplan) was produced by the former CWP Joint Committee and was 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.

12.4.6 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.

12.4.7 In recognition of the area's legacy of former mineral extraction sites and its increasing importance for leisure, recreation and tourism, Policy SP5 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.

12.4.8 Proposals for sports, leisure, and/or recreational development does not include tourist accommodation. This is covered by Policy EC11, which applies across the whole District.

12.4.9 When considering landscape matters, regard will be had to extant landscape character assessment(s) that apply directly to areas of the CWP within Gloucestershire.

12.4.10 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. To ensure that this policy includes all potential mineral extraction sites, the policy now relates to the Upper Thames Clay Vales National Character Area (as designated by Natural England), part of which falls within Cotswold District. This designation covers the entire CWP within Gloucestershire.

12.5 Former Cheltenham to Stratford-upon-Avon Railway Line (POLICY SP6)

12.5.1 The Cheltenham to Stratford-upon-Avon railway line - the 'Honeybourne Line' - is a former double-track main line route, which once linked directly to Birmingham. A disused section of the line passes through the parishes of Willersey and Saintbury. The Gloucestershire Warwickshire Railway,

a volunteer-run heritage railway, has reopened a 14 mile section from Cheltenham to Broadway. The railway is a significant regional tourist destination and a contributor to the local economy. The heritage railway plans to extend four miles northwards to the national main line network at Honeybourne, which includes a two mile section through Cotswold District.

12.5.2 The Honeybourne Line also has national strategic importance. Passenger and freight use on the national rail network are rising. More and more dismantled railway lines across the country are being reopened to alleviate increasing congestion on the national transport network.

12.5.3 Many locations along this route, including Willersey and Weston-sub-Edge, lost their railway stations when services were withdrawn before the line's closure in the 1970s. Protecting this route therefore also provides an opportunity to reopen these stations and increase accessibility in the District.

Policy SP6

FORMER CHELTENHAM TO STRATFORD-UPON-AVON 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.

Appendix A

Local Green Space
Land adjacent to Close Cottage, Church Westcote



Chesterton Vision and Objectives B

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 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.

B Chesterton Vision and Objectives

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 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 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.

B Chesterton Vision and Objectives

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.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.

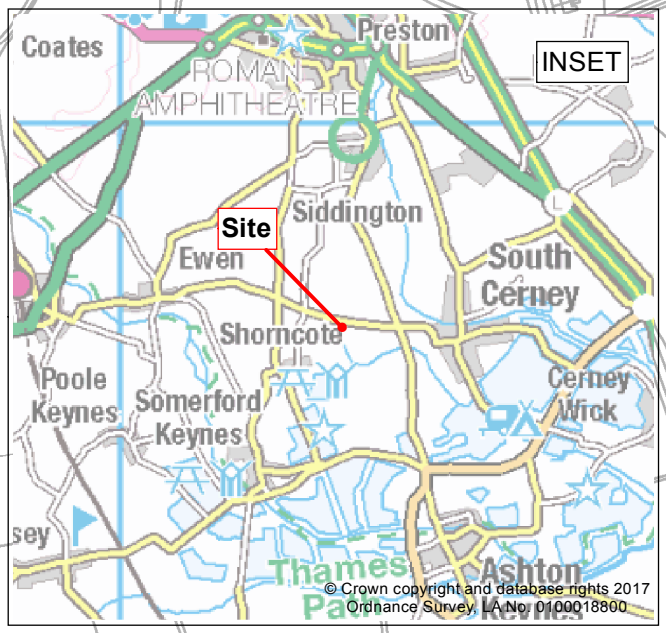
B.24 Traffic management will be integral to the urban form within this development, and will be achieved through a wide variety of means. Whilst cars will not be excluded (as they can contribute to the liveliness of the public realm), the design will encourage drivers to behave in a manner that is conducive 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.

Appendix C

Four Acres, Shorncote near South Cerney



KEY

Traveller Site

N

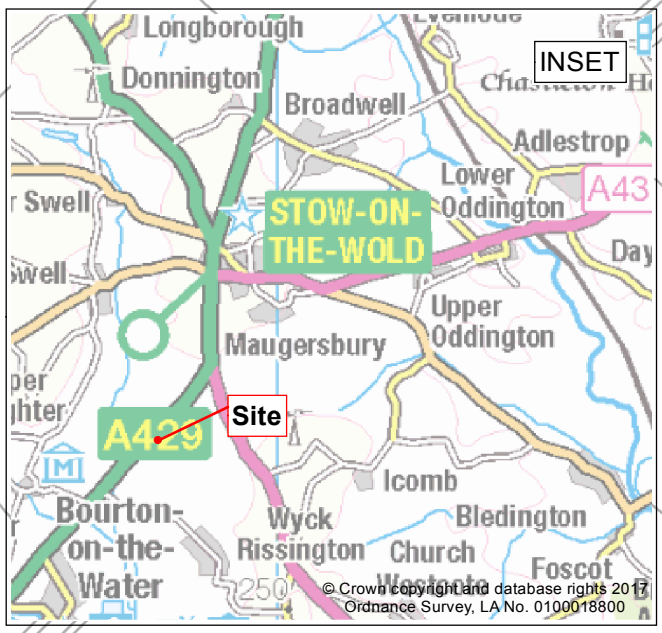
0 40 80 160 240 320

Meters

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Appendix C

Meadowview, Fosseway near Bourton-on-the-Water



KEY

Traveller Site

N

0 25 50 100 150 200 Meters

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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 policy and guidance, including the NPPF and the PPG. These emphasise 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 This Design Code must be read in conjunction with policies EN2, INF7 and related policies.

D.6 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.7 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.8 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.9 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.

Cotswold Design Code D

D.10 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.11 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.12 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.13 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.14 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.15 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.16 New buildings should be carefully proportioned and relate to the human scale, and to their landscape or townscape context.

D.17 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.18 The height of new buildings should respond to the local context, for example forming a gentle transition from open countryside to settlement edge.

D.19 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.

D Cotswold Design Code

D.20 The design approach selected should respond to each site and its setting. The success of different design approaches, and in particular architectural styles, is very dependent on location. There are many valid approaches to the design of buildings, depending on their context. Due to the distinctive and consistent traditional architecture of the Cotswolds, a vernacular design approach is commonly successful. On some sites a contemporary approach, well-executed, can be appropriate. These two design approaches are discussed further below.

Architectural Style – the Cotswold Vernacular

D.21 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.22 Many new buildings are designed in the Cotswold vernacular style and, if done correctly, this follows a great tradition. The same design approach will of course not be applied to all contexts in the District. The decision whether to adopt a vernacular or more contemporary architectural style will depend on the type of development, the site and its setting. Where it is adopted, 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.23 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.24 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.25 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 'gablets', 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.

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.26 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.27 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.28 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.

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Architectural Style – Contemporary

D.29 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.30 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.31 The massing and the elevations of contemporary buildings should usually be broken, especially in historic settings, to avoid overly horizontal proportions and a monolithic or brutal appearance. The scale, modulation and architectural lines of contemporary buildings should respond to their context, for example with vertical articulation reflecting the narrower plots within town centres.

D.32 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.33 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.34 Modern design may also facilitate the incorporation of sustainable features more readily than when following a traditional design approach. Key points that relate specifically to the Cotswold context include the use of locally-sourced materials, and the incorporation of heating and energy generation that utilises local resources, for example, woodland products.

Materials and Craftsmanship

Stonework

D.35 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.36 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.37 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.38 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.39 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.

Other walling materials

D.40 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.41 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.42 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.43 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.

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D.44 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.45 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.

D.46 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.47 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.48 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.49 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.50 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.51 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.52 The use of traditional materials also extends to the landscaping surrounding buildings.

D.53 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.54 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.

D.55 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.56 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.57 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.58 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.

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Sustainable Design

D.59 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.60 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.61 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 PPG and from Historic England.

D.62 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.

Inclusive Design

D.63 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.64 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.65 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.66 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:

Key Principles		
a.	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.
b.	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.
c.	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.
d.	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.

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Key Principles		
e.	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.
f.	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.
g.	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.
h.	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.
i.	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.
j.	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.
k.	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.
l.	Green features on buildings	Green features (living roofs and walls, bird or bat boxes, etc.) should be incorporated, where appropriate, into new and existing buildings.

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Key Principles		
m	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.
n.	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.
o.	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.
p.	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.
q.	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.
r.	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.
s.	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.
t.	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).
u.	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.

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Key Principles		
v.	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.

Key Design Considerations for Specific Development Proposals

D.67 Key design considerations include the following:

	Development proposal	Key considerations
1.	**Residential extensions, outbuildings and new dwellings** 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. Although most commonly applied when assessing extensions, these residential amenity considerations also apply to other types of development, including new outbuildings and dwellings.	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.

	Development proposal	Key considerations
		h. Whether vernacular or contemporary, materials should be used that make reference to the existing building, and to the local 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 if 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 to retain as open, providing rhythm and relief within the street scene, and contributing to the character of the area. o. Extensions should respect the amenity of dwellings, giving due consideration to issues of garden space, privacy, daylight and overbearing effect. p. 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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	Development proposal	Key considerations
		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. q. 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. r. To ensure adequate garden space, thesize of a private garden should relate to the size and nature of the property. A large detached family house should have a substantial garden, capable of providing enough space for different family activities to take place at the same time, (e.g. sitting-out area for adults, children's play space, clothes drying area). An elderly person's bungalow requires a smaller, easily managed private area for quiet sitting-out. s. It should be possible to identify an area within the garden as a sitting out area that is private and reasonably screened from view from neighbouring properties or passers-by. Walls or close-boarded fences will be required as a part of landscaping schemes to ensure privacy from the outset. The private area need only be part of the garden of the property. The garden itself should be larger - see above. Private space is space within the curtilage of the property for use by those who live there, whether a garden for a single property or a communal garden for a block of flats.
2.	**Garages and other outbuildings** 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.	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. 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.

	Development proposal	Key considerations
		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. 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. 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. 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. 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. 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.

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	Development proposal	Key considerations
		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.
3.	**New build houses in the Cotswold vernacular style** 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.	a. A mixture of house types, including a good representation of terraces and semi-detached, with only some detached. A layout that is generally not too regimented and achieves 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. e. Stone of an appropriate colour to the locality.

	Development proposal	Key considerations
		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. Some use of other traditional walling and roofing materials may be appropriate, depending on the site and its location within the District. j. No bargeboards to verges or fascia boards to eaves. Exposed rafter feet avoided. k. The inclusion of chimneys, built up in traditional stone or brickwork, and set flush to gable end walls. l. Dormers and porches of traditional design. m. Doors and windows recessed into the walls of the building. n. Appropriate colour stone facing lintels, to the depths of the reveals. Alternatively oak lintels, left untreated to silver. Stone or stone tile sills. o. Flush timber casements, with balanced opening and non-opening lights, slender glazing divisions, and attention paid to traditional external detailing. Sliding timber sashes. p. Slender metal casements within stone mullion window surrounds. q. Front garden areas traditionally enclosed by natural dry stone walls, and some railings. r. Traditional stone (or occasionally brick) boundary walls separating rear gardens from streets. s. Sensitive boundary treatments to outer edges of housing schemes, avoiding close-boarded fencing and including sufficient landscape buffers.

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	Development proposal	Key considerations
4.	**Large commercial, industrial and agricultural buildings** Such buildings should be sited, scaled and designed sensitively, using appropriate materials and finishes. The impact of associated features should also be minimised.	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. 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).

	Development proposal	Key considerations
		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. 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.
5.	**Barn conversions** In designing a barn conversion the aim should be to preserve the traditional agricultural	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.

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	Development proposal	Key considerations
	appearance of the building, and the contribution it makes to the surrounding landscape.	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.

	Development proposal	Key considerations
		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

D Cotswold Design Code

	Development proposal	Key considerations
		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 should be fully resolved, with adequate biodiversity mitigation and enhancement put in place.
6.	**Shop fronts** 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.	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.
7.	**Signage**	a. Signage should be appropriate to the shop front, building and wider area.

Cotswold Design Code D

	Development proposal	Key considerations
	Sympathetic signage is vital in preserving the amenity and historic character of buildings and areas.	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 appropriate. Occasionally a simple square-edged matte finish aluminium sign may be permissible. 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. 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. 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. 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

D Cotswold Design Code

	Development proposal	Key considerations
		unnecessary information about the business should be avoided. Often subtle small signs set behind, or applied to, windows can provide additional details.

Established Employment Sites E

E.1 The following table and maps identify the Established Employment Sites in the District which are protected under Policy EC2 'Safeguarding Employment Sites'. The sites have been assessed in light of NPPF paragraph 22 and have been updated in line with the latest employment land monitoring evidence (31 March 2016).

Settlement(s)	Established Employment Sites
Bourton-on-the-Water and Surrounds	• Bourton-on-the-Water Industrial Estate (EES1) • The Barn Business Centre, Great Rissington (EES2) • Upper Rissington Business Park, Upper Rissington (EES3) • Manor Farm, Upper Slaughter (EES4)
Chipping Campden and Surrounds	• Willersey Industrial Estate (EES5) • Weston Industrial Estate, Weston-sub-Edge (EES6) • Honeybourne Airfield Trading Estate, Weston-sub-Edge (EES7) • Seyfried, Mickleton (Bird Industrial Estate) (EES8) • Campden Business Park, Chipping Campden (EES9) • Draycott Works, near Blockley (EES11) • Paxford Brickworks (Northcott Business Park), near Blockley (EES12) • Northwick Business Centre, near Blockley (EES13)
Cirencester and Surrounds (including South Cerney)	• Love Lane (EES14) • Phoenix Way (EES15) • Cirencester Office Park (Smith's Field) (EES16) • Querns Business Centre (EES17) • College Farm (EES18) • Whiteway Farm (EES19) • Mitsubishi HQ (EES20) • St James Place (EES21) • Dovecott Workshops, Barnsley (EES22) • Fosse Cross, North Cerney (EES23) • Lakeside Business Park, South Cerney (EES24) • Village Farm, Preston (EES25)
Fairford, Lechlade and Surrounds	• Horcott Industrial Estate, Fairford (EES26) • London Road, Fairford (EES27) • Whelford Lane Industrial Estate, Fairford (EES28) • New Chapel Electronics, Fairford (EES29) • Cockrup Farm, Coln St.Aldwyn (EES30) • Butts Farm, Poulton (EES31)

E Established Employment Sites

Settlement(s)	Established Employment Sites
Moreton-in-Marsh and Surrounds	• Cotswold Business Park/Village, Moreton-in-Marsh (EES32) • Fosseway Industrial Estate, Moreton-in-Marsh (EES33) • The Stich, Longborough (EES34)
Northleach and Surrounds	• Old Coalyard Farm Industrial Estate, Northleach (EES35) • Old Brewery, Northleach (EES36) • Compton Business and Craft Centre, Compton Abdale (EES37)
Tetbury and Surrounds	• Tetbury Industrial Estate (EES38) • Hampton Street Industrial Estate (EES39) • Priory Industrial Estate (EES40) • Babdown Airfield, Beverston (EES41) • Street Farm, Doughton (EES42)
Other Employment Locations	• Andoversford Industrial Estate, Andoversford (EES44) • Whalley Farm, Whittington (EES45)

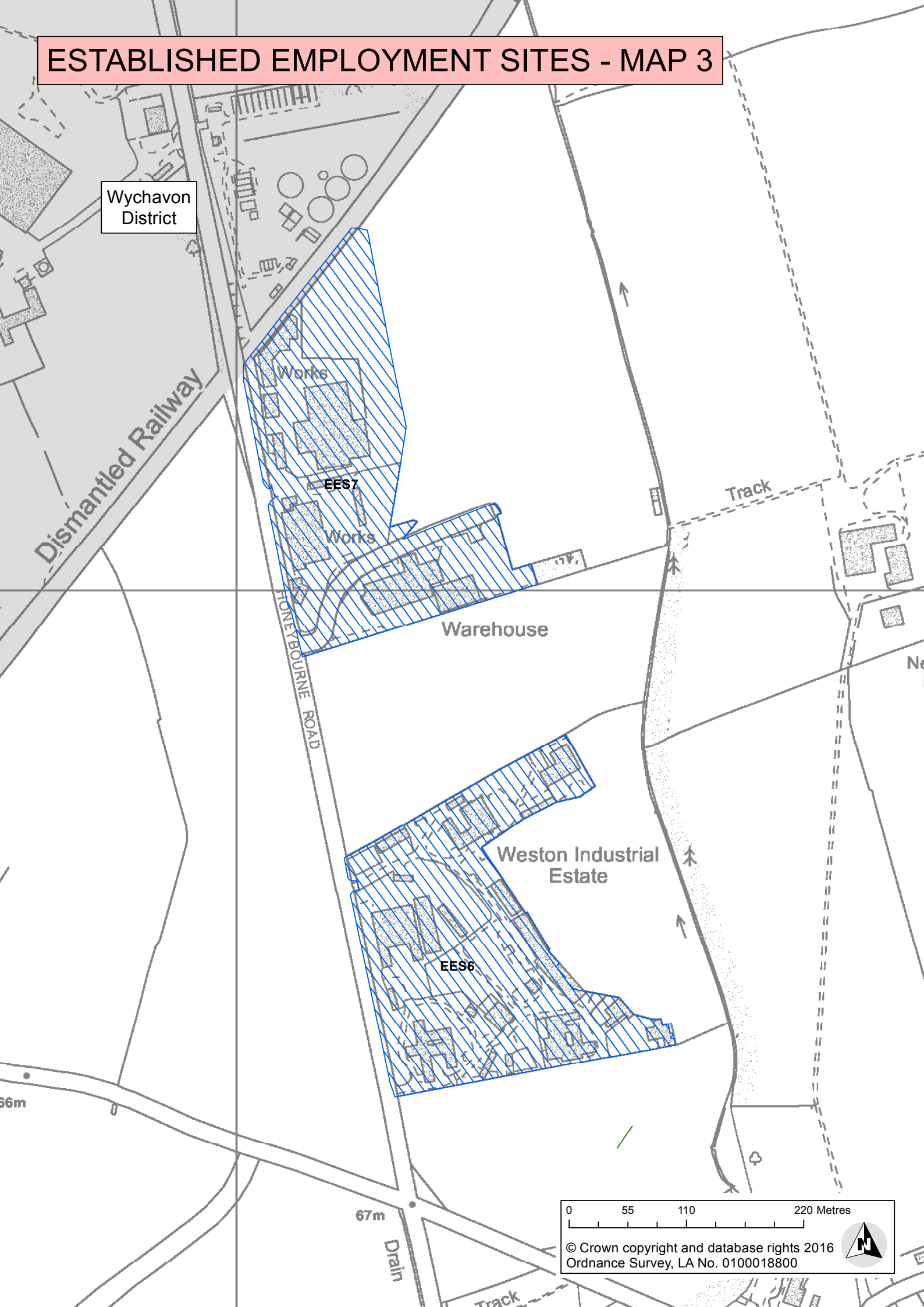
ESTABLISHED EMPLOYMENT SITE - MAP 1



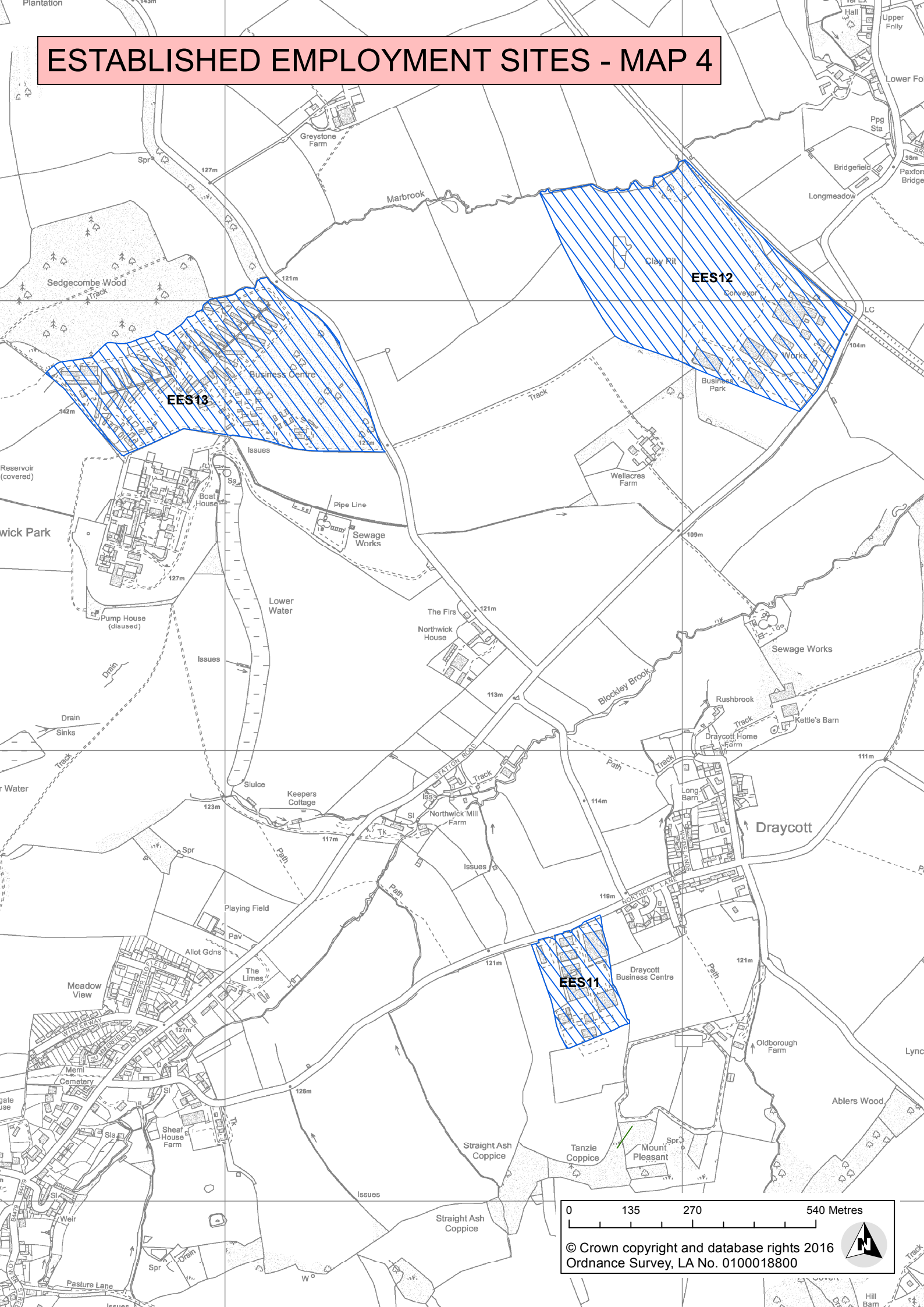
ESTABLISHED EMPLOYMENT SITE - MAP 2



ESTABLISHED EMPLOYMENT SITES - MAP 3



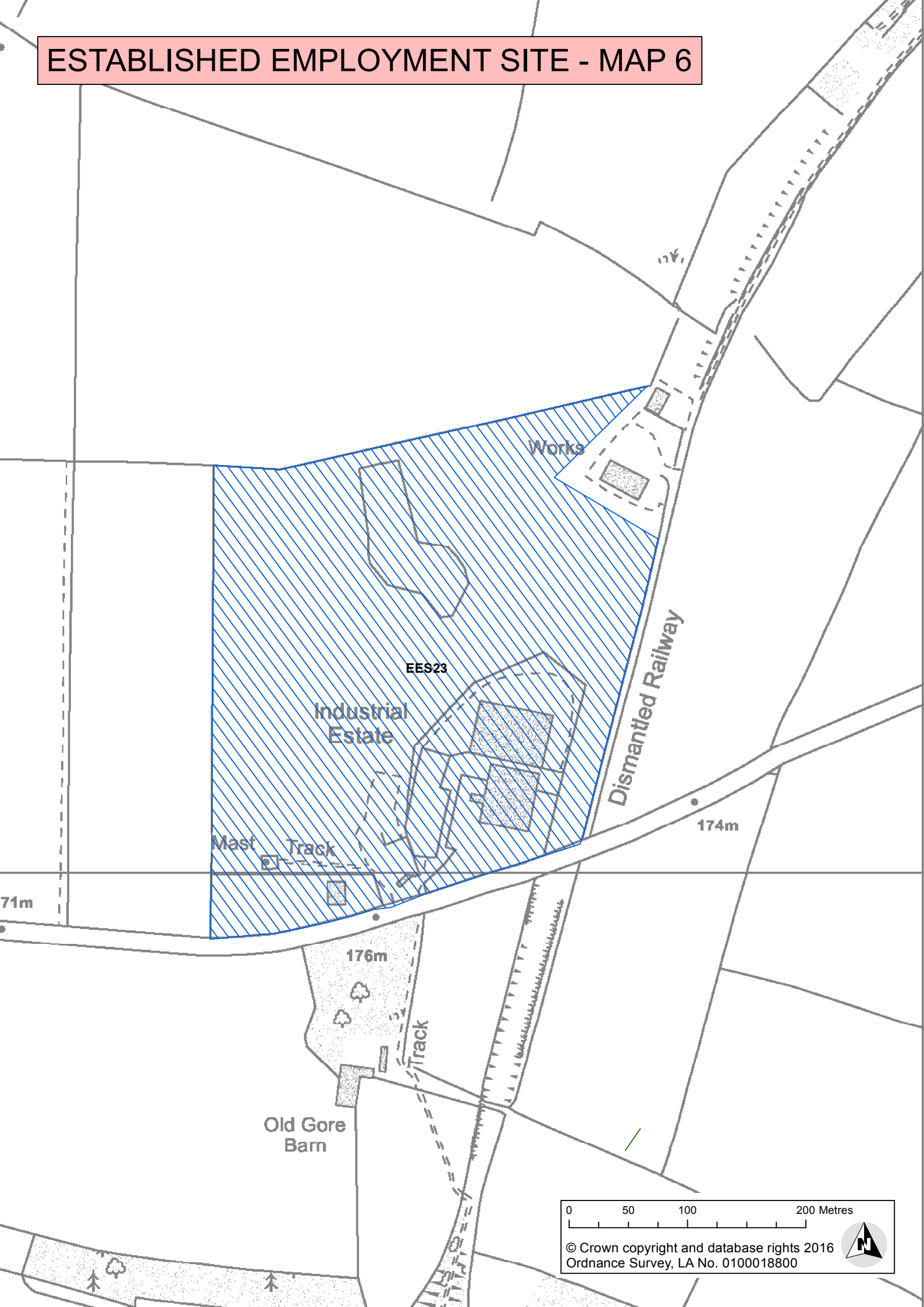
ESTABLISHED EMPLOYMENT SITES - MAP 4



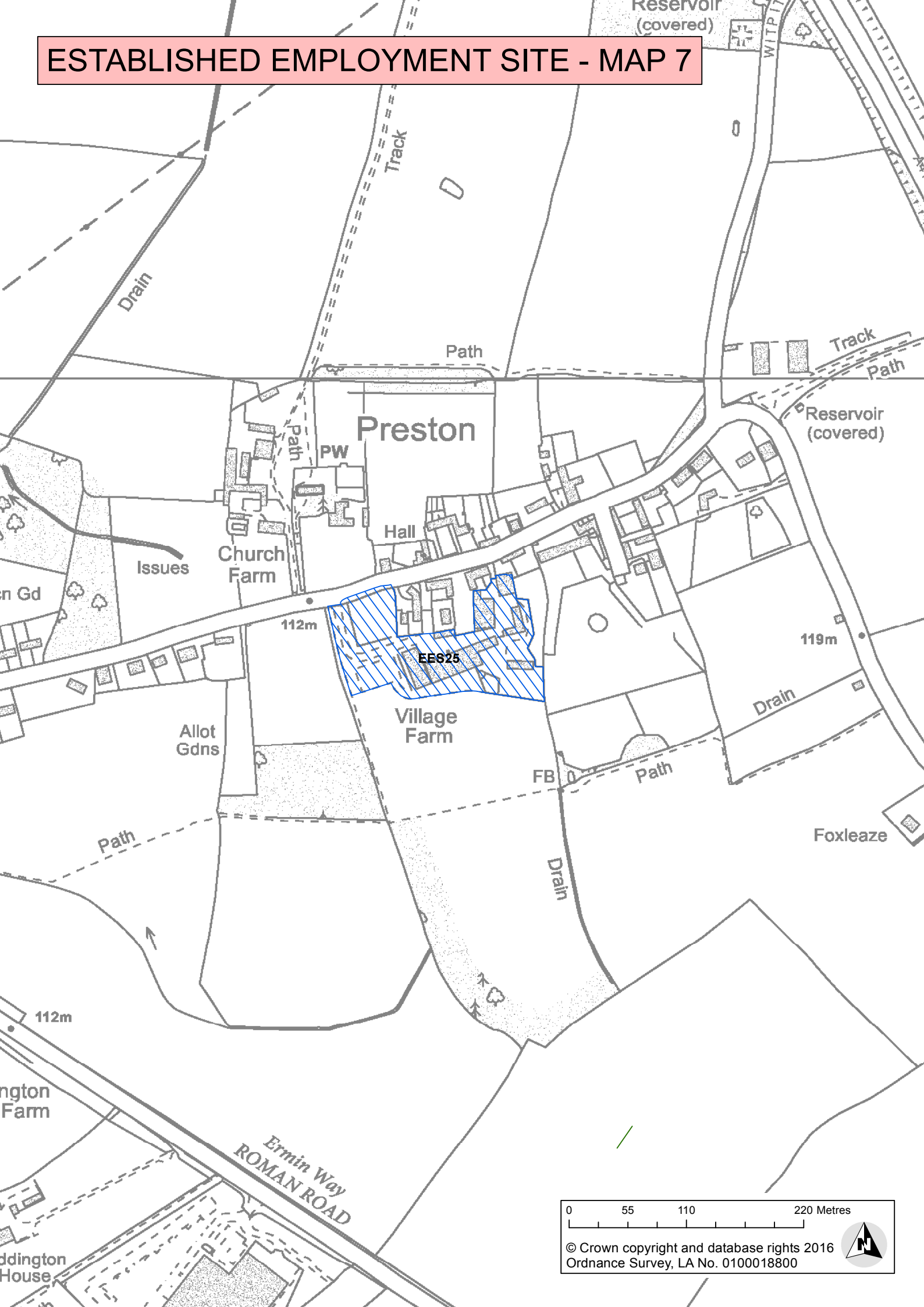
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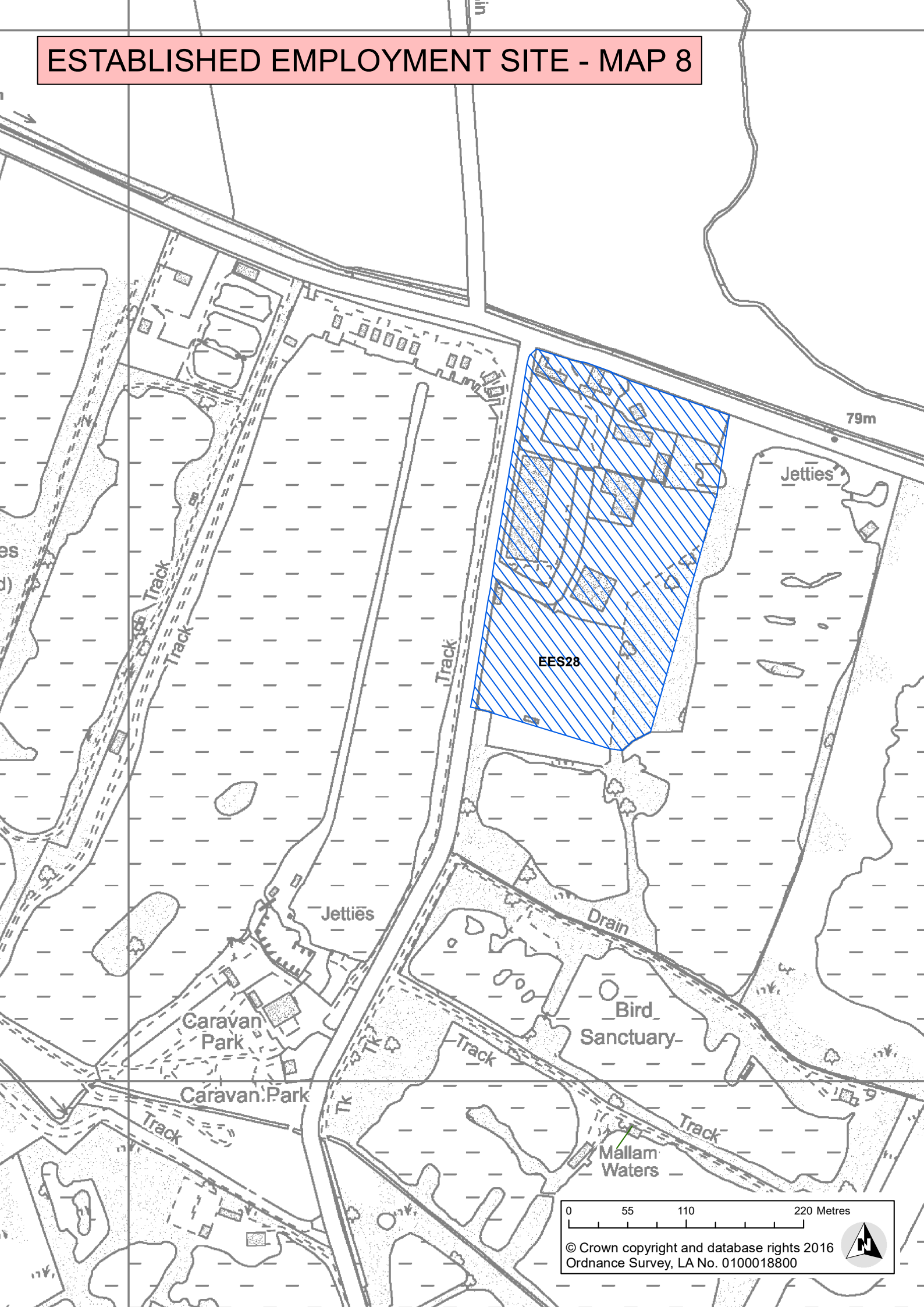
ESTABLISHED EMPLOYMENT SITE - MAP 6



ESTABLISHED EMPLOYMENT SITE - MAP 7



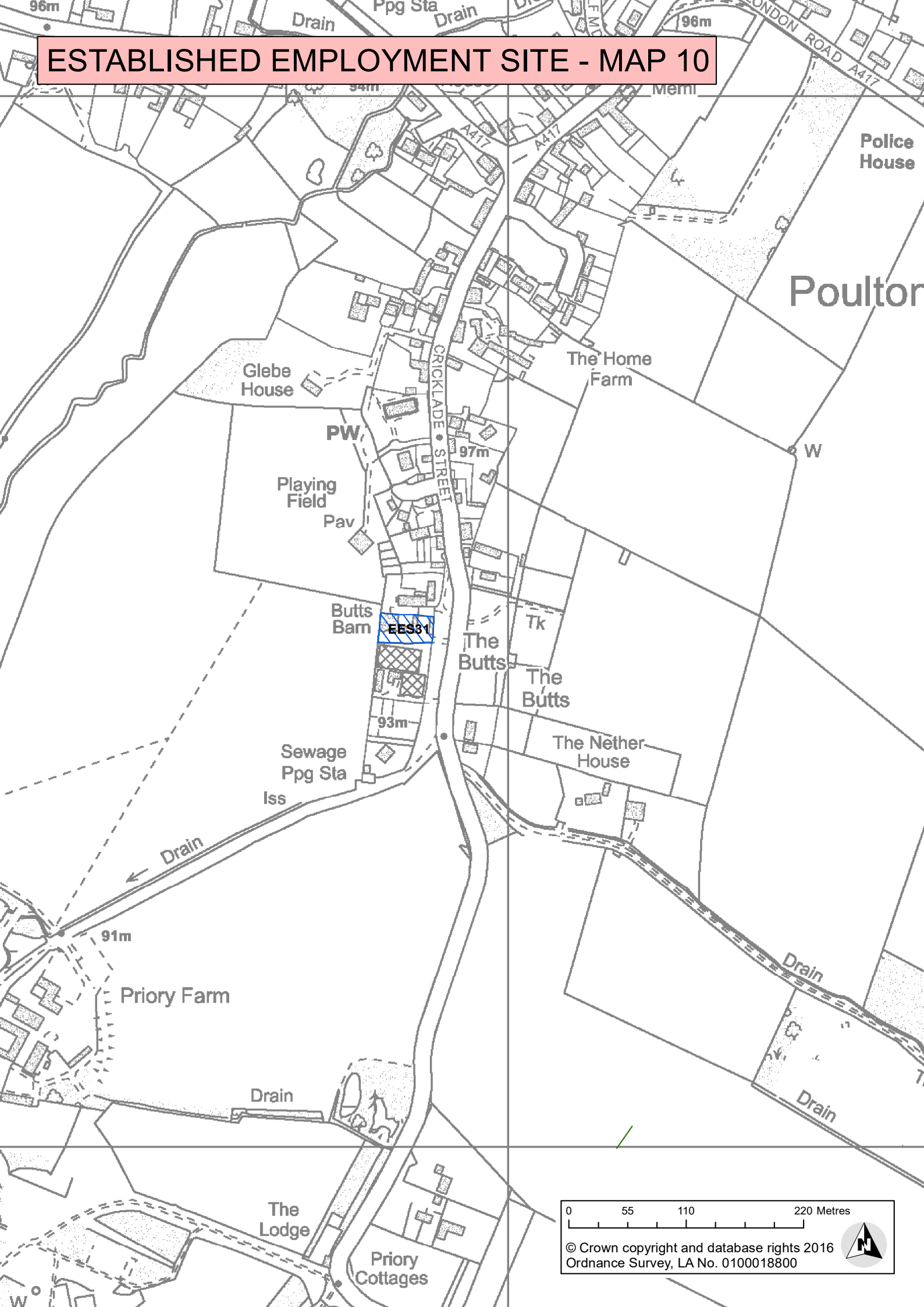
ESTABLISHED EMPLOYMENT SITE - MAP 8



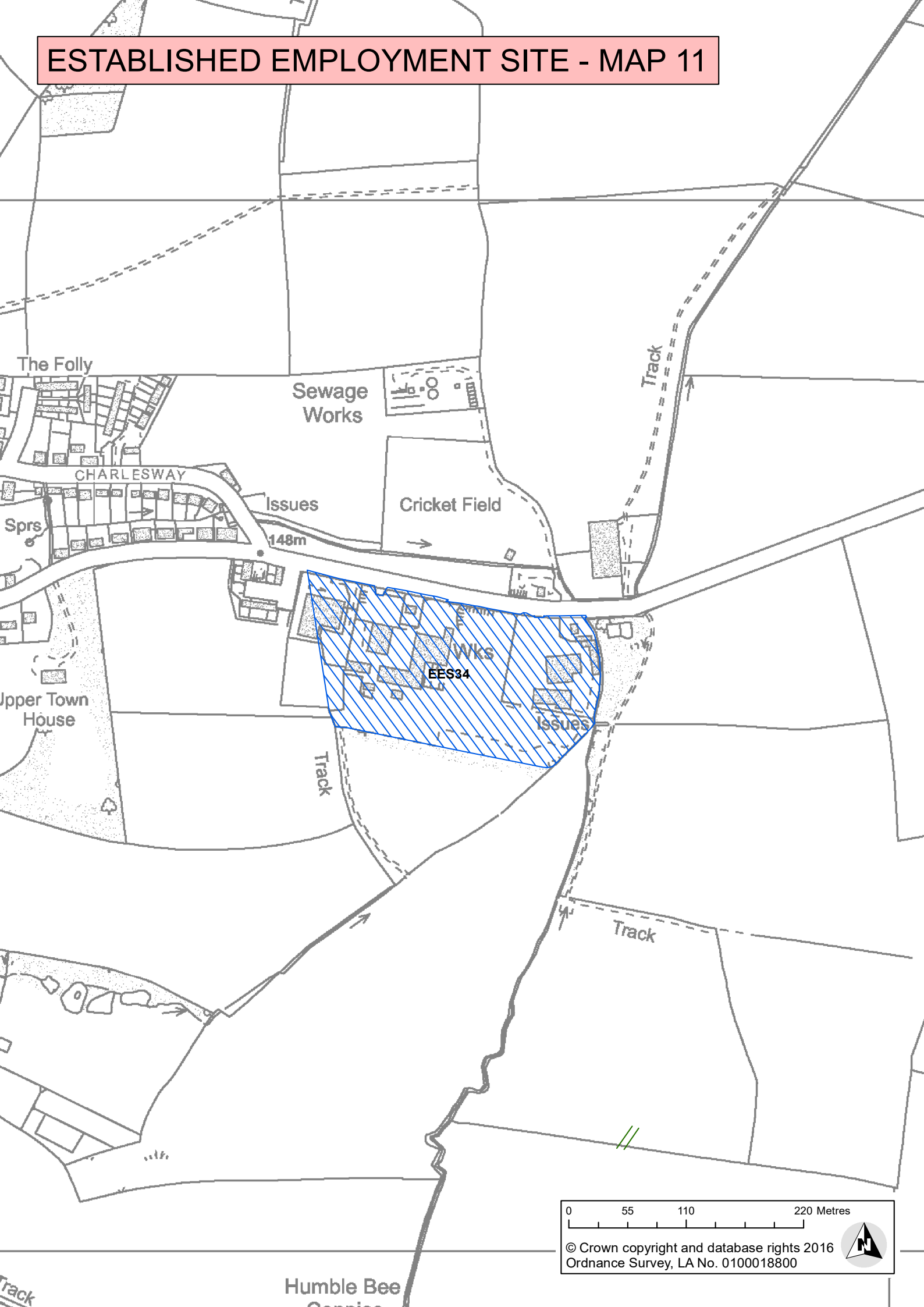
ESTABLISHED EMPLOYMENT SITE - MAP 9



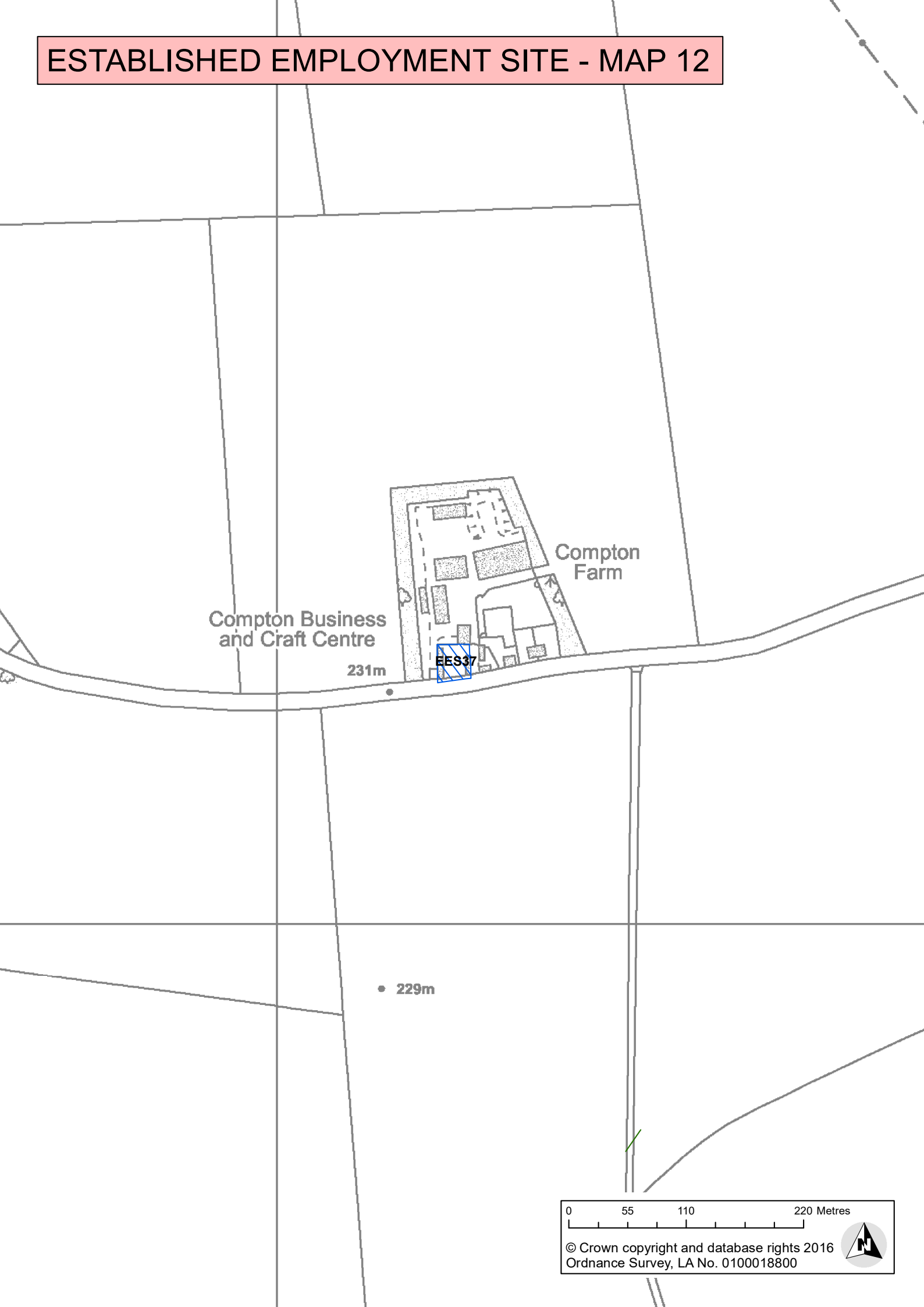
ESTABLISHED EMPLOYMENT SITE - MAP 10



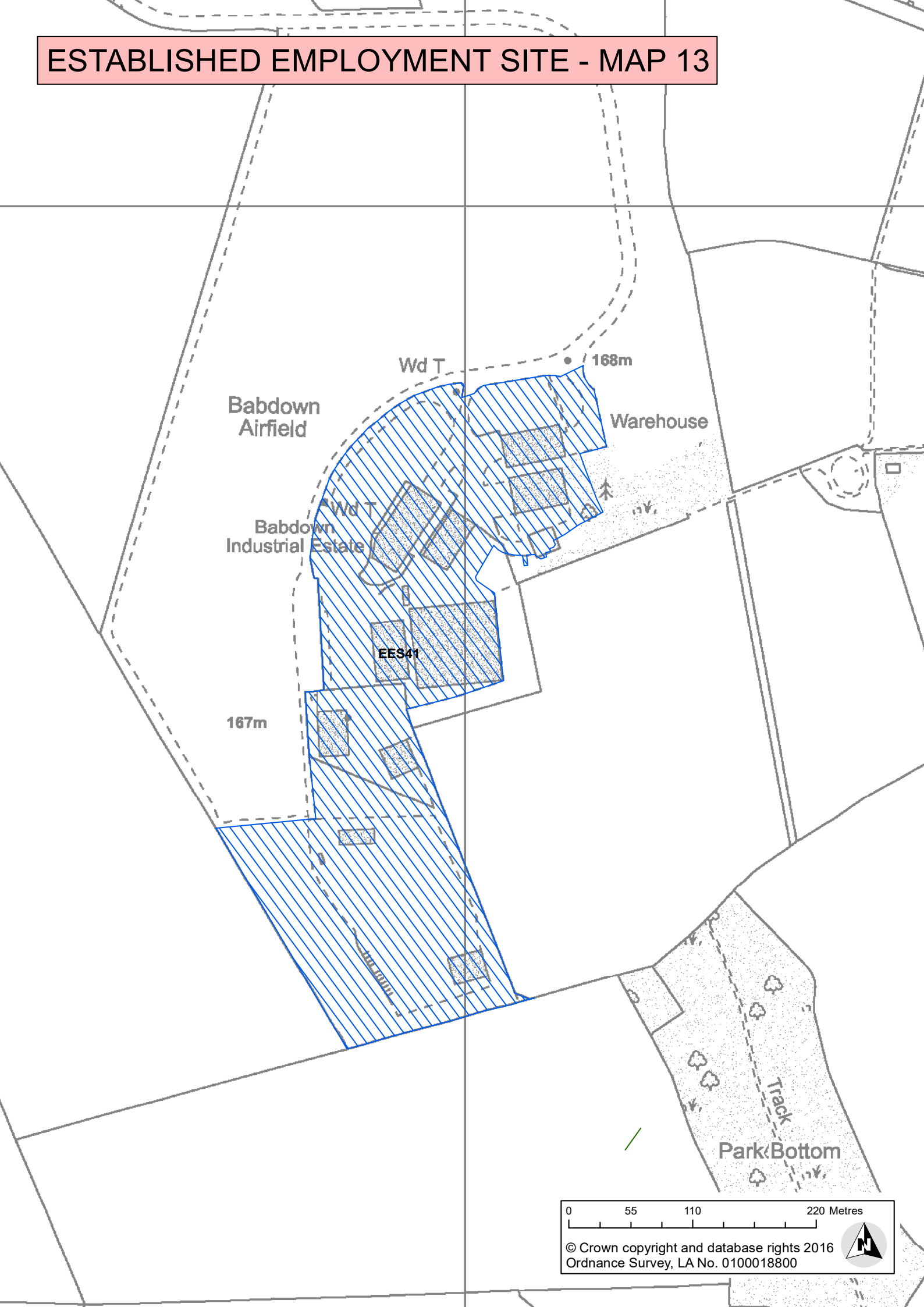
ESTABLISHED EMPLOYMENT SITE - MAP 11



ESTABLISHED EMPLOYMENT SITE - MAP 12



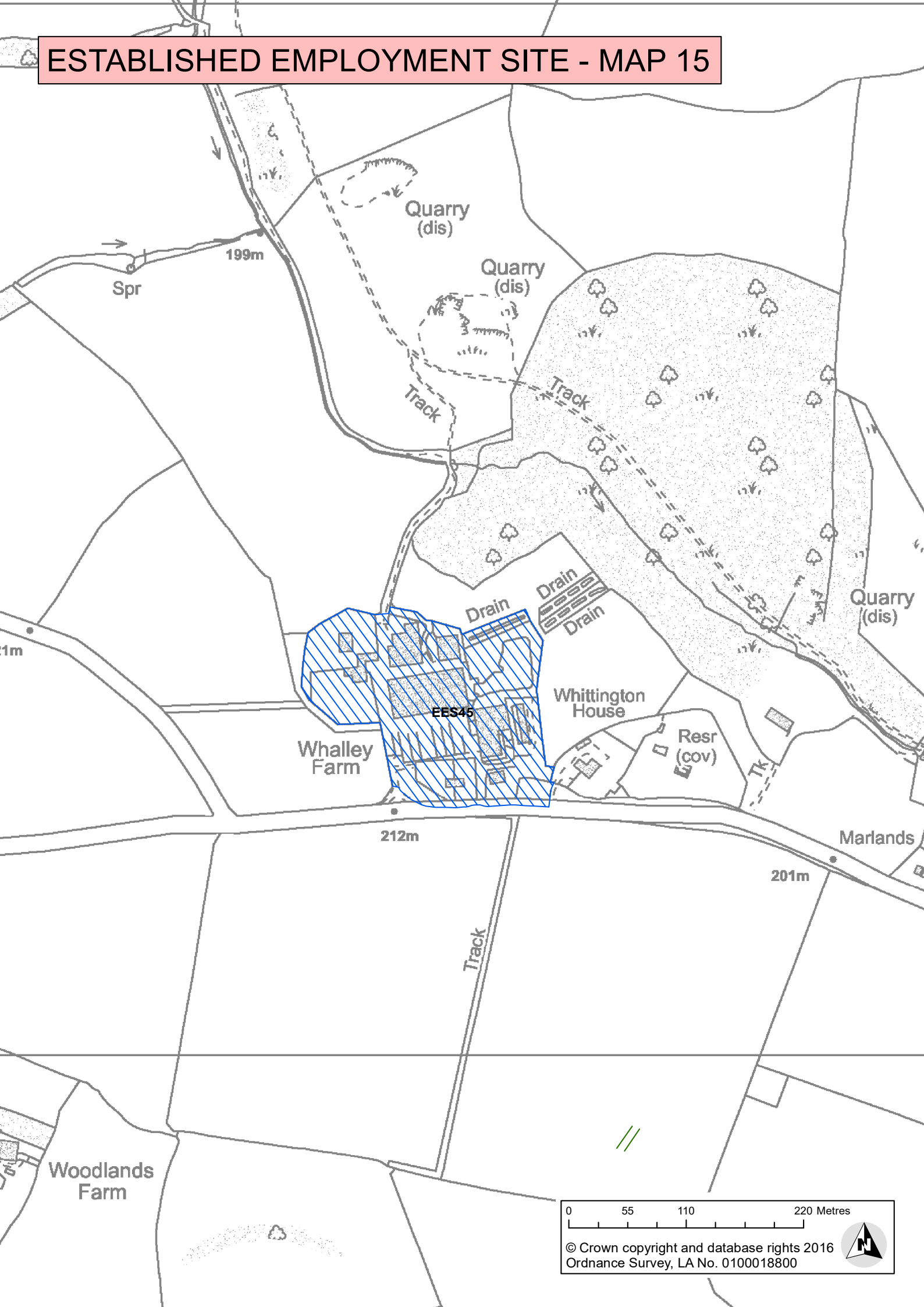
ESTABLISHED EMPLOYMENT SITE - MAP 13



ESTABLISHED EMPLOYMENT SITE - MAP 14



ESTABLISHED EMPLOYMENT SITE - MAP 15



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F Parking Standards and Guidance

F.1 The full Parking Standards Review document together with its evidence base is available to view on the Council's website.

F.2 The revised standards and guidance are summarised below.

Residential Parking

F.3 The principles set out in the Department for Communities and Local Government (DCLG) 'Residential Car Parking Research' document have been used to formulate a parking toolkit which, after entering details of the proposed development and mix, calculates the level of car parking which should be provided in new residential developments. This tool helps to determine an appropriate balance of allocated and unallocated parking.

F.4 Specific guidance is not provided for other residential land use classifications (C1 Hotels, C2 Residential Institutions, C3 Sheltered Accommodation and C4 Houses in Multiple Occupation). For development comprising these land uses, where it is deemed to have a sufficiently significant impact on the network, an evidence base should be supplied to demonstrate the level of parking provided is sufficient. This would include consideration of the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels;
- an overall need to reduce the use of high emission vehicles; and

Standards relating to cycle and motorcycle parking together with disabled parking are provided below.

Parking Toolkit

F.5 The DCLG parking toolkit spreadsheet is provided in the Planning Policy "Evidence Base and Monitoring" section of the Council's website. This provides a method of calculating the level of unallocated and visitor parking based on the level of allocated parking. These calculations are based upon 2011 Census data which sets out car ownership levels for all output areas across the Cotswold District. This requires users to input the following:

- The area in which the development is proposed to be located.
- A breakdown of the number units proposed to be provided by the following:
    - Type of property (house/flat); and
    - Number of bedrooms.
- The number of spaces to be allocated to each dwelling.

F.6 Entering these details into the calculation sheet will automatically calculate the level of unallocated demand and the level of visitor parking required.

Parking Standards and Guidance F

F.7 Whilst the information contained in the Parking Standards Review Evidence Base (PSREB) demonstrate differences in car ownership between owner occupied and shared/rented accommodation, the level of parking in the parking toolkit is based upon

Visitor Parking

F.8 If greater than 50% of parking is unallocated to specific dwellings, it is not necessary to allocate specific provision for visitors.

F.9 Should more of the parking be allocated than unallocated then the provision of separate visitor parking at a ratio of one visitor space for every five dwellings would be required to meet demand.

Non-Residential Parking

F.10 It has been demonstrated in the PSREB that the previously adopted standards provide a suitable starting point. These standards are summarised in the following table:

<table>
<tr><th rowspan="3">Land Use</th><th colspan="3">Maximum Parking Standards</th></tr>
<tr><th colspan="2">Strategically Significant Land Uses</th><th rowspan="2">Other Land Uses</th></tr>
<tr><th>Cirencester/ Principal Settlements</th><th>Elsewhere</th></tr>
<tr><td>A1 Food Retail</td><td>1 space per 18sqm
(over 1,000sqm)</td><td rowspan="3">1 space per 30sqm
(up to 1,000sqm)</td><td rowspan="3">1 space per 25sqm
(up to 1,000sqm)</td></tr>
<tr><td>A1 Non-food Retail</td><td>1 space per 22sqm
(over 1,000sqm)</td></tr>
<tr><td>A3 Food/Drink</td><td>1 space per 5sqm
(of public area)</td></tr>
<tr><td>B1 (a) & (b)</td><td>1 space per 42sqm
(over 1,000sqm)</td><td>1 space per 35sqm
(over 1,000sqm)</td><td>1 space per 25sqm
(up to 1,000sqm)</td></tr>
<tr><td>B1 (c) & B2</td><td colspan="2">1 space per 50sqm
(over 5,000sqm)</td><td>1 space per 50sqm
(up to 5,000sqm)</td></tr>
</table>

F Parking Standards and Guidance

Land Use	Maximum Parking Standards		
	Strategically Significant Land Uses		*Other* Land Uses
	Cirencester/ Principal Settlements	Elsewhere	
A1 Food Retail	1 space per 18sqm (over 1,000sqm)	1 space per 30sqm (up to 1,000sqm)	1 space per 25sqm (up to 1,000sqm)
A1 Non-food Retail	1 space per 22sqm (over 1,000sqm)		
A3 Food/Drink	1 space per 5sqm (of public area)		
B8	1 space per 200sqm (over 10,000sqm)		1 space per 100sqm (up to 10,000sqm)

F.11 These standards provide a suitable starting point in the determination of appropriate parking provision for employment and retail uses. The level of parking should be justified using an evidence base setting out the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels;
- An overall need to reduce the use of high emission vehicles; and
- A comparison of the forecast trip generation and resultant accumulation with the proposed parking provision.

F.12 For developments located within the 'Town and Fringe' area, it is important to consider the level of existing spare car parking capacity within the town centre. As such, the demand for car parking should be considered in line with:

- The proximity of the proposed development in relation to on and off street parking areas which have available capacity
- The type of parking this would generate, i.e. commuter parking (staff), short-term parking (visitors/customers) and how the charging tariff may impact the choice of car parking;

- The time periods during which the peak parking accumulation would occur and relate this to the available car parking capacity; and
- The likelihood of linked trips to other existing facilities in Cirencester.

Disabled Parking

F.13 Disabled parking should be provided in line with Inclusive Mobility (DfT, 2005). The minimum level that should be provided is set out in the following table. This level of parking should be provided regardless of the size or likely impact of the development and irrespective of the location.

Type of Car Park	Minimum Disabled Parking Provision
1. Car parks at established employment premises	2% of the total car park capacity or one space (whichever is greater) Plus an additional space for each disabled employee
2. Car parks at new employment premises	5% of the total car park capacity (for both employee and visitor use)
3. Car parks at shopping areas, leisure and recreational facilities and places open to the general public	A minimum of one space for each disabled employee Plus 6% of the total capacity (for visitor use)

F.14 'Inclusive Mobility' also provides guidance on the layout and dimensions of parking for disabled users. The following bay dimensions should be provided, as follows:

F.15 *"Off-street parking: bays should be a minimum of **4,800mm** long by **2,400mm** wide with additional space:*

1. *Where bays are parallel to the access aisle and access is available from the side an extra length of at least **1,800mm**, or,*
2. *Where bays are perpendicular to the access aisle, an additional width of at least **1,200mm** along each side. Where bays are adjacent the same **1,200mm** space can serve both sides. There should also be a **1,200mm** wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist."*

HGV Parking/Servicing

F.16 Provision for HGV parking will be required for Use Classes B1(c), B2 & B8 developments but the number, geometry and layout of spaces will be a matter for negotiation. Applicants will be required to provide information on the number of HGVs likely to be parked on or visiting the site. It is acknowledged that the servicing requirements vary by operator, however it should be demonstrated that the servicing provision is suitable for a typical operator of the appropriate land use.

F Parking Standards and Guidance

Coach Parking

F.17 Since the nature of each development is different, the level of coach parking to be provided for relevant land uses should be determined on a case by case basis based on the proposed operation. An evidence base should be provided setting out the likely operation of the proposed development and the coach parking provision this corresponds to.

Leisure, Education and Healthcare

F.18 Specific guidance is not provided for Leisure, Education or Healthcare land uses. All sites should be considered on a site-by-site basis using the points set out in the NPPF along with the likely travel patterns of site users.

F.19 Further consideration should be given for those sites which justify the preparation of a Transport Statement/Transport Assessment to ensure that the forecast trip generation and resultant parking accumulation is in line with the proposed parking provision.

Residential/Non-Residential Parking

F.20 This section relates to types of parking that may fall within either residential or non-residential categories.

Cycle/Motorcycle Parking

F.21 The minimum cycle and motorcycle parking standards are set out in the following table:

Land Use Class	Minimum Cycle and Motorcycle Parking Standard
A1 Shops (food retail)	1 space per 60sqm
A1 Shops (non-food retail)	1 space per 120sqm
A2 Financial & professional services	1 space per 166sqm
A3 Food & drink (public house, restaurant)	1 space per 26sqm
B1 Business (a) & (b) (office, research & development)	1 space per 166sqm
B1 Business (c) (light industrial) B2 General Industrial	1 space per 330sqm
B8 Storage or Distribution	1 space per 330sqm

Land Use Class	Minimum Cycle and Motorcycle Parking Standard
C1 Hotels	0.15 spaces per employee
C2 Residential Institutions (hospital, nursing home)	0.15 spaces per employee
C2 Residential Institutions (boarding school)	0.15 spaces per employee + 0.15 spaces per student
C3 Dwellings (flats only)	1 space per dwelling
C3 Dwellings (sheltered housing)	0.15 spaces per employee
D1 Non- residential Institutions (doctor / vet surgery, health centre)	0.15 spaces per employee
D1 Non-residential Institutions (school, crèche, day centre)	0.15 spaces per employee + 0.15 spaces per student
D1 Non-residential Institutions (higher & further education)	0.15 spaces per employee + 0.15 spaces per student
D1 Non-residential Institutions (art gallery, museum, library)	1 space per 300 sq. m. of public area + 0.15 spaces per employee
D1 Non-residential Institutions (public hall, place of worship)	1 space per 20 seats or 1 space per 26sqm
D2 Assembly and Leisure (cinema, concert hall, night club)	1 space per 20 seats or 1 space per 26sqm
D2 Assembly and Leisure (leisure /sports centre, fitness club)	1 space per 66sqm
N.B. The calculated number of spaces should be rounded up to the nearest whole number	

F.22 For houses, cycle parking can be provided within the curtilage of each property and therefore it is not necessary to provide off-plot provision.

Mixed Land Uses

F.23 Where a development is proposed to comprise a mix of land uses, consideration should be given on a site-by-site basis including the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;

F Parking Standards and Guidance

- Local car ownership levels; and
- An overall need to reduce the use of high emission vehicles.

F.24 The guidance set out for the individual land uses should be utilised as the starting point. Further consideration should however be given to the likely dual and shared use of car parking.

Natural and Historic Environment Objectives G

Natural & Historic Environment Strategy Objectives	Policy
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	EN1
Increase public understanding, awareness and enjoyment of and access to our natural and historic environment for both residents and visitors	DS1; EN1-7; EN14; EC1; EC10-11.
Support the vital tourist economy of the District, for which the environment is a key element	DS1; EN1-10; EC1; EC7-8; EC10-11; INF7.
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	EC1-2; EC4; EC7-8; EC10-11; DS1; DS2; EN8-10; INF7.
Explore ways in which new developments can be successfully integrated with the existing historic environment	DS1-3; EN2-4; EN8; EC3-5; EC10-11.
Encourage wider community involvement in the natural and historic environment, for example through neighbourhood planning	EN1; EN12; INF7
Create and support strong partnerships between public, private and voluntary sectors	EN1; EN12; INF7
Support organisations applying for funding and maximise the opportunities for external funding to benefit the natural and historic environment	EN1
Address earlier degradation of the biodiversity resource of the area, including habitat fragmentation	DS1; EN1-2; EN5-8; EN11; EN14; INF1; INF7.
Address the threats to the natural and historic environment caused by climate change and to encourage the mitigation of these impacts	EN1-8; EN14; INF7.
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	DS1; EN1-8; EN14; EC4; EC10; INF7.

G Natural and Historic Environment Objectives

Natural & Historic Environment Strategy Objectives	Policy
Protect natural and historic environment assets in a manner that is proportionate to their significance and to the public benefits of any development proposal	DS1-3; EN1.
Ensure that planning decisions are based on sound evidence relating to the natural and historic environment	DS1-3; EN1.
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	EN7-8.
Achieve robust green infrastructure within new developments and to capitalise on opportunities to improve existing green infrastructure (including addressing gaps in current provision)	EN1-8; EN14; EC3-4; EC8; INF1-3; INF7.
Ensure that the development enhances the ecosystems services and benefits that are provided by the natural environment	DS1-3; EN1-2; EN5-8; EN9; EN14; H5; EC1; EC6; INF7

Strategic Principles for Green Infrastructure in Gloucestershire H

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; s106 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.

I Index of Policies v Local Plan Objectives

This matrix outlines which objectives of the Local Plan are met by the respective policies. The 'x' symbols in the table act a 'yes'. The detail of the objectives are listed in Chapter 5 of the Local Plan.		1. Natural and Historic Environment				2. Population and Housing		3. Local Economy			4. Infastucture and Service Provision	5. Sustainable Travel		6. Climate Change and Flood Risk		
NUMBER	**POLICY NAME**	**1a**	**1b**	**1c**	**1d**	**2a**	**2b**	**3a**	**3b**	**3c**	**4**	**5a**	**5b**	**6a**	**6b**	**6c**
LOCAL PLAN STRATEGY																
DS1	Development Strategy					x		x				x				
DS2	Development Within Development Boundaries			x								x				
DS3	Small-scale Residential Development in non-Principal Settlements			x								x				
DS4	Open Market Housing Outside Principal and Non-Principal Settlements			x								x				
DELIVERING THE STRATEGY																
SA1	South Cotswold - Principal Settlements										x					
S1	Cirencester Town					x		x	x			x				
S2	Strategic Site South of Chesterton, Cirencester				x	x		x	x		x	x	x	x	x	x
S3	Cirencester Town Centre	x	x		x			x	x	x	x	x	x	x		
S4	Down Ampney					x					x	x				x
S5	Fairford					x		x			x	x				x
S6	Kemble					x		x			x	x				x
S7	Lechlade					x		x		x	x	x				x
S8	South Cerney							x			x	x				x
S9	Tetbury					x		x			x	x				x
SA2	Mid Cotswold - Principal Settlements										x					
S10	Andoversford					x		x			x	x				x
S11	Bourton-on-the-Water					x		x			x	x				x
S12	Northleach							x			x	x				x
S13	Stow-on-the-Wold					x		x		x	x	x				x
S14	Upper Rissington					x				x	x	x				x
SA3	North Cotswold - Principal Settlements										x					
S15	Blockley					x		x			x	x				x
S16	Chipping Campden					x		x			x	x				x
S17	Mickleton							x				x				x
S18	Moreton-In-Marsh					x		x		x	x	x				x
S19	Willersey					x		x				x				x
HOUSING TO MEET LOCAL NEEDS																
H1	Housing Mix and Tenure to Meet Local Needs					x										
H2	Affordable Housing					x						x				
H3	Rural Exception Sites					x						x				
H4	Specialist Accommodation for Older People					x										
H5	Dwellings for Rural Workers Outside Settlements			x		x										
H6	Removal of Occupancy Conditions			x		x										

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

This matrix outlines which objectives of the Local Plan are met by the respective policies. The 'x' symbols in the table act a 'yes'. The detail of the objectives are listed in Chapter 5 of the Local Plan.		1. Natural and Historic Environment				2. Population and Housing		3. Local Economy			4. Infastucture and Service Provision	5. Sustainable Travel		6. Climate Change and Flood Risk		
NUMBER	**POLICY NAME**	**1a**	**1b**	**1c**	**1d**	**2a**	**2b**	**3a**	**3b**	**3c**	**4**	**5a**	**5b**	**6a**	**6b**	**6c**
H7	Gypsy, Traveller and Travelling Showpeople Accommodation						x					x				
ECONOMY (INCLUDING RETAILING AND TOURISM)																
EC1	Economic Development							x	x	x						
EC2	Safeguarding Employment Sites							x								
EC3	Proposals for Employment-Generating Uses							x				x				
EC4	Special Policy Areas							x								
EC5	Rural Diversification		x					x								
EC6	Conversion of Rural Buildings		x			x		x								
EC7	Retail			x					x			x				
EC8	Main Town Centre Uses	x	x					x	x		x	x				
EC9	Retail Impact Assessments								x			x				
EC10	Development of Tourist Facilities and Visitor Attractions	x								x						
EC11	Tourist Accommodation			x						x	x	x				
BUILT, NATURAL AND HISTORIC ENVIRONMENT																
EN1	Built, Natural and Historic Environment	x	x		x									x		
EN2	Design of The Built and Natural Environment	x	x	x												
EN3	Local Green Spaces	x			x											
EN4	The Wider Natural and Historic Environment	x	x	x												
EN5	Cotswolds Area of Outstanding Natural Beauty	x	x	x												
EN6	Special Landscape Areas	x	x	x												
EN7	Trees, Hedgerows and Woodlands	x			x											
EN8	Biodiversity and Geodiversity: Features, Habitats and Species	x			x											
EN9	Biodiversity and Geodiversity: Designated Sites	x														
EN10	Historic Environment: Designated Heritage Assets	x			x											
EN11	Historic Environment: Designated Heritage Assets - Conservation Areas	x	x													
EN12	Historic Environment: Non-Designated Heritage Assets	x	x													
EN13	Historic Environment: The Conversion of Non-Domestic Historic Buildings	x	x													
EN14	Flood risk	x	x											x	x	

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

I Index of Policies v Local Plan Objectives

This matrix outlines which objectives of the Local Plan are met by the respective policies. The 'x' symbols in the table act a 'yes'. The detail of the objectives are listed in Chapter 5 of the Local Plan.		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		
NUMBER	POLICY NAME	1a	1b	1c	1d	2a	2b	3a	3b	3c	4	5a	5b	6a	6b	6c
EN15	Pollution and Contaminated Land													x		
INFRASTRUCTURE																
INF1	Infrastructure Delivery										x					
INF1	Community infrastructure levy										x					
INF2	Social and Community Infrastructure										x					
INF3	Sustainable Transport										x		x			
INF4	Highway Safety		x								x		x	x		
INF5	Parking Provision								x		x	x				
INF6	Vale of Evesham Heavy Goods Vehicle Control Zone										x					
INF7	Green Infrastructure	x			x											
INF8	Water Management Infrastructure										x			x	x	x
INF9	Telecommunications Infrastructure		x					x			x					
INF10	Renewable Energy and Low Carbon Energy Development						x				x			x		
OTHER - SPATIAL ISSUES																
SP1	Gloucester and Cheltenham Green Belt			x												
SP2	Cotswold Airport							x			x					
SP3	Thames and Severn Canal	x	x							x						
SP4	The River Thames									x						
SP5	Post-Mineral Extraction After Use in the Cotswold Water Park	x	x							x						
SP6	Former Cheltenham to Stratford-upon Avon Railway Line	x	x							x						

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

Monitoring Indicators J

Policy	Objective	Target/Indicator
DS1 Development Strategy	2a, 3a, 5a	• Plan period housing and employment requirements. • Net additional dwellings. • Net additional employment land completed completed for B1, B2 and B8 class uses (Ha). • Net additional employment land and floorspace gained through the intensification of use of established employment sites and other non-designated existing employment sites (Ha). • Net additional floorspace completed for B1, B2 and B8 class uses (sq.m). • Number of years housing land supply. • Managed delivery target (housing trajectory). • Available employment land.
DS2 Development within Development Boundaries	1c, 5a	• New dwellings on previously developed land. • Total amount of employment land on previously developed land. • Percentage of housing development within Development Boundaries.
DS3 Small-scale Residential Development in non-Principal Settlements	1c, 5a	• Net additional dwellings. • Percentage of development in non-principal settlements.
SA1 South Cotswold – Principal Settlements	4	• Timing and delivery of new infrastructure – by type and location.

J Monitoring Indicators

Policy	Objective	Target/Indicator
		• Citation in s106 Agreements or in relation to expenditure of CIL Charging Schedule receipts.
S1 Cirencester Town	2a, 3a, 3b, 5a	• Number of dwellings completed on allocated sites. • Total amount of additional employment land – by type on allocated sites. • Total amount of additional retail floorspace – by type on allocated sites. • Gain and loss of B Use Class on protected employment sites.
S2 Strategic Site South of Chesterton, Cirencester	1d, 2a, 3a, 3b, 4, 5a, 5b, 6a, 6b, 6c	• Number of dwellings completed on allocated site, monitored against phasing plan. • Total amount of additional employment land - by type on allocated site. • Total amount of additional retail floorspace - by type on allocated site.
S3 Cirencester Town Centre	1a, 1b, 1d, 3a, 3b, 3c, 4, 5a, 5b. 6a	• Total amount of additional retail floorspace – by type. • Mix of Town Centre Uses (street level). • Gain and loss of public car space park spaces from town centre. • Total amount of additional tourism and cultural uses. • Citation in s106 Agreements or in relation to expenditure of CIL Charging Schedule receipts.

Monitoring Indicators J

Policy	Objective	Target/Indicator
		• Total amount of additional play spaces and facilities. • Net additional dwellings. • Total amount of additional employment land – by type.
S4 Down Ampney	2a, 4, 5a, 6c	• Number of dwellings completed on allocated sites. • Total amount of additional employment land – by type on allocated sites. • Loss of B Use Class on protected employment sites. • Timing and delivery of new infrastructure – by type and location.
S5 Fairford	2a, 3a, 4, 5a, 6c	
S6 Kemble	2a, 3a, 4, 5a, 6c	
S7 Lechlade	2a, 3a, 3c, 4, 5a, 6c	
S8 South Cerney	3a, 4, 5a, 6c	
S9 Tetbury	2a, 3a, 4, 5a, 6c	
SA2 Mid Cotswold – Principal Settlements	4	
S10 Andoversford	2a, 3a, 4, 5a, 6c	
S11 Bourton-on-the-Water	2a, 3a, 4, 5a, 6c	
S12 Northleach	3a, 4, 5a, 6c	
S13 Stow-on-the-Wold	2a, 3a, 3c, 4, 5a, 6c	
S14 Upper Rissington	2a, 3c, 4, 5a, 6c	
SA3 North Cotswold - Principal Settlements	4	

J Monitoring Indicators

Policy	Objective	Target/Indicator
S15 Blockley	2a, 3a, 4, 5a, 6c	
S16 Chipping Campden	2a, 3a, 4, 5a, 6c	
S17 Mickleton	3a, 5a, 6c	
S18 Moreton-in-Marsh	2a, 3a, 3c, 4, 5a, 6c	
S19 Willersey	2a, 3a, 5a, 6c	
H1 Housing Mix and Tenure to Meet Local Needs	2a	• Net additional dwellings (including affordable and self-build) – by type, tenure and size.
H2 Affordable Housing	2a, 5a	• Citation in Section 106 Agreements. • Net additional affordable dwellings. • To provide up to 30% on brownfield sites and up to 40% on all other sites of affordable housing on sites requiring a contribution.
H3 Rural Exception Sites	2a, 5a	• Citation in Section 106 Agreements. • Net additional affordable dwellings delivered on rural exception schemes. • Net additional self-build dwellings.
H4 Specialist Accommodation for Older People	2a	• Net additional sheltered and extracare units (dwellings).

Monitoring Indicators J

Policy	Objective	Target/Indicator
		• Net additional nursing and residential care units (bedspaces). • Vacant nursing and residential care units in Gloucestershire (bedspaces). This will identify spare capacity to meet nursing and residential care need.
H5 Dwellings Rural Workers Outside Settlements	1c, 2a	• Net additional rural workers' dwellings. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
H6 Removal of Occupancy Conditions	1c, 2a	• Number of occupancy conditions removed. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
H7 Gypsy and Traveller Sites	2b, 5a	• To deliver the Traveller pitch requirement. • To maintain a 5 year supply of deliverable sites to meet identified need. • Net additional pitches on allocated and unallocated sites. • Record incidents of unauthorised encampments by location.
EC1 Employment Development	3a, 3b, 3c	• Total amount of employment land over Plan period. • Available employment land. • Net additional employment land - by type and location. • Total amount of employment land on previously developed land.

J Monitoring Indicators

Policy	Objective	Target/Indicator
EC2 Safeguarding Employment Sites	3a	• Gain and loss of employment land and premises – by type, size and location.
EC3 Proposals for all Types of Employment-generating Uses	3a, 5a	• Gain and loss of employment land – by type, size and location. • Percentage of employment development within Development Boundaries.
EC4 Special Policy Areas	3a	• Citation in planning decision (reports, conditions, reasons for refusal, appeals).
EC5 Rural Diversification	3a	• Citation in planning decision (reports, conditions, reasons for refusal, appeals).
EC6 Conversion of Rural Buildings	1b, 2a, 3a	• Citation in planning decision (reports, conditions, reasons for refusal, appeals).
EC7 Retail	1c, 3b, 5a	• Gain and loss of retail floorspace – by type and location. • Mix of Town Centre Uses (street level). • Citation in planning decision (reports, conditions, reasons for refusal, appeals).
EC8 Main Town Centre Uses	1a, 1b, 3a, 3b, 4, 5a	
EC9 Retail Impact Assessments	3b, 5a	
EC10 Development of Tourist Facilities and Visitor Attractions	1a, 3c	• Gain and loss of tourism and visitor uses by type and location.
EC11 Tourist Accommodation	1c, 3c, 4, 5a	• Planning applications and completions for tourist accommodation. • Total amount of additional tourism accommodation by location.

Monitoring Indicators J

Policy	Objective	Target/Indicator
EN1 Built, Natural and Historic Environment	1a, 1b, 1d, 6a	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Feedback from periodic review via "Policy Panel" or similar professional forum.
EN2 Design of the Built and Natural Environment	1a, 1b, 1c	• In planning decision (reports, conditions, reasons for refusal, appeals). • Feedback from periodic review via "Policy Panel" or similar professional forum.
EN3 Local Green Spaces	1a, 1d	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN4 The Wider Natural and Historic Environment	1a, 1b, 1c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Feedback from periodic review via "Policy Panel" or similar professional forum.
EN5 Cotswolds Area of Outstanding Natural Beauty (AONB)	1a, 1b, 1c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Feedback from periodic review via "Policy Panel" or similar professional forum.
EN6 Special Landscape Areas	1a, 1b, 1c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Feedback from periodic review via "Policy Panel" or similar professional forum.
EN7 Trees, Hedgerows and Woodlands	1a, 1d	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).

J Monitoring Indicators

Policy	Objective	Target/Indicator
		• Frequency of condition used requiring submission of a landscape scheme featuring arboricultural works. • Number of applications refused for having a 'detrimental impact' on matters covered by the policy. • Frequency of condition used for tree protection • Number of permissions which involve the loss of ancient woodland and/or veteran trees.
EN8 Biodiversity and Geodiversity: Features, Habitats and Species	1a, 1d	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN9 Biodiversity and Geodiversity: Designated Sites	1a	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN10 Historic Environment Designated Heritage Assets	1a, 1b	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN11 Historic Environment: Designated Heritage Assets - Conservation Areas	1a, 1b	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN12 Historic Environment: Non-Designated Heritage Assets	1a, 1d	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
EN13 Historic Environment: The Conversion of Non-Domestic Historic Buildings (designated and non-designated heritage assets)	1a, 1b	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).

Monitoring Indicators J

Policy	Objective	Target/Indicator
EN14 Flood Risk	1a, 1b, 6a, 6b	• Development granted permission contrary to the advice of the environment agency on the defence to water quality grounds/relevant water board.
EN15 Pollution and Non-Contaminated Land	6a	• Emissions in Air Quality Management Areas, within the scope of influence of the Local Authority.
INF1 Infrastructure Delivery	4	• Timing and delivery of new infrastructure against Infrastructure Delivery Plan. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Citation in Section 106 Agreements or in relation to expenditure of CIL Charging Schedule receipts. • As required by Government legislation (CIL Regulation 62): i. Total CIL receipts for the reported year. ii. Total CIL expenditure for the reported year. iii. Total amount of CIL receipts retained at the end of the reported year. iv. Items of infrastructure to which CIL (including land payments) has been applied, amount of CIL expenditure on each item. v. 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

J Monitoring Indicators

Policy	Objective	Target/Indicator
		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. vi. Amount of CIL applied to administrative expenses pursuant to regulation 61. vii. Revisions to the 123 list.
INF2 Social and Community Infrastructure	4	• Gain and loss of social and community facilities – by type and location. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Citation in Section 106 Agreements or in relation to expenditure of CIL Charging Schedule receipts.
INF3 Sustainable Transport	4, 5b	• County Council reporting of Local Transport Plan (LTP) Monitoring Indicators (LTP PI7-11, and LTP PI14-15). • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Citation in Section 106 Agreements or in relation to expenditure of CIL Charging Schedule receipts.
INF4 Highway Safety	1b, 4, 5b, 6a	• County Council reporting of Local Transport Plan (LTP) Monitoring Indicators (LTP PI1-6, and LTP PI1 2-13). • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).

Monitoring Indicators J

Policy	Objective	Target/Indicator
INF5 Parking Provision	3b, 4, 5a	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
INF6 Vale of Evesham Heavy Goods Vehicle Control Zone	4	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • Adjoining LPA reporting of relevant monitoring indicators.
INF7 Green Infrastructure	1a, 1d	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals). • NB: This policy will be monitored through monitoring of other policies, such as EN1, EN2, EN3, EN4, SP3 and SP4.
INF8 Water Management Infrastructure	4, 6a, 6b, 6c	• Monitor planning permissions granted contrary to advice of Environment Agency on flood defence or water quality grounds / relevant water board. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
INF9 Telecommunications Infrastructure	1b, 3a, 4	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
INF10 Renewable and Low Carbon Energy Development	2b, 4, 6a	• Renewable Energy capacity installed - by type (measured in kW).
SP1 Gloucester and Cheltenham Green Belt	1c	• Number of permissions on Green Belt land. • Percentage of planning applications on Green Belt approved or refused. • Area (in hectares) of Green Belt land lost.

J Monitoring Indicators

Policy	Objective	Target/Indicator
SP2 Cotswold Airport	3a, 4	• Gain and loss of employment floorspace and together with gain /loss of business and employment activity reliant on functioning runways. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
SP3 Thames and Severn Canal	1a, 1b, 3c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
SP4 The River Thames	3c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).
SP5 Cotswold Water Park: Post-mineral Extraction After Use	1a, 1b, 3c	• Record types of after use. • Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals) within NCA108 for outdoor or water-based sports, leisure, and recreational development.
SP6 Former Cheltenham to Stratford-upon-Avon Railway Line	1a, 1b, 3c	• Citation of policy in planning decision (reports, conditions, reasons for refusal, appeals).

J.1 Monitoring the implementation of the Local Plan is an essential component in ensuring its ongoing effectiveness. It is particularly important in relation to the periodic reviews that are needed to keep the Local Plan up-to-date.

J.2 Plan policies may have different quantitative and qualitative aspects depending upon the nature of the policy. Some policies are more susceptible to objective measurement than others. For instance, the number of affordable houses permitted over a certain period can be quantified and then measured against the requirements of the relevant policy. On the other hand, the impact that development may have upon the landscape exhibits elements that, although a matter for professional judgement, are to some extent subjective and unquantifiable. Of course, some policies can exhibit both aspects.

J.3 The Council recognises that it is important as far as is reasonable to distinguish between the quantitative and qualitative when it comes to monitoring the impact of its Local Plan. To that end, where quantitative assessment is appropriate this will be achieved through a variety of means, including the

frequency of citation of a policy in reports or in planning conditions or the frequency of its citation in refusals of planning permission or in planning appeals. In respect of policies that are more qualitative in nature, the approach may be based on instigation of a 'Policy Panel' or workshop, meeting periodically, that will hear the views of relevant professionals in respect of the effectiveness of appropriate policies.

J.4 The Duty to Co-operate is reflected in another aspect of effective monitoring. Policies that are either shared with other authorities (such as INF6) or are assisting in the implementation of wider strategic objectives (for instance, the Local Transport Plan) can benefit from the sharing of monitoring data between the relevant authorities.

J.5 Taken together, this pragmatic approach reflects the reality of 'the art and science of town planning'.

K 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.

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.

Glossary K

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.

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.

K Glossary

Climate Change – climate change refers to the build up of man-made gases in the atmosphere that traps the suns 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. They also include a range of open spaces, including parks and gardens, amenity open space, open space of public or nature conservation value, and open space of a natural or semi natural nature.

Community Infrastructure Levy (CIL) – levy on development to fund infrastructure to support housing and economic growth.

Commuted 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 purchase 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'.

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.

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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.

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

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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 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".

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Employment Land – land primarily used, with planning permission, or allocated in a development plan for B1, B2 or B8 class employment uses.

Employment Uses – B1, B2 or B8 class uses.

Enabling Development – development that conflicts with planning policies but delivers planning benefits which potentially outweigh the disbenefits of departing from those policies.

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 the 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 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.

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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 (collectively known as 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. The full name of the document is Gloucestershire Gypsy Traveller and Travelling Showpeople Accommodation Assessment.

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 (ha) – metric unit of measurement of land area (1 Hectare = 10,000sqm or 2.471 Acres).

Heritage (Historic Environment) and Natural Environment Assets – include Scheduled Ancient Monuments, Listed Buildings, Conservation Areas, the Cotswolds Area of Outstanding Natural Beauty (AONB), Key Wildlife Sites and Sites of Special Scientific Interest (SSSI). They encompass buildings, monuments, structures, sites, resources, places or landscapes formally identified or acknowledged as having a degree of significance meriting consideration in planning decisions.

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.

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.

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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.

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.

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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.

Main Town Centre Uses – Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Development – the definition of major development is currently set out in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. This definition will be applied, subject to any future updates, except within the Cotswolds Area of Outstanding Natural Beauty, where paragraph 10.5.3 of this Local Plan will apply

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).

Non-Principal Settlements – any stand-alone settlement that is not listed in Policy DS1 (Development Strategy) and, therefore, does not have a development boundary.

Original Building – dwelling as it was built, or as it existed on the 1st July 1948.

Objectively Assessed Need (OAN) – The NPPF 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

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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.

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 NPPF.

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.

Policy Panel – a panel of individuals with expertise in a particular field who would meet periodically to assess the effectiveness of certain policies on qualitative matters. An earlier example is the Architects Panel, which used to meet to assess the effectiveness of decision making on the design of buildings. Landscape impact is another qualitative matter that could be assessed by a Policy Panel.

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.

Policies 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.

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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.

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).

Self and Custom Build – the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

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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 the NPPF to demonstrate that certain land is appropriate to develop as has less flood risk,after alternative sites have been ruled out.

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) – a 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.

Social and Community Infrastructure – local facilities and services for the community including buildings and open spaces.

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.

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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.

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 and Economic Land Availability Assessment (SHELAA) – an assessment of the availability, suitability and economic viability of potential residential and economic development land.

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.

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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.

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.

Tenure Blind – Designing homes and streets to be tenure-blind, so that it is not easy to differentiate between homes that are private and those that are shared ownership or rented.

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.

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 (SG)** – 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.

Replacement of 'Saved' Policies L

The following 'saved' policies from the Cotswold District Local Plan 2001-2011, together with all 'saved' settlement and area-specific policies and associated proposals maps, will be replaced by the Cotswold District Local Plan 2011-2031.

No.	Policy
2	Renewable Energy
5	Pollution and Safety Hazards
8	Special Landscape Areas
9	Biodiversity, Geology and Geomorphology
10	Trees, Woodlands and Hedgerows
11	The Historic Landscape
14	Conversion of Historic Agricultural Buildings
15	Conservation Areas
16	Minimising the Impact of Lorries
17	Protection of Established Uses
18	Development within the Development Boundaries of Cirencester and the Principal Settlements
19	Development Outside Development Boundaries
20	Housing Sites on Previously Developed Land
21	Affordable Housing
22	Replacement dwellings in Rural Areas
23	Sites for Gypsy Travellers
24	Employment Uses
25	Vitality and Viability of Settlements
26	Tourism
27	Diversification of Farms and Agricultural Estates
28	Conversion of Rural Buildings

Planning applications will be determined in accordance with relevant policies in this Local Plan, which should be considered together, unless material considerations indicate otherwise.

L Replacement of 'Saved' Policies

No.	Policy
30	Removal of Occupancy Conditions on Dwellings Outside Development Boundaries
31	Equestrian Related Development
32	Community Facilities
33	Playing Fields, Sports Facilities and Allotments
34	Landscaped Open Spaces and Play Areas in Residential Development
35	Golf Courses
36	Sustainable Transport Network
38	Accessibility to and within New Development
39	Parking Provision
42	Cotswold District Design Code
43	Provision for the Community
44	Public Art
45	Landscaping in New Development
46	Privacy and Gardens in Residential Development
47	Community Safety and Crime Prevention
48	Advertisements and Signs
49	Planning Obligations and Conditions

This document can be produced in Braille, large print, audio tape and in other languages.

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