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1. A SUSTAINABLE FUTURE

1.1. OUR DISTRICT

1.1.1 Cotswold District covers the eastern half of Gloucestershire. Located at the north eastern end of the South West Region, the District is also significantly influenced by the adjoining West Midlands and South East Regions.

1.1.2 Lying within the triangle of the M4, M5 and M40 motorways, the District has excellent communications in all directions. Evesham, Stratford-upon-Avon, Oxford, Witney, Swindon, Bristol, Cheltenham and Gloucester all provide places of work for many people living in the District, and vice versa. It is also well within a two hour drive of London, Birmingham and South Wales. Trunk and other 'A' class roads cross the District, giving good access to the motorway network. There is also reasonable rail access, by 'inter-city' trains, from Moreton-in-Marsh and Kemble to London and the Midlands.

1.1.3 The Cotswolds is a very distinctive area, internationally renowned for its landscape and buildings. The landscape is characterised by open wolds, dry-stone walls, ancient beech woods and shelter belts, and deep river valleys with clear meandering trout streams. The District also has considerable nature conservation and biodiversity value. Historic market towns and villages, many constructed almost exclusively from local stone, seem to grow out of the hills from which they are made.

1.1.4 Since Medieval times, the wealth of the wool trade brought prosperity to the area. The fine manor houses and well-managed estates, wool merchants' houses and elaborate "wool" churches bear witness to this. Today, the Cotswolds display considerable wealth with its numerous country estates, high car ownership, high quality shops, high land and property values, and personal spending power. There are also, however, significant sections of the community that experience social and financial deprivation.

1.1.5 Like rural parts of the South East, Cotswold District has been experiencing pressures for growth and has seen an appreciable increase in its population. Movement out of London had spread to Gloucestershire by the 1970s, with the Cotswolds proving very attractive, both for retirement and for those commuting to relocated companies in neighbouring urban areas like Swindon, Cheltenham and Gloucester.

1.2. THE LEGAL AND STRATEGIC PLANNING BACKGROUND

1.2.1 The Planning and Compensation Act 1991 requires that every part of England be covered by a statutory development plan. This first review of the Cotswold District Local Plan has been prepared to meet the requirements of that Act, related legislation and Government advice, particularly Planning Policy Guidance Note 12: ‘Development Plans’, (PPG 12).

1.2.2 Under Section 38(6) of the Planning & Compulsory Purchase Act 2004 the Council is required to have regard to this plan in determining planning applications unless material considerations, including national and regional policies indicate otherwise. Conversely, applications not in accordance with this plan should not be allowed unless material considerations justify granting a planning permission.

1.2.3 This Plan establishes clearly those interests that could be harmed by insensitive development and ensures their protection. It also makes positive proposals to ensure that the needs of the area are properly met through carefully located and well-designed development.

1.2.4 From time to time there may be cases where other material considerations outweigh policies. When there is a clear deviation from the Plan, such cases will be treated as formal 'departures' and advertised as such before a final decision is made. Where the scale or nature of a development, or its location, would significantly prejudice the
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
1.4.4 Development can cause environmental damage to the Cotswolds. The area has a landscape of outstanding quality as well as an unusually large number of very attractive, historic towns and villages.

1.4.5 Development, however, cannot simply be stopped. To do so would cause serious harm to the social and economic fabric of the area and, ultimately, to its conservation. The reasonable aspirations of those who live and work in the Cotswolds and those who visit the area need to be met in a carefully controlled way. The development we pass on to future generations must be of a high quality. This Plan, therefore, places a strong emphasis on conservation and high quality design, as befits one of the most beautiful parts of rural England.

1.4.6 Within the context of the Gloucestershire Structure Plan’s strategy of restraint on residential development in the Cotswolds, the Local Plan takes account of sustainability principles. Housing sites are proposed in Cirencester and those Principal Settlements that have a good range of services and facilities, a complementary scale and range of employment opportunities, and relatively good public transport accessibility. These settlements are identified for small-scale residential development to serve local needs.

1.4.7 Wherever possible, previously developed sites within the urban areas of the most sustainable settlements have been allocated in preference to ‘greenfield’ sites. Other, smaller sites (less than 0.3 hectare) within urban areas will also continue to come forward as ‘windfalls’. An estimation of windfalls has been incorporated into the housing figures of the District Development Strategy.

1.4.8 Owing to the minimal amount of employment land required (after taking into account land already developed or otherwise committed), further allocations have been restricted to Cirencester and Tetbury. This will not, however, prevent other appropriate sites being developed or redeveloped on existing employment areas.

1.5. THE COTSWOLD DISTRICT LOCAL PLAN - GENERAL PRINCIPLES

1.5.1 A Strategic Appraisal has been carried out alongside the review of the Local Plan in accordance with Best Practice. That process was geared towards promoting sustainable forms of development and has influenced the Plan’s policies and proposals.

1.5.2 The Plan has taken sustainability as its starting point, therefore, the District’s natural environment and heritage are examined early in the document (Section 2: The Cotswold Environment) before dealing with development issues. The Plan goes on to indicate where development can take place, the criteria against which it will be judged, and the standards it must reach.

1.5.3 Throughout this Plan, the policies on specific planning issues follow a written justification, explaining the background to the policies.

1.5.4 Notes for Guidance sometimes follow certain policies, giving advice on how those policies will be applied and an explanation of words or phrases used. They are for guidance, and will be taken into account in decision making, but are not part of the policies to which they refer.

1.5.5 The policies of this Plan cover only those developments or works that require planning permission, approval under the advertisement regulations, or other planning legislation. The latter, for example, does not include applications for Listed Building Consent or Conservation Area Consent, to which Section 38(6) of the Act does not apply. The policies do not purport, in any way, to override legislation or statutory instruments.

1.5.6 All development involving new buildings must comply with the standards set out in Section 5: Raising Standards and Ensuring Quality.
1.5.7 The Proposals Map covers the entire District at a scale of 1:100,000. Policies covering large parts of the District are shown on the Proposals Map, which also indicates and lists the areas covered by larger scale Inset Maps. All maps have been reproduced from Ordnance Survey maps with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright is reserved under the terms of the Council's licence.

1.5.8 In most cases, a development proposal will be affected by several policies, each dealing with a different aspect of planning. Policies, therefore, need to be read together in order to appreciate fully the implications of the Plan. Just because a proposal accords with one of the policies does not mean that planning permission will automatically be given - the proposal may conflict with other, equally important, policies. In such cases, the decision will take into account all relevant policies and other material considerations.

1.6. MONITORING THE PLAN’S EFFECTIVENESS

1.6.1 The Cotswold Community Plan and relevant Government Guidance have, together, helped shape the Local Plan's reviewed Objectives. The objectives, in turn, are the basis for measuring the success of this Plan's policies.

1.6.2 Targets for each Local Plan Objective have emerged through Strategic Appraisal and derived from various sources including the following.

- National Planning Guidance (PPG3, PPG13);
- Regional Planning Guidance (RPG10);
- Gloucestershire Structure Plan;
- Gloucestershire Local Transport Plan;
- Gloucestershire Biodiversity Action Plan;
- Cotswold Water Park Biodiversity Action Plan;
- Cotswold District Urban Capacity Study;
- Cotswold District Council Service Delivery Plan; and the

1.6.3 The targets have, where appropriate, been supplemented by relevant targets in the Cotswold Community Plan (2001/2005).

1.6.4 PPG12 advises that aims, objectives and targets provide a consistent basis for monitoring the effectiveness of plans. A national Performance Indicator was set for local authorities, which required a comprehensive set of indicators and targets, based on all the main policy areas covered by local plans.

1.6.5 Monitoring information will be collected and used to establish the effectiveness of the Local Plan policies in meeting the Plan’s objectives.

1.6.6 The Council will publish annual monitoring reports, which will assess the implementation of the Local Plan and progress towards meeting the objectives.

1.7. A VISION FOR THE DISTRICT TO 2011

- Development will have been controlled in a way which continues to conserve and enhance the District's natural resources, built heritage and biodiversity.
- New development will have been carefully planned, designed and located in or adjacent to the most sustainable settlements (in the context of strategic spatial policy) and in a way which maximises the use of previously developed land within urban areas and creates a safe and attractive environment.
- New development will have been planned and located so that it minimises car use, the need to travel and the impact of traffic generally, and encourages use of public transport, cycling and walking.
- Employment opportunities will have been created and maximised in a sustainable way that enables the economy of the whole District to remain successful and well mixed.
• Agriculture will have diversified in a way which is sensitive to the Cotswold environment, whilst maintaining a vibrant rural economy.
• The strategy of restraint on development in the District will have been maintained, whilst sufficient affordable housing will have been provided in the right sustainable locations to meet the District’s needs.
• Cirencester’s role as the District’s main service centre, together with the role of the Principal Settlements in providing everyday services to local communities, will have been enhanced, or, at the very least, maintained.
• Reasonable access will have been attained for local people to all basic services and facilities.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
2. THE COTSWOLD ENVIRONMENT

1. INTRODUCTION

2.1.1 Few areas of Britain have the combination of natural and man-made environments that are found in the Cotswolds. The District has the largest area designated as an Area of Outstanding Natural Beauty (AONB), the greatest number of conservation areas, and the greatest number of listed buildings of any district in England. There are also numerous scheduled ancient monuments, historic parks and gardens and sites of special scientific interest (SSSI). Specific countryside designations offer statutory protection to the areas of highest quality, but even beyond those areas, the landscape of the Cotswolds is of a high standard and worthy of protection.

2.1.2 However, the Cotswolds is a lived-in landscape. Its appearance changes with different farming regimes and the seasons. Many of these changes are outside planning control, but, where controls do apply, the planning system must be flexible enough to allow the rural economy to adapt in order to ensure economic and social well-being.

2.1.3 The policies in this Chapter aim to protect and enhance the District’s environment by ensuring that resources are managed efficiently and effectively in new development, and that development respects our natural environment and built heritage.

2. MANAGING RESOURCES

Natural Resources

2.2.1 The management of natural resources - to ensure that they are sustained - is important to the good stewardship of the environment. One of the objectives of the Cotswold Community Plan (2001-2005) is that new development should not destroy the resources essential for future generations.

2.2.2 Land, soils, energy, water, biodiversity and minerals all contribute to our quality of life locally and at the global scale. Tackling the causes, and adapting to the impacts, of global climate change is fundamental to Government policy on issues such as sustainable development, planning, energy, water, transport and waste.

2.2.3 The Local Plan strategy is based on sustainable development and interpreting what this means within the District. The prudent use of natural resources is one of the Government’s objectives for sustainable development, and, given the high quality of the Cotswold environment, is of particular importance locally. This involves conserving resources, developing alternatives to their use and minimising waste by promoting more sustainable methods of waste management, both during the construction and operation of new development.

2.2.4 The Council will encourage proposals that reduce the consumption of energy and other finite resources. It will promote, through the implementation of Policy 1, the sustainable management and enhancement of resources during the construction and operation of all new development. The objectives of the policy are to:

- reduce the demand for, and make the most efficient use of, natural resources;
- promote the use of alternatives;
- optimise the re-use and recycling of waste resources, including minerals; and
- protect and enhance natural resources where possible.

All proposals for development have an impact on natural resources and will therefore need to be assessed against Policy 1.
POLICY 1: NATURAL RESOURCES

Applications for development will only be permitted where it can be demonstrated that, wherever practicable:

(a) natural resources, such as energy (including renewable and finite sources), land (including soils), water, biodiversity and minerals, will be managed efficiently and in the most sustainable manner;
(b) the use of renewable energy will be promoted; and
(c) the generation of waste will be minimised and more sustainable methods of waste management promoted, both during the construction of and operation of the development.

NOTES FOR GUIDANCE:

1. Sustainable Measures: The principle of managing resources sustainably is applicable to all development. However, the measures that can be incorporated into development proposals will vary according to the size, location and nature of the proposal. Some practical guidance on achieving more sustainable resource use through environmentally sustainable construction and design are listed below.

2. Energy: Energy should be used efficiently and effectively during the construction phase of development and measures should be incorporated into the design of development to enable the efficient use of energy during its operation. The conservation of energy, through high standards of energy efficiency in the design of buildings, their materials of construction and their layout/orientation, will be encouraged. Measures to reduce the need to travel and to promote alternative modes of transport to the private car should be incorporated into development. Reference should be made to the transport policies of this plan, the Local Transport Plan, and other relevant transport strategies. Opportunities to use renewable sources of energy should also be promoted, subject to the criteria of Policy 2 'Renewable Energy’ and other relevant policies of the Local Plan.

3. Land: Land is a finite resource and should be used fully and effectively in an environmentally acceptable manner. Special consideration should be given to the development of derelict and/or contaminated land and also to the development of unstable, or potentially unstable, land. Where possible such land should be brought back into productive use. In accordance with PPG3 (Housing), the re-use of previously developed land will be given preference over the development of greenfield land provided it is in a more accessible location and is not contrary to the other policies or proposals of the Local Plan. See Policies 18-20.

4. Water: Techniques to enable the efficient use and collection of water during the operation of a development should be included into the design. The use of sustainable urban drainage and water treatment systems should be incorporated where possible. Advice will need to be sought from the Environment Agency on the impact of development proposals on water resources and the appropriate techniques to be used. Reference should also be made to Policy 6 ‘The Water Environment’, which covers flooding.

5. Biodiversity: Measures to avoid adverse impacts on (and where possible mitigate, compensate and/or enhance biodiversity) should be incorporated into development proposals. Reference should be made to the Bio-diversity Action Plans for Gloucestershire and the Cotswold Water Park. The specific nature conservation policies of the Local Plan should also be referred to in this context.

6. Minerals: Minerals are a finite natural resource that should be used efficiently and in an environmentally acceptable manner. Materials should be re-used on site where possible, and recycled materials should be used in preference to primary sources of minerals where appropriate. Gloucestershire County Council determines applications for mineral extraction. Reference should be made to the Gloucestershire Minerals Local Plan, which sets out preferred areas of mineral extraction and development policies for mineral development in the County to 2006.

7. Waste: The generation of waste from the construction and operation phases of development should be minimised as much as possible. Measures such as re-using existing materials and soils on site should be incorporated into the construction process. Waste minimisation techniques and measures to promote recycling and composting of waste, including the provision of space to enable waste separation, collection and recovery of recyclable materials, should also be incorporated into the detailed design of the development. Developers of housing allocations specified later in this plan, will also be expected to contribute towards the costs of providing
compost bins and recycling boxes for each new household. Reference should be made to the Gloucestershire Waste Local Plan.

Renewable Energy

2.2.5 The development of renewable sources of energy can make a valuable contribution to tackling the rate of climate change and enable us to live in a more sustainable manner. Cotswold District, like most rural areas, has opportunities for renewable energy, but the exploitation of these must be carefully weighed against the need to protect our unique natural environment and heritage. The Cotswold Community Plan (2001-2005) encourages inward investment and business expansion, but only in ways that are consistent with sustainable living and the character of the District.

2.2.6 Planning Policy Statement 22 'Renewable Energy', which sets out the Government's commitment to facilitating the development of renewable energy sources, recognises that this must be consistent with protecting the local as well as global environment. In particular, care should be taken in assessing proposals for renewable energy projects in sensitive, designated areas, such as the AONB and areas of nature conservation, archaeological or historic importance.

2.2.7 The Government has underlined its policy "to stimulate the exploitation and development of renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable" in its White Paper 'Our Energy Future - Creating a Low Carbon Economy', published in February 2003. The paper identifies a national target of generating 10% of UK electricity requirements from renewables by 2010.

2.2.8 Regional Planning Guidance for the South West (RPG10) encourages the greater use of renewable energy sources and their integration into more energy efficient new-build or redevelopment proposals. It sets a minimum target of 11-15% for the South West electricity production to be from renewable sources by 2010. The Revision 2010 process on behalf of the Government Office has put a draft target forward for the South West and the Regional assembly. Gloucestershire County Council will agree a final target with the six district councils in the County and Cotswold District will be expected to contribute to that target.

2.2.9 The report 'Renewable Energy Assessments and Targets for the South West' (GOSW, April 2001), identifies that the principal potential for renewable energy development in Gloucestershire is from small-scale schemes, especially hydro and individual wind turbines. The most likely developments of a strategically significant nature in the County are considered to be a small wind farm (4-10 turbines) and a biomass combined heat and power (CHP) plant, most likely in or near the Forest of Dean.

2.2.10 In the Cotswolds, although a variety of renewable energy projects may be proposed, the most likely installations will relate to solar or wind power, through the provision of solar panels or erection of wind turbines. If insensitively located, solar panels can cause visual harm, particularly to listed buildings and within conservation areas. Wind turbines can fulfil an important role in the creation of energy, but they can also have a visual impact over a wide area that can be unacceptably damaging. The noise of blade movement and interference with radio transmissions can also cause problems. When turbines are grouped in numbers to create 'wind farms' their impact on the landscape is likely to be particularly great. The Cotswold landscape, especially the open, unspoilt vistas over the high wolds and the dramatic skyline of the escarpment edge, is likely to be particularly vulnerable in this respect, such that acceptable sites may well be difficult to find.

2.2.11 Biomass is a potentially important source of renewable energy. It involves the production of energy from any biological material of recent origin produced from agriculture or forestry. Energy crops, which can be used directly as solid fuels to generate heat and electricity, are one of the main types of biomass. There is scope, in economic and environmental terms, for the production of short rotation willow coppice, an energy crop, particularly in the Cotswold Water Park. However, any associated biomass energy facility
would need to be sensitively located due to the scale of the installation required to make it commercially viable and the environmental constraints of the Cotswold Water Park and surrounding area. An appropriate location within the Water Park for such an installation may be difficult to find, though brownfield sites within nearby towns may be suitable.

2.2.12 Policy 2 specifies the criteria against which proposals for renewable energy projects will be assessed taking account of the above issues.

**POLICY 2: RENEWABLE ENERGY**

Proposals for renewable energy installations will be permitted provided that the proposed development:

- (a) would not result in any significant loss of amenity due to noise or interference with telecommunication reception;
- (b) would not result in an unacceptable risk to public health or safety, including harmful environmental effects from any associated transmission;
- (c) does not, by its visual impact, significantly harm the character or appearance of the Cotswolds AONB, Special Landscape Areas, historic landscapes, archaeological sites, or the character or setting of Conservation Areas or listed buildings;
- (d) does not significantly harm the ecology of habitats, other biodiversity interests or sites of archaeological importance; and
- (e) is justified, where necessary, in terms of national energy policies of local and regional requirements.

**NOTES FOR GUIDANCE:**

1. **Renewable Energy Installations:** These would include any structure or installation designed to harness energy that occurs naturally in the environment, such as from the sun, the wind, the fall of water, geothermal energy, or combustible or digestible industrial, agricultural or domestic waste materials.

2. **Operation of Wind Turbine Installations:** Wind turbine installations are electricity-generating plants, which will be protected from development that would impair their operation. Such development will include any structures that would reduce local wind speeds.

**Agricultural Land**

2.2.13 Although agriculture has been experiencing considerable change, it will remain the major land use in the District, with a continuing significant influence on the appearance, character and use of the countryside.

2.2.14 Planning Policy Statement (PPS) 7: Sustainable Development in Rural Areas advises that a key principle of sustainable development is that priority should be given to the use of previously-developed ('brownfield') land in preference to the use of greenfield sites. It further indicates that, where significant development of agricultural land is unavoidable, poorer quality land should be used in preference to land of higher quality, subject to other sustainability considerations.

2.2.15 Other relevant policies and the relative scarcity of higher quality agricultural land in the Cotswolds are factors to be taken into consideration when determining development proposals.

**POLICY 3: HIGHER QUALITY AGRICULTURAL LAND**

Development involving the permanent loss of the best and most versatile agricultural land (in grades 1, 2 and 3a of the Agricultural Land Classification) will be permitted only if the development cannot sustainably be accommodated either on previously-used land within urban areas or, failing that, on agricultural land of a lower grade.
NOTES FOR GUIDANCE

1. **Best and Most Versatile Land:** The Agricultural Land Classification system classifies land into five grades (grades 1-5) with grade 3 divided into two sub-groups (3a and 3b). The grades are determined by the limitations of the land in relation to agricultural use; grade 1 having very minor or no limitations, grade 5 having very severe limitations. The best and most versatile land is defined as that within grades 1, 2, and 3a. This is land considered to be the most flexible, productive and efficient in response to inputs. Land of moderate or poor quality is graded 3b, 4 and 5. The District Council has maps that provide a broad indication of the distribution of agricultural land quality in Cotswold District.

2. **Permanent Loss:** Although certain land uses, such as golf courses, may not result in the development of buildings and hard-surfaced areas, they can result in changes to the landform and soil quality that prevents long-term restoration to best quality agricultural use.

3. **Suitable Land:** Agricultural land quality is one of several planning considerations that need to be taken into account, when determining the location of development. Just because land happens to be of a lower agricultural quality, it should not be assumed that it will be considered suitable for development. General planning principles and other policies of the Local Plan, including landscape impact, biodiversity and archaeological interests, may rule out development.

3. **PROTECTING OUR NATURAL ENVIRONMENT**

**Environmental Impact**

2.3.1 Almost any development proposal will have some degree of impact on the environment. Anything that is built will be seen from somewhere, and any change of use of a building or land will result in changed circumstances on or around the site. Impact, however, need not be detrimental. Some development can improve a site or locality. Much will depend on the nature of what is done, its size and scale and where it is located. What is acceptable on one site may be totally inappropriate on another.

2.3.2 In order to assess the impact of new development, and ensure that no significant harm is caused, it is essential that sufficient information is available when a proposal is being considered.

2.3.3 Guidance on the Environmental Impact Assessment Regulations (1999) is given in DETR Circular 02/99. This includes setting out the circumstances under which environmental assessment (EIA) will or may be required.

2.3.4 In situations where EIA is not required, applicants and the local planning authority are still expected to have full regard to the environmental implications of proposals. The precautionary principle will be taken into account where there is uncertainty surrounding the potential environmental impacts of particular actions. This means that an action should be avoided unless, or until, its effects are more clearly understood. Specific guidance, regarding the environmental impact of development in the Cotswold Water Park, is contained in Section 11: The Upper Thames.

**POLICY 4: ENVIRONMENTAL IMPACT**

Development that is likely to significantly harm the natural or built environment, owing to its nature, size or location, will only be permitted if the benefits outweigh the environmental impact.

NOTES FOR GUIDANCE:

1. **Assessing Environmental Impact:** In order for a proper assessment of environmental impact to be carried out, applications should be accompanied by an appropriate level of information, which will vary according to the size and nature of the proposal and its location. Information may be required in relation to noise, visual intrusion, air emissions, light emissions, biodiversity impact, traffic generation, or any other factor of the development which could cause demonstrable harm to interests of acknowledged importance. If the proposed development falls within one of the categories covered by the Town and County Planning (Environmental Impact Assessment) Regulations 1999, a full environmental statement may be required.

3. Harm: This includes adverse impact on the amenities of residential properties or businesses as well as the appearance, character or tranquillity of the area.

Pollution and Safety Hazards

2.3.5 The Local Plan can help to avoid or minimise adverse effects on the environment and communities by:

- controlling the location of potentially polluting development;
- controlling operations; and
- ensuring that incompatible uses of land are separated to avoid potential conflict.

This contributes to the following Community Plan objectives:

- That everyone should enjoy a healthy, clean environment; and
- To care for our landscape, biodiversity, and built heritage.

2.3.6 The air can be polluted through gaseous emissions, and water polluted by the discharge of solid or liquid pollutants into groundwater or water courses. 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. Many of these pollution sources are dealt with by separate legislation and regulations, but they remain material considerations in planning. National planning policy, notably 'Planning and Pollution Control' (PPS23) and 'Planning and Noise' (PPG24) give further guidance on the relationship between planning and other statutory controls affecting environmental issues. The District Council will continue to work closely with other authorities and bodies who have more direct control or responsibility for pollution issues through consultation, seeking advice and providing information. Particular care will be taken in relation to the redevelopment of contaminated land, and in relation to hazardous substances that have radiological effects and other statutory nuisances.

2.3.7 Certain sites and pipelines in the District are designated as notifiable installations, by virtue of the substances stored, transmitted or used. Some developments, such as housing, may be incompatible with such sites for safety reasons. The Council holds maps showing the location of these sites. The Health and Safety Executive is consulted on any application within or close to defined areas. Advice on any possible risks will be taken into account when decisions are made.

<table>
<thead>
<tr>
<th>POLICY 5: POLLUTION AND SAFETY HAZARDS</th>
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<tbody>
<tr>
<td>1. Permission will not be given for development that:</td>
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<tr>
<td>(a) would result in an unacceptable risk to public health or safety, the environment, general amenity or existing land uses because of its location or due to the potential pollution of air, water, land or sky;</td>
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<tr>
<td>(b) is likely to cause significant noise nuisance, unacceptable light levels and spillage, vibration, dust or smell, particularly if this is likely to harm an existing business or other neighbouring land use; or</td>
</tr>
<tr>
<td>(c) lies within a protected area around sewage treatment works or similar installations</td>
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<tr>
<td>2. The Council will seek, through conditions on planning permissions or legal agreements, to control the construction and operation of any development to minimise levels of pollution, of whatever type, and risk to:</td>
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<tr>
<td>(a) public health or safety;</td>
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<td>(b) the environment;</td>
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<tr>
<td>(c) general amenity; or</td>
</tr>
<tr>
<td>(d) existing land uses.</td>
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</tbody>
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NOTES FOR GUIDANCE:

1. **Unacceptable Risk**: This is especially critical in relation to the redevelopment of contaminated land, where the form and extent of contamination must be pre-determined. When considering potential pollution of air, regard will be had to the County-wide Air Quality Strategy for Gloucestershire. Previously contaminated land should be fully investigated and appropriate remediation measures must be carried out before any development commences.

2. **Public Health and Safety**: Possible public health and safety risks can be caused by development which is proposed close to hazards, such as overhead power lines or hazardous installations. Similarly, proposals for overhead power lines and hazardous installations should avoid public areas. Also there are potential risks from locating development on or near unstable land, contaminated land or near existing potentially polluting developments. Incompatible land uses should be kept separate in order to reduce the potential for conflict.

3. **Protected Area**: The Environment Agency or Water Utilities may identify such areas around their installations if there could be environmental health or other problems caused by development in the near vicinity.

The Water Environment

2.3.8 There is increasing concern for the protection of the water environment, which not only serves as a source of water but provides essential habitats and a valued resource for recreation and public enjoyment. The numerous rivers and streams of the Cotswolds, which have helped create its attractive landscape, add greatly to the unique character of so many Cotswold villages and towns. River valleys also offer great possibilities for improved public access and the quiet enjoyment of the countryside. Should it be restored, the Thames and Severn Canal will offer similar opportunities for public access and recreation. Although the responsibility for the protection of the water environment lies primarily with the Environment Agency, the planning system also has an important role to play.

2.3.9 Development within a river's flood plain could increase flooding, thus creating risks for people and property. The capacity of the flood plain can be reduced by inappropriately located development. The flow of water may be impeded and the development itself may lead to increased surface water run-off. Planning Policy Guidance Note 25 ‘Development and Flood Risk’ (PPG 25) states that built development in functional floodplains "should be wholly exceptional and limited to essential transport and utilities infrastructure that has to be there". Even beyond the flood plain, development can exacerbate flooding and drainage problems elsewhere. PPG25 advises that the consideration of flood risk and its management should be applied on a whole-catchment basis and not restricted to flood plains. The Environment Agency publishes indicative flood zone maps showing areas at risk from flooding. The PPG indicates the appropriate planning responses to differing levels of flood risk according to a sequential approach under which priority should be given to the development of sites with the lowest risk. Climate change is expected to increase the risk of flooding. Development, therefore, should not increase flood risk and, where possible, it should reduce existing flood risk, for example, by incorporating sustainable drainage systems.

2.3.10 Existing watercourses and their associated ponds and wetlands need to be protected from the possible adverse effects of new development. Developers should always seek the advice and, when required, consent of the Environment Agency before any works are carried out around, or affecting, watercourses. Rivers form important wildlife corridors and require adequate buffer zones free of development and accessible for maintenance purposes.

2.3.11 In some areas, particular types of development can have a significant effect on the local hydrology. Within the Cotswold Water Park the hydrological system is complex and not yet fully understood. In some cases, it may be necessary for specific, detailed, studies to be carried out by a developer in order to assess the potential impact of a development proposal on the hydrology of the area.

2.3.12 The quality of water in rivers and streams affects local wildlife and fisheries. Particular attention needs to be given to proposals that would lead to risks of pollution, through the discharge or escape of effluents or other material, into watercourses or
groundwater. The proper management of wastewater can help to reduce such potential risks.

2.3.13 There is concern about the volume of water in many Cotswold rivers and streams and underground strata. There is evidence that some valleys are becoming increasingly dry during the summer months, particularly towards their source. The Environment Agency will carefully control new abstraction licences in areas where low water levels are causing problems. Development proposals that require high levels of abstraction may not be permitted in areas where such problems are being experienced.

2.3.14 The Thames and Severn Canal is an important part of the water drainage system, even though much of it has been infilled and neglected. If restored, it has the potential to play a significant role in local water resource management, and any reservoirs that feed the system will need protection.

POLICY 6: THE WATER ENVIRONMENT

1. Development will not be permitted within or affecting river valleys and their tributaries:
   (a) which would harm the water environment, and associated biodiversity, or which would result in the pollution of watercourses or groundwater;
   (b) which would cause significant visual harm to the character of the river or canal banks, or riverside landscape, or which would significantly harm the biodiversity value of a river or canal corridor;
   (c) in areas at risk from flooding, unless there are no unreasonable options in lower flood risk categories and unless appropriate flood protection and flood compensation schemes can be provided, to reduce or compensate for those risks;
   (d) if it would result in an unacceptable increase in flood risk in areas downstream due to additional surface water run-off, or upstream due to obstruction of the river’s floodplain, which could reduce its capacity at times of flood;
   (e) if it requires the abstraction of water from a river or other groundwater source to an extent that would significantly harm the flow of water to the detriment of water quality, biodiversity, amenity, or licensed abstractions; or
   (f) if it is likely to cause any significant harm to local freshwater fisheries

2. Where development is permissible under clause 1, adequate access shall, where necessary, be provided alongside watercourses to allow for essential maintenance work.

3. New development involving large underground structures will not be permitted in areas where groundwater levels are near the surface unless the development incorporates a drainage system capable of allowing groundwater flows to bypass the structure without any unacceptable change to groundwater levels or flows in groundwater-fed streams, ditches or springs.

4. An undeveloped buffer zone at least 10 metres wide shall be required between any development permitted and the top of any river banks in the vicinity except where an alternative solution, accepted by the Environment Agency, can be incorporated into the scheme.

5. Where possible, the culverting of watercourses should be avoided. Appropriate opportunities should be taken in association with development to de-culvert water courses that have been piped and/or channelled in order to return them, as near as possible, to their natural state.

6. Surface water run-off should, as far as is practicable, be treated at source on all new developments or redevelopments. New development should not
increase run-off from a site’s undeveloped state; redevelopment should bring about a reduction in surface water run-off.

7. In areas with groundwater within 3 metres of the surface, developments should incorporate foul drainage systems that will not discharge effluent direct to groundwater. In order to maximise the unsaturated zone, shallow sub-surface irrigation systems may be considered where standard soakaways are inappropriate.

8. The character and appearance of river valleys shall be protected and enhanced and, where possible, provision made for improvements to public access, and the provision of appropriate recreational facilities.

NOTES FOR GUIDANCE:

1. The Water Environment: The water environment includes watercourses, rivers and streams, groundwater, lakes, ponds and other wetland areas. In consultation with the Environment Agency, the Council will seek to ensure that all works in, under, over or adjacent to watercourses are appropriately designed and implemented, and in accordance with the land drainage bylaws of the Environment Agency or any other authority or body. The impact of drainage proposals will be considered in relation to the ‘Land Drainage Improvement Works (Assessment of Environmental Effects)’ Regulations 1988. The impact upon water resources in underground strata will be considered by reference to the Environment Agency publication, ‘Policy and Practice for the Protection of Groundwater’. Information on the extent of Groundwater Source Protection Zones is available on the Environment Agency’s website: www.environment-agency.gov.uk

2. Areas at Risk From Flooding: These are defined on the Environment Agency’s indicative flood zone maps held by the Council. In areas suspected of being at risk from flooding, but for which precise recent flood risk information is unavailable, developers will expected to undertake flood risk assessments in accordance with the guidance in PPG25 to demonstrate compliance with the policy. Such assessments will also be required where risk of flooding is ‘low to medium’ (defined in table 1 in PPG 25 as having an annual probability of river flooding of 0.1-1.0%) or higher. The impact of development in floodplains will also be considered by reference to the Environment Agency publication, ‘Policy and Practice for the Protection of Floodplains’. It should be noted that minimum design standards are required for protecting development from flooding, i.e. designing the surface water drainage system to cope with a 1 in 100 years event (having regard to the impact of climate change as indicated in appendix A to PPG25). This should not increase the rate of run-off over that of the previously undeveloped (greenfield) site or the previously used (brownfield) site.

3. Increased Flood Risk: The advice of the Environment Agency and, where appropriate, British Waterways will be sought where such risks may occur.

4. Surface Water Run-off: There are alternatives to conventional storage for the control of surface water run-off. These are known as Sustainable Drainage Systems (SuDS). These techniques not only cater for flood peak attenuation, but may also improve water quality and enhance the environment. Such systems include permeable pavements, grassed swales, infiltration trenches, ponds and wetlands. Surface water run-off must not drain to the foul sewer.

5. Harmful Effect on Water Quality: Consent must be obtained from the Environment Agency before any discharge of sewage or trade effluent is passed to a watercourse or to underground water. Surface water should be discharged through appropriately designed trapped gullies or interceptors, advice on which should be obtained from the Environment Agency.

6. Groundwater Flood Risk: The geology of Cotswold District is complex and, in certain areas and circumstances, groundwater levels may be close to the surface. These areas do not necessarily correspond with the river floodplain. Construction of underground structures in areas of high groundwater may cause a build-up of water levels on the up-gradient side of the obstruction, potentially resulting in structural and environmental problems. Developers should include appropriate mitigation measures into developments to allow groundwater flow to bypass the underground structure and continue unimpeded.

7. Buffer Zones: The Environment Agency advises applicants to discuss buffer zones prior to the submission of any application for development, and is able to offer advice upon request. Buffer zones allow the watercourses and their associated riparian vegetation to fulfil their function as biodiversity corridors. The width of the buffer zone would vary on a site by site basis, depending on the biodiversity value of the area in question, but should in all cases be at least 10 metres from the top of any river bank.
8. River Valleys: A river valley is taken to include not only the course of the river and the adjacent valley bottom, but also the valley sides. River valley systems include tributary valleys, whether or not they contain a flowing watercourse. Dry valleys are common in the Cotswolds.

9. Licensed Abstraction: The Environment Agency is responsible, through a system of abstraction licensing, for ensuring that water resources are managed effectively and for the benefit of everyone. Anybody wishing to take water from a river, stream, canal or underground source would normally require a licence. The granting of a licence will be dependent on the availability of water resources locally and on the acceptability of any resulting impact on the environment and existing protected rights. Anybody considering abstracting water is requested to contact the Water Resources and Licensing Section of the Environment Agency to discuss the proposal before any abstraction takes place.

10. Floodplain maps: The District Council has maps showing the extent of floodplains throughout the District.

11. Efficient Use of Water Resources: Water is one of our most precious natural resources. As demand for water increases there is a need to protect the sources of water (both surface water and groundwater) and the quality of water. In order to manage water resources on a sustainable basis, all further developments should incorporate building techniques that conserve water and reduce the demand for water by incorporating water efficiency devices. The Environment Agency can provide further guidance on the measures that can be adopted in particular circumstances. Refer also to Policy 1 ‘Natural Resources’.

The Cotswolds Area of Outstanding Natural Beauty (AONB)

2.3.15 The importance of Areas of Outstanding Natural Beauty has long been recognised in national planning policy. They are some of the most sensitive landscapes in the country and are particularly vulnerable to pressures for development and change. Circulars, guidance notes and legislative provisions stress the need to protect their special character and appearance.

2.3.16 The Countryside and Rights of Way Act 2000 introduced a statutory duty for local and other relevant authorities. When exercising any functions in relation to land in or affecting an AONB, authorities are required to have regard to the conservation and enhancement of the natural beauty of the designated area.

2.3.17 Planning Policy Statement 7 (Sustainable Development in Rural Areas) acknowledges that, along with National Parks, AONBs have the highest status of protection in relation to landscape and scenic beauty. Paragraph 22 of PPS7 states that major development should not take place in nationally designated areas except in exceptional circumstances and where it is in the public interest. PPS7 includes a list of issues that would need to be assessed when considering applications for major development.

2.3.18 A landscape character assessment, using the Countryside Agency’s latest methodology, was completed by the Cotswolds AONB Partnership in 2003.

2.3.19 Protection of the designated area, its enhancement and management will enable the AONB to fulfil its dual role of combining landscape conservation with carefully controlled public access and enjoyment.

POLICY 7: COTSWOLDS AREA OF OUTSTANDING NATURAL BEAUTY

1. In the consideration of proposals for development of land within or affecting the Cotswolds AONB, shown on the Proposals Map and Insets, the conservation and enhancement of the natural beauty of the landscape and countryside will be given priority over other considerations.

2. In the consideration of proposals within the AONB, regard will be had to the economic and social well-being of the area and its communities.

3. Major development will not be permitted within the AONB unless:
   (a) it is in the public interest including in terms of any national considerations and the impact of permitting it, or refusing it, on the
NOTES FOR GUIDANCE:

1. **Natural Beauty:** In the Cotswold context, natural beauty includes various man-made features that, together with the landscape, comprise a rich built and natural heritage.

2. **Landscape Character:** The AONB contains varying Cotswold landscape types, with their own distinctive topography, vegetation cover and visual characteristics. Development that is acceptable in one location will not necessarily be acceptable elsewhere if the character of the area is different. Development near the AONB could also harm its character or setting.

3. **Conserve and Enhance:** Landscape features, which are important elements in establishing the character of the AONB, should be conserved. These include topographical features, tree groups, shelter belts, woodlands, dry-stone walls and hedgerows. Opportunities to restore such landscape features, or introduce new ones, may be required in relation to some developments, especially in historic landscapes (see Policy 11). Such enhancement, however, cannot be used to justify a development that would otherwise be unacceptable due to its harmful impact. The existence of previously developed land is not, in itself, a justification for redevelopment.

4. **Economic and social well-being:** This may include the provision of adequate, suitably designed and located housing to meet identified local needs, in particular for affordable housing.

**Special Landscape Areas (SLAs)**

2.3.20 Gloucestershire Structure Plan Policy NHE5 lists nine SLAs, which are indicated broadly on the Plan’s key diagram. The purpose of SLA designation is to provide protection to locally significant landscapes that, although not nationally designated, are of comparable quality to AONBs and require special attention in the implementation of planning policy.

2.3.21 Although of lesser importance by national standards, SLAs are attractive landscapes in their own right and particularly so in the local and County-wide context. Designation identifies those landscapes that are of particularly high intrinsic value and which require protection for their own sake as part of the District’s landscape resource. They all abut the AONB and parts of them provide important foreground settings for the national designation.

2.3.22 In accordance with the requirements of PPG7, a study of the nine SLAs in the District was commissioned during 2000. Each was rigorously assessed against appropriate criteria for valued landscapes laid down in ‘Interim Landscape Character Assessment Guidance’ (The Countryside Agency/ Scottish Natural Heritage 1999). The designations have, therefore, been based on a formal assessment of the landscape qualities of the area.

2.3.23 The study’s recommendations have been incorporated into this Plan. The Proposals Map and insets define the reviewed SLAs boundaries, which, in several instances, coincide with the District boundary.

2.3.24 Another study, undertaken during 2000, assessed the character types of those landscapes within the District that lie beyond the AONB, namely:

- Cirencester/ Upper Thames Valley
- Moreton-in-Marsh Surrounds; and
- Vale of Evesham.

2.3.25 The resulting Assessment of Landscapes Outside the Cotswolds AONB supplements the Countryside Agency’s Countryside Character Initiative and also provides a context for the SLAs.
POLICY 8: SPECIAL LANDSCAPE AREAS
Within Special Landscape Areas, shown on the Proposals Map and Insets, development that meets the economic and social needs of communities will be permitted provided it does not unacceptably harm the area’s landscape character or appearance.

NOTES FOR GUIDANCE:

1. Special Landscape Areas: Six Areas have been defined at (1) Kemble/ Ewen; (2) North Cirencester; (3) Coln Valley north of Fairford; (4) Barrington Downs; (5) Moreton-in-Marsh Surrounds; and (6) Norton Hall.

2. Landscape Character of Special Landscape Areas: Two publications, commissioned by Cotswold District Council, assess the qualities of the countryside within the Special Landscape Areas. These should be used when considering applications within SLAs. The two publications are: Assessment of Landscapes outside the Cotswolds Area of Outstanding Natural Beauty (June 2000); and Local Countryside Designation Review: Special Landscape Areas (Feb 2001).

Biodiversity, Geology and Geomorphology

2.3.26 The countryside of the Cotswolds is a rich and diverse environment, from the unimproved limestone grasslands of the high wolds to the flower-rich meadows of the river valleys, and the wildfowl, botanical and geological interest of the Cotswold Water Park. Some of the most important sites are covered by nature conservation designations. Some of these may be particularly sensitive and vulnerable to change.

2.3.27 Due to the severe loss and fragmentation of our wildlife habitats over recent decades, it has become necessary to ensure that the remaining natural heritage is protected and remains as extensive and diverse as possible. There is a need to conserve biodiversity through the protection of existing habitats and species, the restoration of damaged ecosystems and the recovery of threatened habitats and endangered species. There is also a need to protect sites of geological and geomorphological interest. Nature conservation and geo-conservation is an increasingly important issue, reflected in the wide range of accompanying legislation at an international, national and local level.

2.3.28 The local planning authority has a responsibility to protect the District's nature conservation interest. Development needs to be sustainable, in nature conservation terms, by ensuring that there is no net loss of biodiversity. Guidance on nature conservation policy and legislation can be found in PPG9, the Conservation (Natural Habitats &c.) Regulations 1994, the Wildlife and Countryside Act (and amendments) and the Countryside and Rights of Way Act 2000.

2.3.29 However, the natural heritage needs to be conserved, not only in specifically designated areas, but elsewhere, so that an environment rich in wildlife interest is part of peoples’ everyday experience. Wildlife has aesthetic and inspirational value as well as providing for scientific study, recreation and education. Such an approach is advocated in the UK and County Biodiversity Action Plans (BAPs), which set out targets for the conservation and enhancement of biodiversity to be delivered by a wide partnership of organisations, agencies and individuals.

International Designations

2.3.30 International designations are applied to the most important sites of nature conservation interest and offer the highest level of protection. At present, only a small area of the District has such a designation and that is the Cotswold Beechwoods candidate Special Area of Conservation. Development proposals that are likely to affect an international site will be subject to rigorous procedures as outlined in The Conservation (Natural Habitats &c.) Regulations 1994.

2.3.31 Special Protection Areas are designated under Article 4 of the European Communities Council Directive (April 1979), for the conservation of wild birds. The
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.

Cotswold Water Park is being kept under review, and will be considered against the scientific criteria for selection as a Special Protection Area. The Council will have regard to the United Kingdom's international obligations in respect of such an area of nature conservation importance. Several of the lakes within the Water Park are now designated as SSSI's. Policy UT.1 'The Cotswold Water Park' in Section 11 of the Plan refers to the lakes and associated habitats that are of particular importance for nature conservation and are listed in the Cotswold Water Park Biodiversity Action Plan.

National Designation - Sites of Special Scientific Interest (SSSIs)

2.3.32 SSSIs are designated by English Nature under the Wildlife and Countryside Act 1981 and are statutory sites of national importance. They are designated for their biological, geological or geomorphological interest, and a list of SSSIs within the District is included in Appendix 1. These sites comprise areas or features where conservation is considered essential to maintain and enhance the nature conservation interest of the site. Any development that would directly or indirectly have a significant adverse impact on, or otherwise damage, a SSSI will not be permitted.

Local Designations: (1) Local Nature Reserves (LNR)

2.3.33 LNRs are designated by local authorities under the National Parks and Access to the Countryside Act 1949 for the purpose of providing opportunities for both people and wildlife. They are places with wildlife or geological features that are of special interest locally, which give people opportunities to learn and study in natural surroundings. A site may qualify for LNR designation, providing that the local authority has a legal interest in the land concerned, such as through ownership, lease or having a nature reserve agreement with the owner. English Nature must be consulted over the declaration of a new LNR and can offer discretionary grants and expert advice.

Local Designations: (2) Key Wildlife Sites

2.3.34 Also referred to as Sites of Nature Conservation Importance, or County Key Sites, these are identified by the Gloucestershire Wildlife Trust as wildlife habitats of at least County importance. Like SSSIs, they are mostly semi-natural habitats, which, if destroyed, could not be re-created. Important wildlife habitats in the District include unimproved grasslands, ancient woodlands, and wetlands. Collectively, they comprise the bulk of the County's significant wildlife resource. A list of them is included in Appendix 2.

Local Designations: (3) Regionally Important Geological / Geomorphological Sites (RIGS)

2.3.35 RIGS are the geological equivalent of key wildlife sites. A list of those sites qualifying for RIGS designation has been prepared by Gloucestershire Wildlife Trust, and is included in Appendix 3. They are considered worthy of protection for their educational, research, historical or aesthetic importance. Like any sites of nature conservation importance, RIGS may benefit from sensitive land management practices, which might include improving access and protecting rock faces, where these are a feature of the site. Where public access can be arranged for educational and research purposes, the production of fact sheets and interpretation can help in widening understanding and care for this aspect of earth science.

Local Designations: (4) Protected Species

2.3.36 The protection of wildlife sites, such as SSSIs and Key Wildlife Sites, is one of the main ways of protecting rare plants and animals. However, such species also occur beyond designated sites and require special protection wherever they exist. These species are protected under the Wildlife and Countryside Act 1981 (listed under schedules 1, 5 and 8) and the Conservation (Natural Habitats etc.) Regulations 1994. Other species are protected under their own legislation, for example the Protection of Badgers Act 1992.
2.3.37 The presence of a protected species is a material consideration in determining a planning application for development and a special licence may be required from the Department for Environment, Food and Rural Affairs (DEFRA). Where protected species are known or suspected to exist, the Council will request appropriate survey/mitigation information from the applicant by which to determine the likely effect. English Nature will then be consulted to ensure that the requirements of the species and its habitat have been taken into account. Where it is found that a proposed development could not avoid or minimise disturbance to a protected species, planning permission will be refused. Where a development proposal is permitted, the Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the species or habitat as appropriate.

2.3.38 In addition to legally protected species, the Gloucestershire BAP has identified a list of priority species and habitats that are under threat, or which contribute to the character and local identity of the County’s natural environment. A number of targets have been included in the Gloucestershire BAP in an attempt to conserve and enhance these priority habitats and species. When considering proposals for development, the Council will also take into account the extent to which the development will influence the achievement of the relevant BAP targets.

### POLICY 9: BIODIVERSITY, GEOLOGY AND GEOMORPHOLOGY

**International Sites**

1. Development that would affect a European Site, a proposed European Site or a Ramsar site will be subject to the most rigorous examination. Development that is not directly connected with, or necessary to the management, of the site for nature conservation, which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and where it cannot be ascertained that the proposal would not harm the integrity of the site, will not be permitted unless:
   (a) there is no alternative solution; and
   (b) there are imperative reasons of over-riding public interest for the development.

2. Where the site concerned hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless it is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

**National Sites**

3. Development in, or that would affect Sites of Special Scientific Interest will be subject to special scrutiny. Where such development would harm the special interest of the site, directly or indirectly, it will not be permitted unless:
   (a) there is no alternative solution; and
   (b) there are imperative reasons of overriding public interest for the development.

4. Where development is permitted, the authority will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation interest.

**Local Sites**
5. Development that would have an adverse effect on a Local Nature Reserve, a Site of Importance for Nature Conservation or a Regionally Important Geological / Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site.

6. Where development is permitted, the authority will consider the use of conditions and/or planning obligations to provide appropriate mitigation and compensatory measures.

Species Protection

7. The Council will not permit development that harms, either directly or indirectly, a site supporting any legally protected species or its habitat unless safeguarding measures can be provided through conditions or planning obligations to secure its protection.

8. Where development is permitted, the Council will require the retention and management of any significant species, habitats and features, or geological sites, whether or not specifically designated as of nature conservation interest. Opportunities should be taken, where possible, to enhance, or create, habitats and populations of species identified as priorities in National, Regional and Local Biodiversity Action Plans, especially where wildlife corridors can be created.

NOTES FOR GUIDANCE:

1. Wildlife Habitats: These habitats may include wetlands, hedgerows, trees, meadows, unimproved pasture and grassland, commons, streams, ponds, lakes and their margins, parks, walls and buildings. Roofspaces and barns are often important habitats for bats and owls. Wildlife corridors such as streams, rivers, canals or continuous hedgerows, can be particularly important for some species.

2. Management: Advice on management should be sought from an expert consultant.

3. Significant Adverse Impact: If it is considered necessary, the Local Planning Authority may require the submission of a survey and assessment of wildlife importance, prepared by an independent expert, before determining an application affecting a site of known or suspected nature conservation interest. The issue of consent may depend on the outcome of such surveys and assessments. The application or consent may be refused. Depending on the results of such an assessment, conditions may be applied to any consent, or planning obligations sought. In implementing the Policy, the weight given to nature conservation interests will depend upon the nature of the development and the degree of impact, and on the relative importance of the site and species in national or local terms.


Trees, Woodlands and Hedgerows

2.3.39 Trees and woodlands play a major part in establishing the Cotswold landscape character. From the deep valleys to the high, open wolds, woodlands, shelterbelts, copses and hedgerows provide variety, visual enhancement, wildlife habitats, timber for commercial use and recreational opportunities. Moreover, they make a contribution to the ecological balance of the area. The District Council recognises that woodlands need to be actively managed to provide these benefits.

2.3.40 The local authority has a duty, where necessary, to protect trees by making tree preservation orders (TPOs). These can be applied to individual trees, groups of trees, or woodlands, usually for their amenity value. Trees within Conservation Areas are similarly protected through a notification procedure. Such protection does not imply that no work can be carried out to the trees, but prior approval must be sought. Consent may not be forthcoming if the trees are healthy and their amenity value may be adversely affected. Although visual importance is the most common reason for protection, trees that are rare
or have a specific historic interest may also be protected. Young trees may be just as important as mature specimens where they provide continuity of cover.

2.3.41 In Britain today, ancient semi-natural woodlands bear the closest resemblance to natural broad-leaved forests composed almost entirely of native species. Such woodlands that are over 2 hectares in area are listed on a draft register maintained by English Nature, although smaller fragments and unlisted woodlands may exist that are equally important ecologically. Woodlands of this type are becoming an increasingly rare resource that cannot be replicated. Besides their landscape value, ancient woodlands are an important habitat for native flora and fauna.

2.3.42 Hedgerows are also an important feature of the Cotswold landscape. They can provide a sense of visual enclosure, act as a haven for wildlife, and may be of historic interest. The Environment Act 1995 provided for the introduction of the Hedgerow Regulations 1997. These require local authorities to issue hedgerow retention notices where they have received notice of intention to remove hedgerows that are of importance for historical, cultural, or nature conservation criteria specified in the regulations.

2.3.43 The provision of tree planting in connection with most significant new development is considered to be essential, as is the retention of existing landscape features. Ecologically valuable unimproved grasslands are becoming an increasingly rare habitat, and tree planting should avoid such sites. The importance of retaining the open views of the Cotswold hills also needs to be considered when tree planting is proposed. The landscaping of new development is dealt with in Policy 45 ‘Landscaping in New Development’.

**POLICY 10: TREES, WOODLANDS AND HEDGEROWS**

1. Development that would destroy or adversely affect a tree or woodland protected by a Tree Preservation Order, or is within a conservation area, will not be permitted unless the removal of the tree(s):
   
   (a) would be of benefit to the character or appearance of the area; or
   
   (b) is in the interests of good forestry or arboricultural practice.

2. Permission will not be granted for development that would adversely affect Ancient semi-Natural or Ancient Replanted Woodland or Veteran Trees.

3. Hedgerows which are visually, ecologically, or biologically important, or historically or culturally significant, shall be retained unless there are overriding reasons for their removal.

**NOTES FOR GUIDANCE:**

1. **Arboricultural implications:** Where it is intended to develop a site that contains important trees, the District Council will require the submission of an Arboricultural Implications Study to assess the suitability of the development in relation to the long-term health of those trees. The study shall contain information on the impact of the development, protection and site organisation in relation to the trees as well as aftercare and amelioration. The early input of an arboriculturalist is vital to ensure adequate provision is made for tree survival. The District Council can provide advice on an Arboricultural Implications Study. Applicants may be required to provide information on existing landscape/habitat features to be retained and protected.

2. **Protection:** Adequate measures should be taken, for example by the provision of temporary fencing, to protect any retained trees or hedges from accidental damage.

3. **Good Forestry / Arboricultural Practice:** This is based on the latest research and guidance available from organisations such as the British Standards Institute and Arboricultural Association. Such guidance will be reviewed as new research becomes available.

4. **Biologically or ecologically important or historically or culturally significant:** A hedgerow meeting at least one of the criteria of importance for nature conservation, as set out in the Hedgerow Regulations 1997.

5. **Important Trees:** Circular 36/78 Trees and Forestry Guidance describe what constitutes an Important Tree. Further advice can also be sought from the District Council.
4. PROTECTING OUR HERITAGE

The Historic Landscape

2.4.1 The landscape of the Cotswolds has evolved over many centuries. Reminders of the activities of previous generations remain throughout the District. They are a valuable part of our heritage and make an important contribution to the area's social history.

2.4.2 Farming systems, including forestry, and the grand parks and gardens created during the last few hundred years, are a strong feature of the Cotswold landscape. Some historic landscape features date back to the time of the Domesday Book.

2.4.3 English Heritage has published a Register of Parks and Gardens of Special Historic Interest. There are currently 28 of these wholly within Cotswold District and a further three overlap into adjacent districts. English Heritage also maintains a Register of Historic Battlefields, of which one lies within the District - the Battle of Stow 1646 in Donnington Parish (SP190258).

2.2.4 PPG15 (para 2.26) encourages local authorities to undertake an assessment of the wider historic landscape at an early stage in plan preparation and to devise policies that take account of the historical dimension of the landscape. It also encourages plans to protect the most important features of the historic landscape. Specialists from the County Council and other relevant organisations have been used to carry out assessments and surveys of the historic landscape and associated features.

2.4.5 Government guidance advises that historic landscapes should be safeguarded from development that would destroy them, or would significantly adversely affect their character. Protection will, however, often require more than simply preventing unsympathetic development. Management of historic landscapes is needed, including more sensitive farming methods and the restoration of damaged landscapes.

2.4.6 The Council wishes to work with the owners of historic landscapes to establish management plans, including the replanting or restoration of lost features such as ponds and old orchards, the on-going care of existing trees, hedges and wooded areas, repair of dry-stone walls and the creation, where appropriate, of new areas of landscaping. Where they have biodiversity value, old and over-mature trees and dead wood should be retained wherever reasonable.

POLICY 11: THE HISTORIC LANDSCAPE

1. Within the historic landscape, development will be permitted provided it avoids harming the character, appearance or setting of historic landscape features, including Parks and Gardens of Special Historic Interest.

2. Schemes to enhance, restore and improve the management of historic landscape features will be sought in connection with, and commensurate with the scale of, any development affecting them.

NOTES FOR GUIDANCE:

1. Historic Landscape Features: These are landscape features within the District that are locally distinctive, depending on geology, soils, topography and the way in which land has been used through time. They may be identified by relevant organisations such as the Garden History Society, the Gloucestershire Gardens and Landscape Trust and the County Council. Such features include parks and gardens, ancient farming systems, ancient roads and tracks, canals, unimproved grasslands, water meadows, old orchards, ancient woodlands and ancient trees, battlefields and former settlement sites. Any planning application that relates to an historic landscape feature, or which affects its setting, will be sent to both the Garden History Society and the Gloucestershire Gardens and Landscape Trust for consultation. Maps of identified historic landscape features can be inspected at the District Council. The Council can provide advice on historic landscapes, including their character.
2. **Parks and Gardens of Special Historic Interest**: These are identified by English Heritage and included on its Register. Any planning application that relates to an Historic Park or Garden, or which affects its setting, will be sent for consultation to English Heritage, the Garden History Society and the Gloucestershire Gardens and Landscape Trust. A list of registered sites within Cotswold District is included in Appendix 4. That list is not exhaustive, as other historic landscape features may exist that English Heritage could identify after publication of this Plan. Maps of the registered sites can be inspected at the District Council.

3. **Improvement, Restoration and Management**: Schemes will be the subject of a condition on any planning permission, or secured by a planning obligation, as appropriate.

### Sites of Archaeological Interest

2.4.7 Man has settled the Cotswold hills and valleys since prehistoric times, with each age leaving evidence of their way of life. There are numerous examples of settlement and communication from Bronze and Iron Ages, the Roman occupation, Saxon, Norman and Medieval periods.

2.4.8 The number of sites and features emphasise the wealth of archaeological interest throughout the Cotswolds. Many lie concealed beneath more recent developments, or are buried with little visible evidence. Others are readily recognisable. They are a finite resource and irreplaceable. Priority should be given to their in-situ preservation to retain them as part of the heritage for future generations.

2.4.9 Many of these sites are scheduled as ancient monuments, and are afforded specific protection by the need to obtain scheduled monument consent for any work affecting them. This is quite separate from, and additional to, the need to obtain planning permission. The scheduled ancient monuments within this District are listed in Appendix 5. There is a presumption in favour of preserving such sites.

2.4.10 Over 6410 sites of archaeological interest within the District are recorded in the County Sites and Monuments Record. This should be consulted at an early stage, to assess whether a site is included, and its archaeological sensitivity and vulnerability. The protection of such sites is a material consideration in determining planning applications.

2.4.11 Any development proposal affecting a site of archaeological interest, whether or not a Scheduled Ancient Monument, will be examined critically to determine whether potential remains are damaged, and to determine the appropriate mitigation or other measures which should be taken as a result.

### POLICY 12: SITES OF ARCHAEOLOGICAL INTEREST

1. Development will not be permitted where it would involve significant alteration, or cause damage to, nationally important archaeological remains (whether scheduled or not), or which would have a significant impact on the setting of visible remains.

2. Development that affects other remains of archaeological interest will only be permitted where the importance of the development is sufficient to outweigh the local value of the remains.

3. In archaeologically sensitive areas, applicants may be required to commission an archaeological assessment (and/or a field evaluation as appropriate) to establish the archaeological implications of the proposed development before the Council determines the application. The result of that assessment/evaluation shall be submitted with the application, together with an indication of how the impact of the proposal on the archaeological remains will be mitigated.

4. Where proposed development would harm significant archaeological remains, applicants should seek to minimise this impact by design solutions allowing the preservation in situ of the archaeological remains. The recording of archaeological remains harmed by development will be secured by planning conditions or legal agreements, and will comprise archaeological...
5. Opportunities will be sought for the management and presentation of archaeological sites for educational recreational and tourism purposes.

NOTES FOR GUIDANCE:

1. Sites of Archaeological Interest: These include all Scheduled Ancient Monuments, sites included in the County Sites and Monuments Record, and those identified in the Cirencester Archaeological Assessment. Where a number of sites or monuments are known to exist in close proximity in a particular area, the whole of that area will be considered sensitive from an archaeological viewpoint.

2. Archaeological Assessment: The Sites and Monuments Record will give a preliminary indication of the archaeological importance of a development site, and advice can be given as to whether further assessment will be required. Such an assessment should be carried out using suitably qualified and experienced experts, and may involve desk-based studies, a field evaluation, ground survey and, in certain cases, trial trenching or pits. Scheduled Monument Consent will be required before any assessment involving ground disturbance can be undertaken, and a licence from English Heritage for a geophysical survey will also be required. The Council is unlikely to deal with an application affecting an area of archaeological sensitivity in the absence of information from such evaluations.

3. Planning Conditions and Legal Agreements: Where development is likely to affect a site of archaeological interest, the onus will be on the developer to finance an agreed programme of archaeological work, which may include excavation, a watching brief, the recording of finds, the publication of any findings, and arrangements for the preservation and display of any features or artefacts discovered during the course of excavation.

4. Reasonable Access: At the developer’s expense, an expert should be appointed by the Council or by agreement with the applicant, to carry out watching brief observations, required by condition or as part of a planning obligation. A developer will be expected to work closely with whoever is appointed, to ensure that, in particular, excavations are available for proper inspection and recording before being filled or foundations laid.

5. Recording of remains: examples of recording and preservation include on or off-site storage or display of any remains.

Development affecting a Listed Building or its Setting

2.4.12 Listed buildings can vary greatly in age and type, and include milestones, crosses and bridges, as well as churches, cottages and barns. All listed buildings have special architectural or historic interest. Within Cotswold District, well over 6000 individual buildings and structures are listed.

2.4.13 The built heritage of the District is of national renown. It is a major tourist attraction, contributing to local distinctiveness, and therefore important to the local economy.

2.4.14 The Council recognises that there is a need to protect and secure the maintenance of all listed buildings. Buildings at risk are those where a very serious state of decay, combined with a lack of regular use, could lead to early structural collapse, and where the provisions of Sections 47 to 51 and 54 to 56 of the Planning (Listed Buildings and Conservation Areas) Act 1990, are appropriate. The Council will act to halt the further decay of listed buildings at risk.

2.4.15 The Policy refers to listed buildings, whatever their grade and whether they are listed in their own right or listed by virtue of being within the curtilage of a listed building. Listed building consent is required for most works of alteration, extension and demolition of listed buildings. Detailed advice should be sought from the Planning service on the need for planning permission and/or listed building consent for particular works.

2.4.16 When considering planning applications, local authorities are required to pay special regard to the desirability of preserving any listed building, its setting, or any features of special architectural or historic interest. There is a presumption in favour of their preservation. Listed buildings should, at least, be recorded if this cannot be
achieved. Detailed advice on the preservation of listed buildings, and the need for listed building consent, is contained in Planning Policy Guidance Note 15: ‘Planning and the Historic Environment’ (PPG15).

2.4.17 Alterations and extensions which might affect listed buildings need to be justified. There are also many smaller modern additions that may be inappropriate on listed buildings, such as satellite television dishes, solar panels, and replacement windows and doors using modern materials.

2.4.18 Roughcast or smooth render was sometimes originally applied to buildings for purely cosmetic reasons, or where fenestration had been altered, to create a more formal facade. In the south of the District, roughcast render was a traditional finish to the rough, often rather soft, rubble used in most buildings. Coloured limewash was often applied to stonework and, where it remains, adds a further dimension of texture and colour to the street scene. The presence of render or coloured limewash can often be fundamental to the historical integrity of a particular building, or make a valuable contribution to the character of an area. Its removal can rarely be justified.

2.4.19 The removal of original features or materials, such as natural roofing slates, from a listed building, will usually be detrimental to its character and will be strongly resisted. Modern products, such as concrete or imitation stone slates, would rarely be appropriate on the roof slopes of a listed building. Wherever possible, natural materials should be re-used, but in order to help prevent the loss of natural materials from other historic buildings, the use of new natural materials will normally be acceptable.

2.4.20 The Council will rarely allow the introduction, into a listed building, of materials or features that have been removed from another historic building. The removal of such features may have been unauthorised, and architectural theft has led to serious damage to the character of many historic buildings. This includes internal features, such as fireplaces, staircases, panelling, and mill machinery.

2.4.21 Where the special setting of a listed building is considered to be vulnerable, the Council may consider the imposition of an article 4 direction to control any potentially damaging development.

N.B. Any internal or external works that would affect the character of a building of architectural or historic interest requires Listed Building Consent, irrespective of whether an application needs to be submitted for planning permission.

POLICY 13: DEVELOPMENT AFFECTING A LISTED BUILDING OR ITS SETTING

Demolition affecting a Listed Building
1. Development proposals involving demolition will only be permitted if it does not harm the character or appearance of a listed building or its setting.

Additions, Extension, Alteration or Change of Use of a Listed Building
2. Development proposals for the alteration, extension or change of use of a listed building, including additions, will be permitted provided it does not harm the building’s architectural or historic interest, character, appearance or setting. Development proposals may be permitted where harm is minimal and outweighed by other material factors, in particular the need to renovate the building to ensure its optimum viable use.

3. In areas where limewash or roughcast render are traditional features, their re-introduction on listed buildings will be encouraged provided there is historical evidence that such finishes had previously existed.

Development Affecting the Setting of a Listed Building
4. Development proposals, including the erection of a new building or other structure, or the use of land, will not be permitted where this would harm the character or setting of a listed building.
NOTES FOR GUIDANCE:

1. **Sufficient Information**: Proposals for alterations or extensions to, or the change of use of, listed buildings must be accompanied by sufficient information to enable the full and proper consideration of their effect. This will often include full survey drawings of affected areas and, in most cases, photographs. In exceptional cases, further information on the economics of the proposals may be required to show whether sufficient revenue would be available to secure a building’s preservation and future maintenance. In order to ensure that all necessary information is provided, a justification statement should be submitted with all listed building consent applications.

2. **Natural Materials**: Traditional natural materials should be used for proposals involving a listed building. Natural materials should be re-used where possible, but in order to prevent the loss of natural materials from other historic buildings, the use of new natural materials produced by existing local quarries is encouraged. With regard to natural roofing materials, products have traditionally been made from ‘as-found’ materials, such as stone slate, Welsh slate, cedar shingles, thatch or clay tile.

3. **Optimum Viable Use**: In order to assess what the best use may be for a listed building, it is necessary to balance the economic viability of possible uses against the effect of any changes they entail in the special architectural and historic interest of the building. The aim is to secure the optimum viable use that is compatible with the fabric, interior and setting of the listed building. In this context, optimum refers to the conservation of the building, not the maximisation of financial gain. The optimum use may not be the most profitable use if that would entail more destructive alterations than other viable uses. Advice on what is considered to be a compatible use for a given listed building can be obtained by contacting the District Council.

4. **Additions and Alterations**: Examples include:
   - the installation of satellite television dishes or other antennae, burglar alarms, solar panels, roof lights and uPVC or aluminium doors or windows, signs and other fitments;
   - the removal of natural roofing materials from the roof slopes of a listed building, and their replacement with alternative modern materials;
   - the removal of traditional render or coloured limewash, where this is fundamental to the character of the building or the area.

5. **Harm**: Where permission is given for development that would harm the historic fabric of the building, provision may need to be made by the applicant for a programme of building recording before or during development to mitigate the loss of that fabric.

Traditional Agricultural Buildings

2.4.22 The Cotswolds has a wealth of traditional agricultural buildings. From the grand, isolated field barn to the modest cart-shed or traditional farmstead courtyard, the agricultural buildings of the Cotswolds feature strongly both in the countryside and within villages.

2.4.23 As agricultural practices continue to change, so will the use of and need for many of these buildings. Whole farms have become redundant or been amalgamated, leading to the redundancy of many of their buildings. The introduction of new machinery or practices has meant that some buildings are no longer needed for their original purpose, and may be difficult to adapt to new agricultural uses. Elsewhere, farms have moved out from settlements into the surrounding countryside, leaving behind a group of farm buildings in a village setting.

2.4.24 In many cases, these farm groups, or isolated buildings, are of high architectural or historic interest, most of them being listed. They are worthy of protection. Internally, barns often have fine roof structures and their volume is an essential element of their character.

2.4.25 When agricultural buildings become obsolete, there is the danger that they will decay. The cost of repair and maintenance is often prohibitive when there is no economic return. The question of their continued usefulness and preservation then needs to be addressed. There is a place for historic farm buildings that no longer have a use. They are a reminder of our past and attractive. Wildlife, such as owls, bats and certain mammals,
make use of dilapidated structures for shelter or roosts, so historic farm buildings can also have nature conservation value as habitats.

2.4.26 Planning Policy Statement 7 ‘Sustainable Development in Rural Areas’ (PPS 7) urges the renovation of such buildings and their re-use by adaptation and conversion. A strong emphasis is given to uses that are related to the rural economy. Employment-related uses are, therefore, preferred to residential conversions, which generally are less appropriate in the countryside, and which frequently lead to the destruction of the character of the building and the loss of valued features.

POLICY 14: CONVERSION OF HISTORIC AGRICULTURAL BUILDINGS OF TRADITIONAL DESIGN

1. The conversion of agricultural or similar buildings of historic interest and traditional design to an alternative use, particularly a use which would make a positive contribution to the local economy or meet a local need for affordable housing, will be permitted unless the proposal:
   (a) would be significantly detrimental to the form, details, character or setting of the building;
   (b) involves the extension or significant alteration of a building, which is of insufficient size or of an unsuitable form to allow its conversion without this extension or alteration;
   (c) involves a building which is so derelict, or in such poor structural condition, that it requires complete or substantial reconstruction as part of its conversion;
   (d) would have a detrimental impact on the appearance or character of the landscape; or
   (e) would be detrimental to the continued or future agricultural operation of a farm, or would create new dwellings in which residents would be adversely affected by farming activities.

2. Provision should be made for wildlife, in particular protected species, which use rural buildings as their habitat, for example bats and owls.

3. Where practicable, materials from the building being converted shall be re-used for repair and maintenance as part of the conversion.

NOTES FOR GUIDANCE:

1. Diversification: If the conversion is proposed as part of an agricultural diversification scheme, the new use should create a source of employment, and a future flow of income to the holding. Conversions for business or tourism uses are more likely to achieve this than conversion to residential use.

2. Alternative Use: The use proposed must be in accordance with Policy 18 if within a development boundary, or Policies 19 and 28 if located elsewhere.

3. Conversion: The best way to retain the character and form of a traditional farm building is to continue its agricultural use. Failing this, the traditional character of many agricultural buildings and farm yards is less likely to be lost if they are converted to such uses as new workshops, meeting halls, indoor sports, storage, or camping barns, which retain the original features and agricultural character of the buildings and the spaces around them. Conversion for residential use may in some cases be acceptable but is often too destructive to the simple character of the building; as:
   - much original fabric may be lost by the introduction of new openings;
   - unbroken walls are disrupted with new doors and windows;
   - rooflines can be broken up by roof lights, dormer windows or chimney stacks;
   - interior spaces are subdivided by the introduction of floors and partition walls;
   - enclosed gardens, garages, sheds, fuel tanks and washing lines, all spoil the agricultural setting and the cohesiveness of the farmstead, or the splendid isolation of the field barn.
Open-fronted cart and shelter sheds are often suitable for storage or car parking use, but often not for conversion to living accommodation, which results in the filling-in of the open side. Even if this is done using glass or dark-stained timber, the character of these simple, open buildings is likely to be spoilt.

4. Historic and Traditional Buildings: Historic buildings are those built before 1st July 1948. Traditional refers to the method of construction and the materials used which should be those traditionally used in the Cotswolds, such as barns built of Cotswold stone, as opposed to a concrete pre-constructed structure. Particular care should be taken to ensure that the character of such buildings, including their interiors, is not adversely affected. The highest standards of design and detailing will be required and some listed buildings may be incapable of conversion to particular uses owing to the need to protect their character.

5. Impact on the Landscape: The Local Planning Authority will take account of the visual effect of any new access or gateways, overhead wires and other features. If the building is a fine, isolated feature, important to the landscape, any adverse effect that conversion might have on this quality could mean that permission is refused. Any proposal within the AONB will be considered against the aims of that designation, which is primarily to conserve and enhance natural beauty and landscape character.

6. Structural Condition: A statement on the stability and soundness of the building will normally be required with the application. This should include details of the extent of any rebuilding required, which should also be shown on the drawings. If any additional demolition and rebuilding is found to be necessary when converting a listed building, a new application for listed building consent for that work will be necessary and will be judged afresh against the Policy. If the extra work would harm the character of the remaining parts of the listed building, then consent may be refused, even if the conversion work has started.

7. Wildlife: Where there is evidence of wildlife, in particular protected species, using a rural building, provision should be considered to accommodate them where appropriate. For example, parts of the roof space could be made available for use by bats, including suitable entry and exit routes within the gable apex and, for owls, by providing an ‘owl window’. An owl window is an opening built high up in the end wall of the barn to give entry to a specially constructed owl loft, insulated against noise. Further guidance can be sought from the Gloucestershire Wildlife Trust or English Nature. Where legally protected species are known or suspected to be present, the Council will request appropriate survey/mitigation information to determine the likely effect of the proposal on these species.

8. Archaeological Interests: Some farmsteads have been settled for many years and contain a remarkable record of our past. Where a building or its surrounding site is of archaeological interest, regard will be given to Policy 12 ‘Sites of Archaeological Interest’.

9. Historical Information: In many cases, a full historical report may be required as part of an application. This should show the original form and function of the various elements within the farmstead or building, and provide information on its historic importance. Such information will often help to guide proposed developers on the alterations, and even extensions, that may be acceptable, while retaining the historic integrity of the building.

10. Conditions and Planning Obligations: When permission is granted for an acceptable proposal, the Local Planning Authority will normally impose conditions, and may seek a planning obligation, to secure the future protection of the building and its setting. Where there is a need to retain control over subsequent alterations and extensions to enable the character of the building to be protected, permitted development rights will be removed by condition, and restrictions may be imposed on how and when the building can be used.

11. Subsequent Alterations, Extensions or New Buildings within the Curtilage: Proposals for alterations and/or extensions to a converted traditional agricultural building, or the erection of a building in its curtilage, will be considered against Policy 42 ‘Cotswold Design Code’.


13. Re-use of Materials: The re-use of existing traditional materials are important, as they will help retain the character of a particular barn, convey the buildings origin, maintain its relationship to any surrounding buildings and the landscape, and, in the interests of sustainable development, reduce the need to quarry new materials

14. Supporting Information: Sufficient detailed information should be provided with the planning application to enable full consideration of the proposal and a proper decision to be
Conservation Areas

2.4.27 In 2006, the District had 144 conservation areas, the greatest number within any district authority in Britain. The areas designated are those considered to be of special architectural or historic interest, which have a character or appearance worthy of preservation or enhancement.

2.4.28 In many cases, the whole of a town or village is designated. In some places, the conservation area extends into the surrounding landscape where this is of historic importance in relation to the town or village, or makes a particularly important contribution to its setting. Elsewhere, only part may be designated, the area defined being that where the special architectural or historic interest is most valuable.

2.4.29 In 1998, the Council commenced the preparation of comprehensive statements for conservation areas throughout the District. These describe the special character and appearance that the designation is aiming to protect. An integral part of that process is the review of existing conservation area boundaries. The broad location of conservation areas is indicated on the Proposals Map.

2.4.30 The primary effect of a conservation area designation is to retain buildings that make a positive contribution to the character of the area. However it is important to consider the effect of any proposed development within or affecting a conservation area to ensure that the character and appearance of the area is preserved or enhanced. A single new building, or a change of use of a building can have a significant adverse impact.

2.4.31 Conservation, however, is more than just preservation. The Council takes a positive attitude towards the need for enhancement within conservation areas. It will encourage measures to bring about environmental improvements provided they are not related to development that would be contrary to general planning principles or other policies of the Local Plan. New development should make a positive contribution to the aims of conservation and enhancement. A development that is contrary to other principles or policies will not be permitted just because enhancement is offered in mitigation.

2.4.32 Even within conservation areas, many forms of ‘permitted development’ can be carried out without the need for planning permission. This can often lead to the gradual erosion of the character of an area through minor alterations and additions. The Council will consider the removal of such rights by the use of Article 4 Directions where known problems threaten the character or appearance of an area.

POLICY 15: CONSERVATION AREAS

1. Construction of, alterations to and changes of use of buildings or land, and the display of advertisements within or affecting a conservation area, must preserve or enhance the character or appearance of the area as a whole, or any part of the designated area. Uses that create additional traffic, noise or other nuisance, which would adversely affect the character of a Conservation Area will not be permitted. However, development may be permitted if it can be demonstrated that a proposal can help an Area to remain alive and prosperous without compromising its character or appearance.

2. Proposals for development requiring planning permission and/or Conservation Area Consent will be permitted unless:
   (a) they result in the demolition or partial demolition of a wall, structure or building, or the replacement of doors, windows or roofing materials, which make a positive contribution to the character or appearance of the Area;
   (b) the siting, scale, form, proportions, design, colour and materials of any new or altered buildings or advertisements, are out of keeping with the special character or appearance of the Conservation Area in general, or
the particular location; or

(c) they would result in the loss of open spaces, including garden areas and village greens, which by their openness make a valuable contribution to the character or appearance, or allow important views into or out of the Conservation Area;

3. Existing trees, hedgerows and other features, which are important to the character or appearance of a Conservation Area, will be protected. Within a Conservation Area, any new tree planting or other landscaping work, including surfacing and means of enclosure, shall be in character with the appearance of the Area.

4. Minor householder development that does not adversely affect or obscure historic property boundaries, such as burgage plots, is likely to be acceptable in principle, although cumulative development that adversely affects the area as a whole may not be permitted. Where appropriate, the local authority will seek the reinstatement or enhancement of historic features, such as boundary walls, in association with acceptable development. New dwellings or other substantial structures, particularly those that cover more than one plot, are unlikely to be acceptable.

NOTES FOR GUIDANCE:

1. Conservation Areas: Development proposals in conservation areas will be required to contain sufficient information to indicate clearly how the character or appearance of the area will be preserved or enhanced. Where applicable, particular attention shall be paid to conservation area statements, each of which defines the character or appearance of the designated Area, and how it can be preserved or enhanced. The boundaries of all conservation areas are being reviewed separately from the Local Plan process. The Policy will apply equally to any further conservation areas or extensions designated during the Plan period. A list of conservation areas designated at the date of publication is included at Appendix 6, and a broad indication of their locations is given on the Proposals Map. Maps showing the latest boundaries are available from the District Council’s Planning Service.

2. Sufficient information: In order that the full effect of a development proposal can be understood, it is essential that any planning application contains sufficient information for a proper assessment to be made. Full details of plans, elevations, materials, existing trees, hedges and walls, landscaping, and surrounding existing buildings, will normally be required. Drawings should usually include the accurate location and elevations of adjacent, existing buildings, even if outside the application site. A perspective sketch, or axonometric drawing, will normally be helpful and, for larger or more complex schemes, the Council may request the presentation of a model before determining the application.

3. Development in Conservation Areas: Conservation Area Consent and/or Planning Permission may be required for certain works e.g. the demolition of buildings and walls and certain alterations to doors and windows. Advice should be sought from the District Council’s Heritage Service.

4. Burgage plots: Burgage tenure was a specific type of tenure in medieval urban areas and gave rise to the characteristic long and narrow properties in many medieval towns.

Minimising the Impact of Lorries

2.4.33 The Cotswold Community Plan 2001/2005 highlights considerable local concern about heavy lorries, traffic speed and road safety in the District. The impact of heavy lorries on communities has implications for highway safety, environmental pollution and local amenity. Many towns and villages in the District need to be protected from the environmental effects of heavy lorries. The Gloucestershire Local Transport Plan identifies problems with distribution routes in the Vale of Evesham, which pass through towns and villages, and cause problems of environmental intrusion.

2.4.34 Development that relies on road transport is not sustainable as road traffic damages towns and villages, harms the countryside and contributes to climate change. Reliance on road transport can be tackled by reducing the need to travel, encouraging the use of more sustainable modes of freight transport and reducing the length and number of journeys by locating development in more accessible locations.
2.4.35 Planning Policy Guidance Note 13 'Transport' (PPG13) and Regional Planning Guidance for the South West (RPG 10) provide advice on the transport of freight. More sustainable patterns of distribution should be encouraged, particularly by rail and water. The Council supports the re-opening of the Stratford - Cheltenham railway line, the dualling of the Worcester - Oxford railway line, and the dualling of the Swindon - Kemble line, but other opportunities for new, more sustainable freight distribution infrastructure in the District are limited.

2.4.36 Upgrading of the Eastern Spine Road was included as a ‘major scheme’ in the first Local Transport Plan, to accommodate HGVs removing gravel from the Water Park. The bid was, however, rejected and follow-up lobbying unsuccessful. Similarly in Tetbury, problems with HGV through traffic led to the promotion of a by-pass to the north and west of the Town. However, the scheme was deemed to be financially unfeasible.

Subsequently, the County Council has been working with Tetbury Town Council Traffic Group to introduce weight restriction orders and an 18T weight limit on Long Street is being supported by the Town Council and Trading Standards who will undertake any prosecutions (Lorry Watch).

2.4.37 The inadequacy of routes for lorries in the north of the District is being addressed through joint working with other authorities. Supplementary planning guidance (SPG) has been adopted to provide a consistent approach to Use Classes B1, B2 and B8 development proposals in the Vale of Evesham, where the volume and impact of lorries is a cause for particular concern. For the rest of the District, development that is likely to generate lorry traffic, which may have an unacceptably adverse impact on local communities, needs to be strictly controlled in order to protect the local environment and quality of life. Reference should also be made to the County Council 'Lorry Strategy for Gloucestershire' published in 1992 which established a hierarchy of lorry routes.

**POLICY 16: MINIMISING THE IMPACT OF LORRIES**

**Minimising the Impact**

1. Applications for development that would have significant transport implications must be accompanied by a Transport Assessment. Development that is likely to generate increased or new lorry movements that would cause an unacceptable adverse impact on the highway, residential amenity, safety or the local environment, will not be permitted unless the impact can be adequately mitigated.

2. Proposals for developments with significant freight requirements should be located along, or adjacent to, appropriate transport routes, particularly near alternative modes of transport, such as rail terminals.

**Sustainable Freight Transport**

3. Development proposals that would facilitate the movement of freight by rail, pipeline and/or water will be permitted in appropriate locations.

**Lorries in the Vale of Evesham**

4. Within the zone indicated on the Proposals Map, applications for development falling within Use Classes B1, B2 and B8 will be permitted only if it can be demonstrated that the use will not generate an increase in HGV movements through any of the towns or villages located within the zone. Other uses likely to generate HGV movements will be subject to the same considerations. Applications for a Class B8 use will be required to include a Lorry Control Plan indicating how the impact of distribution lorries on local settlements will be minimised. The intention of this policy is that such development within the zone should not generate any increase in HGV movements.

5. Permission may be granted within the zone where it can be clearly demonstrated that the benefit to the local communities resulting from the development is likely to outweigh the harm that would be caused by any increase in HGV traffic.
NOTES FOR GUIDANCE

1. Traffic Impact: When assessing the impact of the development, it must include the cumulative impact of traffic on local communities. The impact may include congestion and pollution (including noise, vibration and air quality). An assessment of the impact of traffic from the development should be included in a Transport Assessment where one is required. When an Environmental Impact Assessment is required, information on traffic generation must also be included (see Policy 4). In order to reduce the impact of freight distribution on existing communities and the environment, clause 1 restricts development that would generate lorry movements to certain locations. Locations may be those that have access to alternative transport modes or the primary trunk route network. Assessments must be carried out to the satisfaction of the relevant highways authorities and, if likely to impact on the trunk road network, the Highways Agency.

2. Mitigation Measures: Such measures may include: traffic management and calming measures which improve safety and enhance the environment; lorry control plans; vehicle routing strategies; freight quality partnerships; speed controls; and weight restrictions. Measures should be drawn up in consultation with the local community, be sympathetic to the character of the area and maintain accessibility and viability of local businesses.

3. Lorries in the Vale of Evesham: For more detailed guidance, refer to the Lorries in the Vale of Evesham Supplementary Planning Guidance.

Protection of Established Uses

2.4.38 It is not uncommon for owners/occupiers of new developments to seek removal of, or constraints on, an existing nearby use that, as well as pre-dating the new development, is also of social or economic value. For the latter reason, it is important that such established uses are afforded protection.

POLICY 17: PROTECTION OF ESTABLISHED USES

Development that is demonstrated to be sensitive to disturbance from noise, light, smell or any other nuisance will not be permitted where it might threaten the continuation of an established employment, or community use or agricultural holding where the potential loss would be harmful to the social and economic well-being of the community.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
3. MEETING THE DISTRICT’S HOUSING, ECONOMIC AND SOCIAL NEEDS

1. NATIONAL AND REGIONAL PLANNING GUIDANCE

3.1.1 National Planning Policy Guidance expects local authorities, in preparing their development strategies, to pay due regard to the principles of ‘sustainability’. The term sustainability, however, embraces many, sometimes conflicting facets, which the preferred strategy has taken into account.

3.1.2 Regional Planning Guidance for the South West (RPG10) provides the strategic framework for development plans within the Region. The Vision is: “Developing the region, in a sustainable way, as a national and European region of quality and diversity, where the quality of life for residents, the business community and visitors will be maintained and enhanced.” Within that Vision are the following four underlying Aims expressing, at the regional level, the four objectives for sustainable development set out by the Government.

1. Protection of the environment - the effective safeguarding and enhancement of the region’s environmental resources, both natural and built, including those which are crucial to maintaining its overall attractiveness as an area in which to live, work and play.

2. Prosperity for communities and the regional and national economy - improving the competitive position of the South West within the EU and internationally to increase sustainable prosperity for all its residents and businesses.

3. Progress in meeting society’s needs and aspirations - recognising people’s requirements for good and improving standards of housing and accessibility to facilities, reducing inequalities, and improving social inclusiveness throughout the region.

4. Prudence in the use and management of resources - reducing the consumption of irreplaceable natural resources and making best use of past investment including buildings and infrastructure.

3.1.3 The Regional strategic spatial policy for the District is restraint on additional housing, particularly in scattered locations. A limited number of settlements should be the focal points for development and service provision. However, the emphasis should be on accommodating development at a scale commensurate with local needs and employment opportunities in appropriate settlements, taking account of their function, and discouraging additional commuting. The expansion of residential development at small dormitory towns within easy commuting distance of Principal Urban Areas should be avoided. The amount of development in villages should be restricted but, where appropriate, special provision should be made to ensure that local people have access to housing.

2. GLOUCESTERSHIRE STRUCTURE PLAN

3.2.1 The Second Review of the Gloucestershire Structure Plan (1991-2011) provides the framework for this review of the Local Plan.

3.2.2 Policy S1 is the cornerstone of the development strategy for the County. While the Structure Plan identifies Cirencester as one of five ‘urban areas’ in Gloucestershire, the main focus of growth in the County lies outside the District, at Gloucester and Cheltenham. The strategic spatial strategy for Cotswold is restraint on additional residential development.
3.2.3 Principal Settlements will “form the focal points for a scale of development consistent with the character and function of the settlement, and the social and economic well-being of local communities” (Policy S2). The settlements will therefore be accessible to the surrounding community that they serve and defined to ensure that the social and economic needs of all rural areas can be met. The explanatory text clarifies that focussing development at Principal Settlements is a more sustainable approach towards development than dispersing it among the villages. Development at Principal Settlements will, however, “be at a much smaller scale than development in the main urban areas” (i.e. Cirencester).

3.2.4 Development in rural settlements is expected to be limited in scale (Policy S4).

3.2.5 Policy S5 requires local authorities, in providing for development, to have regard to the need for community facilities and services. In determining the type, scale and location of development, the adequacy of infrastructure and community services will be taken into account.

3.2.6 The overall 1991-2011 housing and employment land provision for the District is 6,150 dwellings and 65 hectares respectively (Policies H2 and E1).

3.2.7 Policies H4 and E2, dealing respectively with housing and employment, state: “In Cotswold District, development serving the needs of the District will mostly be provided within and adjacent to Cirencester, development in other settlements will only be provided where environmental and other constraints can be satisfactorily accommodated in accordance with Policies S.1 - S.7.”

3.2.8 With regard to Policy H4, the explanatory text clarifies that the reference to “needs of the District” refers to the need to implement the Structure Plan restraint strategy and not purely to cater for demand where it arises.

3.2.9 Policy H6 states that residential development in villages should be well integrated with the existing built-up area and confined to locations that:

1. are accessible to a range of employment opportunities;
2. have (potential) access to community facilities and services; and
3. are well served by public transport.

3.2.10 Policy TC1 sets out the hierarchy of centres for Gloucestershire. Cirencester is a second tier town centre (after Gloucester and Cheltenham) while Principal Settlements are fourth tier centres (District Centres in Gloucester and Cheltenham comprise the third tier). Provision should be made in such centres for uses that generate many trips at a scale that is consistent with the function and character of the centre.

3. THE DISTRICT’S DEVELOPMENT STRATEGY

3.3.1 At March 2004, 991 dwellings remained to be allocated in order to meet the Structure Plan housing requirement to 2011 (see Table 1). This took into account an allowance of 308 dwellings that were expected to come forward as ‘windfalls’.

3.3.2 With regard to the employment requirement, about 76 hectares had either been built, allocated or granted planning permission between 1991 and June 2004. This actually exceeded the 65 hectares ‘requirement’ to 2011. However, that requirement is not so much a ceiling as a broad indication of future employment land provision. Some employment allocations in the adopted Local Plan have been reviewed and proposed for alternative uses. It is considered necessary to allocate some additional employment land in order to meet the District’s future requirements, particularly in Cirencester.

3.3.3 The spatial strategies set out in RPG10 and the Structure Plan, together with the small residual housing and employment requirements, dictate that development should be focussed on the District’s larger, more ‘sustainable’ settlements, especially Cirencester. In order to establish an order of priority for those settlements, a ‘sustainability matrix’ was prepared, which took account of:
1. community facilities, including education, retail and infrastructure;
2. employment opportunities; and
3. accessibility by public transport to centres of employment, retailing and other services.

3.3.4 In terms of its scale and function as a service centre, Cirencester is ‘head and shoulders’ above all other settlements in the District – as indicated in Structure Plan Policy S1.

3.3.5 The ‘second tier’ centres in the District are ‘market towns’ or, in Structure Plan parlance, Principal Settlements. Structure Plan Policy S2 requires District Councils to identify Principal Settlements through Local Plans. Regional Planning Guidance suggests that such settlements could encompass a range of settlement sizes depending on the characteristics and needs of the area. "...In some areas they will be fair-sized towns, in others large villages. The important factors should be their ability to accommodate local needs and make services available to the wider rural area...”.

3.3.6 In the absence of a specific definition of Principal Settlements in the Structure Plan, Gloucestershire County Council provided the following clarification:

1. Principal Settlements are within the settlement hierarchy for the purposes of being focal points for a scale of development.
2. This does not mean that the Local Plan has to allocate any further housing or employment development to all of those Principal Settlements, provided that the focus of the Local Plan strategy remains on urban areas and Principal Settlements.
3. Principal Settlements serve other important functions such as being the focus for service provision, and would be the preferable locations (after urban areas) for allowing brownfield windfalls, for example.
4. In deciding on the allocation of further housing development to a Principal Settlement, it is important that regard is had to the social and economic needs of all rural areas (Policy S2), in particular for affordable housing.

3.3.7 Beyond Cirencester, only a small number of settlements have a sufficient range of facilities and services to accommodate local needs and make services available to the wider rural area. In certain cases, the facilities of neighbouring Principal Settlements complement one another; for example, Chipping Campden has a secondary school and sports centre, while Moreton-in-Marsh has a hospital and a railway station. The relatively even geographic distribution of Principal Settlements throughout the District reinforces their role as service centres. Any decline in that role would be likely to result in a greater number of, and longer, journeys by local people seeking lost services and facilities further afield.

3.3.8 The Structure Plan requires that “most” development is allocated in and adjacent to Cirencester, i.e. at least half of the District-wide requirement. After Cirencester, the three Principal Settlements which scored most highly in the matrix, in terms of their sustainability, were Bourton-on-the-Water, Moreton-in-Marsh and Tetbury.

3.3.9 In the context of the District Development Strategy, the term ‘open market housing’ includes conversions of buildings currently in other use, replacements and sub-divisions of existing dwellings.
THE DISTRICT DEVELOPMENT STRATEGY

1. Cirencester is defined, for policy purposes, as an Urban Area.

2. The following settlements are defined as Principal Settlements:
   - Bourton-on-the-Water
   - Chipping Campden
   - Fairford
   - Lechlade
   - Moreton-in-Marsh
   - Northleach
   - South Cerney
   - Stow-on-the-Wold
   - Tetbury

3. The overall strategy is to apply restraint on additional development, with about 63% of the District’s planned growth between the end of March 2004 and mid-2011 focussed on Cirencester. The remainder of the District’s growth will be allocated at Principal Settlements commensurate with local economic and social needs.

4. Sites will be allocated to accommodate 1046 dwellings as follows:
   - Allocations on previously developed sites
     - Cirencester: 175
     - Principal Settlements (*): 261
     - District Total: 436
   - Allocations on ‘greenfield’ sites
     - Cirencester: 489
     - Principal Settlements (*): 121
     - District Total: 610
   - Anticipated windfalls end March 2004 to mid-2011
     - Cirencester: 84
     - Principal Settlements (*): 166
     - Rest of District: 58
     - District Total: 308

   (*) A more detailed breakdown of figures for the Principal Settlements is included at Appendix 7.

   (N.B) Any affordable housing built on ‘exceptions sites’ will be additional to the above figures.

5. About 12.9 hectares of additional employment land will be allocated as follows:
   - Cirencester: 12.1 Hectares
   - Tetbury: 1.5 Hectares

6. The District target for additional housing provided on previously developed land and through conversions of existing buildings is at least 60%. Priority will be afforded to the allocation of previously developed land within Cirencester and the Principal Settlements (see Policy 20).

7. Development at Cirencester will comprise allocations of housing and employment growth that:
   - recognise the town’s dominance and continued function as the District’s main centre for facilities and services;
   - gives priority to employment growth; and
   - avoids encouraging commuting to Principal Urban Areas.
8. At Principal Settlements, development, including where appropriate, allocations of housing and/or employment will:
   - take account of the settlement’s role as a local service centre for the surrounding rural area;
   - give priority to the development of previously developed land allocated within the settlement; and
   - avoids encouraging commuting.

9. Wherever it is practicable, and compatible with the character of the site and its surroundings, housing development at Cirencester and the Principal Settlements should achieve a minimum net density of 30 dwellings per hectare.

10. New-build open market housing will only be permitted within Development Boundaries defined around Cirencester and the Principal Settlements (see Policy 18).

11. Development in rural settlements and the countryside will be restricted to development that is appropriate to a rural area (see Policy 19).

12. Affordable housing will be sought in any settlement, including rural settlements, in the context of local needs identified in the latest local needs assessment and in accordance with 21.

Development within the Development Boundaries of Cirencester and the Principal Settlements

3.3.10 Most settlements in the District include areas with significant numbers of historic buildings, which are highly sensitive from a conservation point of view. Experience has shown that inappropriate development can cause irreparable, if localised, damage to the Cotswold heritage. In some instances, this has been the result of developing large blocks of housing. In other cases, infill development of visually important spaces within settlements has harmed their traditional character.

3.3.11 The cumulative effect of modern development, poor design, or use of inappropriate materials can seriously erode the historic integrity of settlements. It is imperative that development fully respects both the built and natural environment and that it satisfactorily meets the criteria set out in other relevant policies in the Plan.

3.3.12 Development Boundaries are defined around the District’s ten most sustainable settlements: Cirencester and the Principal Settlements. The Development Boundaries are intended to:
   - control windfall development by allowing for appropriate, incremental growth;
   - contain development within the District’s most sustainable settlements;
   - prevent development from needlessly encroaching into the surrounding countryside;
   - protect rural settlements from unnecessary development; and
   - help maintain a sustainable strategy within the context of development restraint.

3.3.13 In principle, Policy 18 allows for development of an appropriate scale to the respective settlements within Development Boundaries, whilst applying stringent criteria to protect amenity and other important interests.

3.3.14 Open spaces, gaps, ‘green wedges’ and ‘green corridors’ all make important contributions to the built environment. For example, 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 such open spaces and it is important that they are protected from inappropriate development.

3.3.15 The retention of open spaces can perform a number of important functions. For example, they can:
• prevent development that would adversely affect settlements’ character and form;
• keep built-up areas apart, thus maintaining areas with distinct character;
• provide settings to important parts of settlements, such as conservation areas or concentrations of listed buildings;
• have a particular functional value, for example by providing buffers between settlements and noise sources or other ‘detractors’;
• provide views towards features in settlements or the surrounding landscape.

3.3.16 All open spaces previously defined in the August 1999 Local Plan were reassessed against accredited criteria by landscape consultants during 2001. The consultants’ recommendations have been taken into account in defining the most important open spaces within the Development Boundaries of Cirencester and the Principal Settlements

POLICY 18: DEVELOPMENT WITHIN THE DEVELOPMENT BOUNDARIES OF CIRENCESTER AND THE PRINCIPAL SETTLEMENTS

Within the Development Boundaries indicated on the Proposals Map insets, applications for development will be permitted provided that the following criteria are met:

(a) in the case of residential development, the number of dwellings proposed is commensurate with the level of community facilities, infrastructure, public transport, services and employment available within the settlement;

(b) wherever practicable and where it is compatible with the surrounding area, residential development should achieve a density of 30 or more dwellings per hectare;

(c) the siting, appearance and scale of the development respects the surrounding countryside, topography, and the traditional form, character, appearance and setting of the settlement, and would cause no significant adverse environmental or visual harm to the site or its surroundings; and

(d) the development would not materially harm any of the key characteristics of an open space indicated on the proposals map insets, or otherwise harm the open character of a settlement by limiting or closing important views, or infilling gaps, spaces or other breaks in development, which, individually or collectively, make a positive contribution to the settlement’s overall appearance or setting.

NOTES FOR GUIDANCE:

1. Development Boundaries: Boundaries have been defined in the following settlements:
   • Cirencester (Proposals Map Inset 1)
   • Bourton-on-the-Water (Proposals Map Inset 2)
   • Chipping Campden (Proposals Map Inset 5)
   • Fairford (Proposals Map Inset 6)
   • Lechlade (Proposals Map Inset 7)
   • Moreton-in-Marsh (Proposals Map Inset 3)
   • Northleach (Proposals Map Inset 8)
   • South Cerney (Proposals Map Inset 9)
   • Stow-on-the-Wold (Proposals Map Inset 10)
   • Tetbury (Proposals Map Inset 4)

2. Commensurate with the level of community facilities, etc: Essentially, the fewer facilities that exist in a settlement, the less residential development is likely to be acceptable.

3. Traditional form, character, appearance and setting: A settlement’s historic, incremental pattern of development must not be compromised by incongruous, out-of-scale development, particularly large blocks of buildings. The term ‘character’ covers a range of qualities, which go beyond simply the visual appearance of a place, including tranquility.
4. **Visual Harm:** In considering impact, the Council will consider views into and out of the site, the change in the nature and appearance of the site itself, its relationship to nearby buildings and its scale, massing, design, materials and landscaping.

5. **Open spaces:** Key characteristics of open spaces include:
   - the positive visual contribution of open spaces to the character or appearance of a settlement, conservation area or its immediate surroundings;
   - its role in providing a setting or backdrop for the settlement and/or surrounding buildings and structures;
   - its contribution to the historic pattern of a settlement’s development, including historically interesting features;
   - its function as an important view corridor, physical break in development, or buffer between different land uses or areas of development.

**Development Outside Development Boundaries**

3.3.17 Most of the District’s settlements have an essentially rural character and blend into the surrounding landscape. The majority of them also lack services, facilities, public transport and access to jobs close at hand. Consequently, they are not considered to be sustainable locations for development; therefore, Development Boundaries have not been defined around them. Instead, such settlements are treated similarly to the open countryside in terms of planning policy. This also applies to peripheral areas around Cirencester and the Principal Settlements that lie outside the Development Boundaries.

3.3.18 National planning policy guidance makes it clear that there should be strict control of development in the countryside. It is vital to protect the countryside for its beauty, diversity and natural resources, and for its ecological, agricultural and recreational value.

3.3.19 In particular, given the small residual housing requirement and the restraint set down in Regional Planning Guidance and the Structure Plan, there is no justification for allowing new-build open market dwellings in the countryside or in those villages which do not have Development Boundaries. The only acceptable open market housing in such locations would be that resulting from the replacement or sub-division of existing dwellings, or housing resulting from conversions of rural buildings. Other acceptable new build housing would be: dwellings specifically tied to agricultural, forestry, equestrian or other occupational uses; housing that would help to meet the social and economic needs of those living in rural areas; and affordable housing built specifically to meet locally identified needs.

3.3.20 The countryside is also an area in which many people live and work, and which people visit for recreation or holidays. Certain types of development may, therefore, be appropriate in the countryside to support these activities.

3.3.21 The following policy sets out the types of development that may be permissible, in principle, in areas that lie beyond the Cheltenham and Gloucester Green Belt or Development Boundaries defined around Cirencester and the nine Principal Settlements.

3.3.22 As with Principal Settlements, open spaces can make an important contribution to the character of a settlement. The factors set out in paragraph 3.3.15 apply equally to other settlements in the District.

**POLICY 19: DEVELOPMENT OUTSIDE DEVELOPMENT BOUNDARIES**

Outside Development Boundaries, and subject to Policy GB.1 and policies for site-specific allocations indicated on the Proposals Map and insets, development appropriate to a rural area will be permitted, provided that the proposal relates well to existing development; meets the criteria set out in other relevant policies in the Plan; and would not:

(a) result in new-build open market housing other than that which would help to meet the social and economic needs of those living in rural areas;

(b) cause significant harm to existing patterns of development, including the
key characteristics of open spaces in a settlement;
(c) lead to a material increase in car-borne commuting;
(d) adversely affect the vitality and viability of settlements; and
(e) result in development that significantly compromises the principles of sustainable development.

NOTES FOR GUIDANCE:

1. Development appropriate to a rural area: This will include many types of development covered by other policies in the Plan. Other types of development not specifically covered that would, in principle, be acceptable include the following:
   - alterations and extensions to existing buildings;
   - domestic outbuildings within the curtilages of existing dwellings;
   - changes to non-residential use of existing institutions and large country houses;
   - development for educational training use, or uses ancillary to educational training, at existing educational training establishments;
   - buildings required for agriculture and forestry;
   - development necessary for appropriate sport, recreation, leisure or nature conservation; and
   - small-scale community facilities and infrastructure essential to the well-being of the community located adjacent to settlements.

2. Social and economic needs of those living in rural areas: This provision offers a degree of flexibility while meeting needs, rather than demands, in rural areas as exceptions to the generally restrictive policies (see PPS7, Annex, paragraph 15). The numbers involved are likely to be very small.


4. Open Spaces: Key characteristics are set out under Note 5 to Policy 18.

Renewal of Planning Permissions

3.3.23 At any time, there is likely to be land with outstanding planning permission which has not been implemented.

3.3.24 An existing outstanding planning permission will not necessarily be acceptable in future just because permission was given in the past. Much will depend on the circumstances of each case, and the degree to which it might be in conflict with the policies of this Plan.

3.3.25 If an application is received to renew a planning permission, whether before or after it has expired, it will be considered in relation to the policies of this reviewed Local Plan together with any other changed circumstances, including Regional policies and national planning guidance. It should not, therefore, be assumed that a previously permitted application will be automatically renewed.

3.3.26 Where it is appropriate to renew an existing planning permission, the standards for new development set out in this Plan may mean that the original scheme will need to be amended before it is acceptable.

3.3.27 Some unimplemented development allocations, previously included in the adopted Local Plan, have been excluded from this review. In such cases, proposals to develop those sites would no longer be in accordance with the Local Plan.

4. HOUSING

3.4.1 A choice of alternative sites for house building is needed in order to meet the housing needs within the community and to promote more sustainable patterns of development. Provision must also be made in order to comply with national, regional or County planning policy, and to help avoid any undue pressure on the most sensitive areas.
of the District. This is not easy to achieve in an area so rich in natural beauty and nationally important heritage.

3.4.2 Sufficient land must be realistically available in sustainable locations both to meet the requirements of the Structure Plan and to provide an adequate supply of housing land.

3.4.3 Table 1 below summarises the overall housing requirement and land availability position at the end of March 2004, together with the allocations made in the Plan.

**TABLE 1: HOUSING LAND AVAILABILITY AT MARCH 2004**

<table>
<thead>
<tr>
<th>Description</th>
<th>Figures</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRUCTURE PLAN DWELLINGS REQUIREMENT 1991-2011</td>
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<tr>
<td>Built by end March 2004</td>
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<tr>
<td>Extant Planning Permissions</td>
<td>-954</td>
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<td>Remaining Local Plan Allocations</td>
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<td>Anticipated ‘Windfalls’ to 2011</td>
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<td>Allowance for non-implementation of extant permissions</td>
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<td>RESIDUAL HOUSING REQUIREMENT TO 2011</td>
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<td>Brownfield Housing Allocations</td>
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<tr>
<td>Brownfield Mixed Use Allocations</td>
<td>295</td>
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<tr>
<td>‘Greenfield’ Allocations / Urban Extensions</td>
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</tr>
<tr>
<td>POTENTIAL OVERSUPPLY</td>
<td>55</td>
</tr>
</tbody>
</table>

[Note: These figures relate to net additional dwellings; i.e. new dwellings completed, +/- gains/losses resulting from conversions, +/- gains/losses resulting from change of use, less demolitions].

3.4.4 Further District-wide data are set out in Appendix 7. Site-specific details are set out in tables for each settlement where allocations are made.

3.4.5 Policy 18 allows for small-scale residential development in Cirencester and the Principal Settlements on sites that have not been allocated for a particular use. Such sites are described as ‘windfalls’ and are defined in PPG3 ‘Housing’ as “…those which have not been specifically identified as available in the local plan process. They comprise previously developed sites that have unexpectedly become available”. Other policies also allow for potential ‘windfalls’, such as conversions (Policies 14 and 29), affordable housing exceptions (Policy 21) and agricultural, forestry or other occupational dwellings (Policy 29). These unidentified windfalls comprise a regular flow of acceptable, small-scale residential developments that cannot be identified in advance. Indeed, it is not necessary to predict such sites provided sensible provision has been made for them in the Plan’s strategy and policies.

### Housing Provision

3.4.6 The Structure Plan housing requirement is not a precise target. The qualifying word ‘about’, in Structure Plan Policy H2, is deliberate and implies a degree of flexibility. PPG3 ‘Housing’ (March 2000), however, states that (in identifying sites to be allocated for housing) local planning authorities “…should seek only to identify sufficient land to meet the housing requirement set as a result of the RPG and strategic planning process.”

3.4.7 The overall housing provision in this Plan has been made in the context of the strategic requirement in order to ensure general conformity with the Gloucestershire Structure Plan Second Review.

3.4.8 Policy 20 allocates potential housing sites within certain settlements for residential development. More complex or larger sites, for example those being proposed for mixed uses, are the subject of site-specific policies under the respective settlements in Sections 7, 8 and 9 of the Plan.
Affordable Housing

3.4.9 A home of one's own is an important goal for many people, whether for purchase or for rent. If that home can be provided in the community in which one has close family, social or employment ties, then the community as a whole will be stronger.

3.4.10 The limited supply of, and high demand for, housing in the Cotswolds, has led to high prices and rents. It is now extremely difficult for local people on low incomes, and in some areas middle incomes, to afford a home of their own. Unless affordable housing can be provided, there is a danger that those on lower and middle incomes, particularly the young, will leave the District. As a result, our communities will be damaged and the District's age and social structure will become more biased towards the elderly and the wealthy. There will also be problems for local employers as the price of housing discourages people from taking jobs in the area. There is evidence that it is difficult to recruit key workers in the public sector and that the private sector suffers from skills shortages locally. This problem is a cause of great concern to many local people and businesses.

3.4.11 The provision of affordable housing is an important aim of the Cotswold Community Plan as well as being the highest priority of its stated Challenges.

3.4.12 PPG3 states that affordable housing is a material planning consideration which should be taken into account in formulating development plan policies where a need exists. The Rural White Paper makes it clear that the provision of affordable housing is a very important consideration and proposes measures to help meet these needs.

Affordable Housing ‘on-plan’ Sites

3.4.13 PPG 3 states that local authorities should seek affordable housing in suitable residential developments and DETR Circular 6/98 defines thresholds where it is appropriate to do that. The threshold is 25 or more dwellings, or 1 hectare, for those settlements with a population of 3,000 or more (Cirencester, Tetbury, Moreton-in-Marsh and Bourton-on-the-Water at mid 2001).

3.4.14 The Rural White Paper, however, removes the need for thresholds in settlements of 3,000 and below and encourages local authorities to seek up to 50% affordable housing, subject to evidence of need and financial viability, on sites in such villages.
3.4.15 The Regional Planning Guidance for the South West (RPG10), covering the period to 2016, recommends that affordable housing provision should be monitored against a provisional indicator of 6,000-10,000 units per year across the region. This compares with a total housing requirement of 20,350 per year.

3.4.16 Although PPG3 states that such indicators are not targets or quotas for local planning authorities to achieve, it is a clear indication that a high proportion of housing in the region as a whole should be affordable. The RPG also suggests setting out the circumstances for reduced site thresholds for which to seek affordable housing in settlements over 3,000 population where sites are in sustainable locations.

3.4.17 The Cotswold District Housing Needs Assessment 2004 provides an assessment of housing and housing support requirements. It cuts across all tenures and client groups, and assesses the likely shortfall in meeting these requirements in the short and medium term. The Assessment, together with data from the Land Registry and the County Council, found the following:

1. Mean earnings in Gloucestershire were lower than for England and Wales as a whole, though Cotswold had the highest mean net weekly income in the County, and the lowest proportion of income derived wholly from state benefits.
2. A net monthly income of £3,218.94 would be needed to afford an average house (price £174,888) with a 95% mortgage, based on a housing cost spend of no more than 30% income.
3. In 2004 there was virtually no open market housing priced below £90,000 in Cotswold District. Starter type one bedroom flats were priced between £100,000 and £125,000. Two bedroom flats started at around £125,000, while two bedroom terraced houses were occasionally on offer between £130,000 and £140,000. The cheapest three bedroom houses started at around £140,000 (source: Cain & Fuller).
4. The need identified by the 2004 Assessment was almost 1200 units of affordable housing (allowing for a projected affordable housing supply of 350 units). This figure is a snapshot taking account of the aggregated backlog of need and newly arising need less the projected supply of affordable units.

3.4.18 Research published by the Joseph Rowntree Foundation in May 2003 has identified Cotswold District as having similar affordability problems to London and the south east. The analyses reveal that:

- In Cotswold District, the house price to income ratio for younger workers exceeds the average for London (4.79 to 1).
- The income of a nurse, qualified for three or four years and working in Cotswold District, would be only half the estimated sum needed to buy a typical small home in the area.

3.4.19 Even if the Council was to achieve 50% affordable housing on all of the allocated sites over the plan period, it would still not meet the need identified to 2005. Therefore, in its larger settlements (Cirencester, Tetbury, Bourton-on-the-Water and Moreton-in-Marsh), the Council will apply a threshold of 0.3 ha or 10 dwellings for seeking affordable housing, whether a site is allocated or comes forward as a windfall.

3.4.20 As the Development Strategy concentrates development in the larger settlements in the District, there will be few allocated sites and hence opportunities for affordable housing in those settlements below 3000 population. Windfall developments outside development boundaries will be restricted to changes of use and sub-divisions, further limiting housing opportunities in many settlements. The Council will therefore apply a zero threshold limit in all locations beyond Cirencester, Bourton-on-the-Water, Moreton-in-Marsh and Tetbury so that affordable housing will be sought on any site, subject to evidence of need and financial viability.

3.4.21 As the Council will seek affordable housing on the majority of sites for residential development, there may be a few situations where exceptional planning reasons dictate that on-site provision is not appropriate. Such reasons could include restricted access arrangements or format limitations in order to remain in character with an area. In such...
circumstances, a financial contribution towards affordable housing will be required, based on the formula set out in the Council’s Supplementary Planning Guidance on affordable housing.

3.4.22 Policy 18 establishes the principles for open market residential development within the Development Boundaries at Cirencester and the nine Principal Settlements. Development that satisfactorily meets the criteria set out in Policy 18 will contribute towards ‘on-plan’ affordable housing.

**Affordable Housing on ‘exception’ sites**

3.4.23 PPG3 makes it clear that affordable housing provision can be augmented by an ‘exception’ policy in rural areas. This enables the Council to grant planning permission on land within or adjoining rural settlements below 3,000 population, where residential development would not normally be permitted. This will help to provide affordable housing to meet local needs in perpetuity. Policy 21 provides guidance on such development.

3.4.24 Although PPG3 envisages such exceptions in village locations, there are a number of defined Principal Settlements within the District, which, because of their relatively small size and lack of opportunities for housing allocations, will also be suitable for ‘exception’ sites in accordance with the guidelines given in Circular 6/98. A proven need for affordable housing that could not be located elsewhere in a settlement is the only circumstance that could justify allowing development as an exception to Policy 19 and, potentially, overriding environmental considerations. In such circumstances, the Council will minute the reasons why such an exception has been made.

3.4.25 The Housing Needs Assessment showed that the need for affordable housing is extensive, both in volume and distribution. The District Council maintains a housing list for people seeking affordable housing, which is managed on the Council’s behalf by Fosseway Housing Association. It is known as the Joint Housing Register as it gives access to all Housing Associations and some other landlords that operate in the District. The Register supplements the district-wide and settlement-based need surveys, as well as the monitoring of local open market housing prices and rents. The strategy of restraint and emphasis on conservation throughout this Plan have resulted, quite rightly, in the identification of only limited development opportunities. The justification to meet local needs for affordable housing on ‘exceptional’ or ‘off plan’ sites is, therefore, considerable.

**POLICY 21: AFFORDABLE HOUSING**

1. In order to meet demonstrated needs, a proportion of affordable housing will be sought as part of the development of any significant site in Cirencester, Tetbury, Moreton-in-Marsh, Bourton-on-the-Water and any site elsewhere, whether or not the site is specifically allocated in this Plan. For the purposes of this policy, affordable housing is dwellings for sale or rent at a price level below the going market rate, and which is related to the ability to pay of those identified in a housing survey as being in need.

2. Exceptionally, planning permission may be given for affordable housing to meet local needs in any town or village except Cirencester, Tetbury, Moreton-in-Marsh and Bourton-on-the-Water, having regard to the following criteria:

   a) a local needs assessment has been carried out, which shows clearly that there is a local need for the type and number of proposed dwellings at the estimated out-turn prices or rents;
   
   b) the affordable housing could not reasonably be provided as part of a site specifically allocated for residential development, or on a site meeting the criteria set out in Policy 18;
   
   c) the proposal is small in scale and the site is within, or adjoining, the existing built-up area of the settlement;
   
   d) the proposal is subject to conditions, or a legal obligation has been entered into, to ensure that initial and all subsequent occupancy is...
restricted to members of the local community in need of affordable housing;

e) cross-subsidy between open market and affordable housing does not form part of the scheme, unless the open market element meets the requirements of Policy 18; and

f) the availability of supporting local services, such as shop, post office and bus service.

3. Wherever affordable housing is provided, it shall be integrated, in terms of its design and layout, in a ‘tenure blind’ form.

NOTES FOR GUIDANCE:

1. Proportion of affordable housing: Where a need is demonstrated, and subject to viability, the Council will seek a maximum contribution of affordable housing, commensurate with identified need:
   • as set out in Appendix 7 and the tables identifying allocated sites; and
   • up to 50% elsewhere.

2. Affordable housing: It will be necessary to demonstrate that the housing will be genuinely affordable for the target group that the scheme is intended to help and that it will remain available to those in local need, both initially and in perpetuity. Schemes may be based on a variety of tenures, usually rented or shared ownership. A scheme which offers a simple, one-off percentage discount on market values will not normally be acceptable, unless it could be ensured that the benefits of affordable housing are passed to subsequent purchasers through, for example, a resale covenant scheme or that the housing is for key workers as identified by the District Council.

3. Key Workers: The Council will consider key workers as those who are essential to delivering local services.

4. Significant Sites: In Cirencester, Tetbury, Moreton-in-Marsh and Bourton-on-the-Water, significant sites are defined as being 0.3 hectares and above or 10 dwellings and above

5. Local need: A community’s need to provide for those local people who are in need of an affordable home, including locally resident people and those with a local connection. Local means the parish within which the site is located, together with immediately adjacent parishes. A person with a local connection is someone for whom it is desirable to live in a particular parish because of family ties or support, because he or she was born and spent their formative years there, or to be near his or her workplace, but who is not resident in that parish.

6. Local Needs Assessment. Normally, a survey will be required which should be initiated by the local Council, or by the applicant in conjunction with the local Council. The District Council will provide advice on such surveys and has a standard survey form, which can be adapted to meet the particular requirements of any settlement or scheme. For more information on this, contact the District Council’s Housing Strategy officers. The assessment should refer to other sources of information, such as the Census, The District Housing Needs Assessment 2004 and the Council’s Joint Housing Register. In addition to the assessment showing the need for the proposed dwellings, the Council will also normally expect to receive local representations in support of the scheme, particularly from the Town or Parish Council or the Parish Meeting.

7. Small in scale: Scale is relative to each settlement. The number of dwellings proposed must be able to be accommodated satisfactorily on the site without compromising the form and character of the settlement. A local housing needs survey or assessment should clearly indicate a need. The number of dwellings allowed should not exceed the proven local need and may, because of constraints, result in fewer.

8. Environmental and other planning considerations: By their nature, ‘off-plan’ sites are not normally considered suitable for residential development. Affordable housing sites in such locations may only be allowed as special exceptions, although environmental and other planning considerations will still apply. Sites in sensitive environmental areas, such as the AONB and Conservation Areas, will require appropriate architectural standards. Planning permission will not be given for affordable housing within those Policy Areas allocated for non-housing uses, such as employment.
9. **Sufficient information:** A full application may be necessary to enable the Council to assess the environmental implications and suitability for those in local need. A financial appraisal may also be necessary for the Council to assess the scheme’s affordability to those in need.

10. **Benefits enjoyed by initial and subsequent occupiers:** Normally, this has been achieved by involving a Registered Social Landlord, with applicants advised to contact such an organisation.

11. **Supplementary Planning Document:** Details of the Council’s requirements for affordable housing are set out in the Affordable Housing SPD.

### Replacement Dwellings in Rural Areas

#### 3.4.26 From time to time, a planning application is made to replace a dwelling in the countryside. This is generally where the existing dwelling is substandard and not suitable for improvement, either because it would be uneconomic, or because the existing building is unsightly.

#### 3.4.27 If smaller dwellings are replaced with properties that are much larger, then, over time, the District’s stock of smaller properties in the countryside will diminish. PPG3: Housing refers to the importance of choice in housing provision, and it helps to maintain a socially mixed community if properties of varying sizes remain available.

#### 3.4.28 Whilst there may be instances where a modest difference in size can be acceptable, it may be appropriate to attach conditions removing permitted development rights to extend the property further. Moreover, where the dwelling concerned is a mobile or temporary home there would be a presumption against replacement with a permanent structure. Similarly, replacement would be unacceptable if the proposal would be likely to have an adverse impact on the landscape.

#### 3.4.29 Proposals are sometimes made to replace a building or structure that may once have been a dwelling, but has subsequently been abandoned. Such proposals need to be considered in the light of the general presumption against new dwellings in the countryside. Over the centuries, many properties have been abandoned and fallen into disrepair until virtually all trace of them has gone. The Council sees nothing wrong in this, unless the property concerned is a listed building, or crucial to the appearance of a conservation area. The Council will not permit such ruins, or derelict buildings, to be used as a pretext for a new dwelling in the countryside.

#### 3.4.30 Residential caravans and mobile homes are essentially temporary forms of accommodation, needing regular replacement, and are capable of being moved. Park home sites have a role to play in widening the choice of homes available and are thus regarded as an integral part of the District’s housing stock.

#### 3.4.31 Where a clear justification exists, the Council will continue to give temporary planning permissions for individual residential caravans that provide temporary accommodation while an agricultural or equestrian enterprise is becoming established, so long as the proposal complies with Policy 29 ‘Agricultural, Forestry or other Occupational Dwellings’ or 31 ‘Equestrian Related Development’.

### POLICY 22: REPLACEMENT DWELLINGS IN RURAL AREAS

1. The replacement of existing dwellings in locations where Policy 18 does not apply will only be permitted on a one-for-one basis, and when all of the following criteria are met:
   - (a) the original dwelling has not been abandoned;
   - (b) the building to be replaced is not a listed building (see Policy 13);
   - (c) the replacement dwelling is of a similar size and scale to the existing building;
   - (d) the original dwelling does not fulfil a social housing need;
   - (e) the existing dwelling is not a caravan, mobile home or other form of...
(f) temporary dwelling; and
the proposed replacement would not result in an adverse impact on the
landscape.

2. Where the replacement dwelling is to be built alongside the dwelling that it
is to replace, the Council will impose a condition on the planning permission,
or seek a planning obligation, requiring that the original building be
demolished and the site cleared within a specific period.

3. Where appropriate, conditions shall be imposed to remove permitted
development rights on future extensions or alterations to the replacement
dwelling.

4. Where a new ‘skin’ is proposed around an existing dwelling and the work
requires planning permission, the Council will treat the application as if it
were for a replacement dwelling.

NOTE FOR GUIDANCE:

Abandonment: A building that has previously been used as a dwelling will not be regarded as an
existing dwelling where such use has been abandoned. The recognised tests of abandonment are
the physical condition of the building, any intervening use other than residential, the length of
time the building has not been lived in, and the intentions of the owner over the years.

Gypsy Travellers

3.4.32 DoE Circular 1/94 ‘Gypsy Sites and Planning’ states that the planning system
should recognise the need for accommodation consistent with the nomadic lifestyles of
Gypsy Travellers. The District has one permanent site at Culkerton.

3.4.33 The District Council has undertaken surveys to establish whether or not there is a
need for a further site for Gypsy Travellers in the District. To date, no such need has been
identified, though the situation is being kept under review. If a proven need for a further
site emerges, then its location will be considered against Policy 23.

3.4.34 There is no obligation on District Councils to consider the provision of sites for
other travellers who are not legally considered to fall within the definition of Gypsy
Travellers.

POLICY 23: SITES FOR GYPSY TRAVELLERS

Sites for Gypsy Travellers will be permitted where there is a proven need, and
only when all of the following criteria are met:

(a) there is adequate access for slow moving vehicles towing caravans, and no
    harmful impact on the local highway network;
(b) the site is within a reasonable distance of community services and facilities;
(c) the site has the potential to provide facilities appropriate for the nature of
    the use proposed; and
(d) the use of the site would not cause significant harm to neighbouring
    businesses, agricultural activities or settlements.

NOTES FOR GUIDANCE:

1. Proven Need: Where the ODPM, County and District Councils have established that the
   consecutive counts over a sufficiently long period show, without doubt, that there is a need.

2. Gypsy Travellers: For the purposes of this policy, Gypsy Travellers means persons of
   nomadic habit of life, whatever their race or origin, but does not include members of an
   organised group of travelling showmen, or persons engaged in travelling circuses, travelling
   together as such. (Section 8 of the Caravan Sites and Control of Development Act 1960 refers.)

3. Reasonable distance: This will vary from one place to another. It will depend greatly on the
   highway network serving the settlement. Generally, a drive-time of 10 minutes is considered to
be within a reasonable distance. The existence of regular public transport services is a material consideration.

4. Appropriate Facilities: These will vary according to the nature and purpose of the site proposed, such as whether it is a stop-over, transit or permanent site.

5. THE ECONOMY

Employment Development

3.5.1 A healthy economy is essential to the well-being of the Cotswolds and its people. This Plan aims to help the local economy to meet the needs of businesses and create employment opportunities both through the provision of land for development and the protection of existing employment sites. Other measures, such as those dealing with the rural economy and tourism, also play a part.

3.5.2 The District-wide employment land requirement, for the period 1991 to 2011, set out in Structure Plan Policy E1, is about 65 hectares. At mid-2002, that figure had already been exceeded, indicating that there is no pressing need to allocate further employment land.

3.5.3 However, the Structure Plan does not set a precise target and it is considered important to have some additional employment land available should it prove necessary to delete any existing allocations. Moreover, a choice of employment sites is important in order to:

- allow flexibility within the market;
- provide for a continuing supply of job-creating business opportunities;
- help to diversify the rural economy as a whole; and
- ensure a reasonable geographic spread of business opportunities across the District.

A small amount of additional employment land has been allocated to help achieve these objectives.

3.5.4 Structure Plan Policy E2 expects any additional provision to be directed primarily to Cirencester. Consequently, four employment sites are allocated at Cirencester. Further sites are allocated at Tetbury, Moreton-in-Marsh and Lechlade. These are explained in more detail in the sections of the Plan dealing with those settlements.

3.5.5 Suitably located employment uses, particularly those in Use Classes B1 and B2, contribute towards the mix of uses within settlements and provide valuable opportunities for jobs close to where people live. The loss of such land to alternative uses can cause problems such as increased commuting, unemployment and a lack of choice of certain types of employment. In rural areas, these types of sites may be difficult or even impossible to replace.

3.5.6 In a highly constrained district like Cotswold, it is often difficult to find suitable sites for new employment land thus making existing sites valuable, especially those that are well located. However, where employment uses are causing significant problems to the local environment, there could be a case for considering an alternative use.

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

3.5.8 Proposals for employment development within Cirencester and the Principal Settlements can help to sustain the economy as well as provide more jobs that are easily accessible to local residents. These are encouraged where they do not harm environmental or residential amenity.
3.5.9 Not all employment uses fall neatly within the B1, B2 and B8 use classes. Many are ad hoc (sui generis) uses that could fit reasonably well within employment areas, especially those related to wholesaling and the motor and building trades. Such uses may be acceptable in the right circumstances.

3.5.10 Gloucestershire Structure Plan Policy E.4 allows for commercial and industrial development in villages provided it is appropriate in scale and well integrated with the settlement, local employment needs, and to local services and infrastructure. The policy also expects such development in the open countryside to be strictly controlled. Given the sensitive landscape character and the plethora of settlements throughout most of the District, there is no sustainability argument for allowing new employment sites or extensions to existing ones that are located in the open countryside. The rural economy will be best served by employment that is located within the towns and villages of the Cotswolds.

POLICY 24: EMPLOYMENT USES

Employment Allocations

1. A total of 21.5 hectares (gross) is allocated for employment development on sites at Cirencester, Tetbury, Moreton-in-Marsh and Lechlade, set out in Appendix 8 – Planned Employment Provision.

Existing Employment Uses

2. Within or adjacent to Cirencester and the principal settlements, proposals for development that would result in the loss of any existing employment uses within Use Classes B1 or B2, or land allocated for future employment uses, will only be permitted if:
   (a) the site is not required to meet existing or future employment needs;
   (b) the use of the site for employment purposes is causing serious environmental or amenity problems; or
   (c) an alternative use or mixed use development would offer local community benefits which outweigh the loss of the employment use.

3. When making decisions on Class B2 uses, regard will be had to the range of activities that could take place within the use class. Planning permission may be refused because of the type of uses that could take place, or conditions applied to restrict further changes of use.

Development in the Main Employment Areas

4. Within the District’s main employment areas, shown on the Proposals Map and insets, development will be permitted provided that it is for employment uses defined in the Use Classes Order as B1 (business), B2 (general industrial), B8 (warehousing /storage), or for other employment uses that do not fall within any specific use class and which do not cause unacceptable environmental problems.

Employment Proposals in Settlements

5. Any proposed employment-related development, including uses that do not fall within any specific use class, will be permitted provided all of the following criteria are met:
   (a) the proposed site is not located in the open countryside;
   (b) the proposed access and surrounding road network is adequate for use by the vehicles needed to service the use;
   (c) the proposal would not harm the vitality and viability of existing shops, facilities or services; and
   (d) any outdoor storage areas are appropriately screened.
Development within Existing Employment Sites

6. New buildings and structures that are required for, and directly related to, an existing business will be permitted provided the development is designed to avoid visual harm and does not extend beyond the existing site into adjacent countryside.

General Considerations

7. Subject to Policy 19, the extension of existing employment sites, or the change of use/ redevelopment of such sites to other employment uses will be permitted particularly where it would bring about environmental or other improvements.

NOTES FOR GUIDANCE:

1. Loss of existing employment sites: Where exceptional circumstances justify a new use on an existing employment site, redevelopment for a less harmful employment use (e.g. B1) would be the first preference, followed by other uses that generate employment, such as tourism uses.

2. Main employment areas: The following are the District’s main employment areas:
   - Cirencester - Love Lane
   - Tetbury - Tetbury Industrial Estate
   - Bourton-on-the-Water - Bourton Industrial Park
   - Moreton-in-Marsh - Cotswold Business Village
   - South Cerney - Broadway Lane

3. Noise: Conditions limiting noise and/or hours of operation may be placed on any planning permission. Soundproofing may also be required.

Vitality and Viability of Settlements

3.5.11 The future vitality and viability of the town centre of Cirencester and the centres of the nine Principal Settlements is essential for achieving more sustainable patterns of development in the District. These places are centres of economic activity and provide essential services for the surrounding communities. They are accessible to the majority of the District’s population and provide the greatest opportunity to support public transport services. The support and enhancement of the Principal Settlements, through the Market Towns Initiative, is a high priority for the Council - as set out in the Cotswold Community Plan (2001/2005).

3.5.12 Services and facilities provided at a convenient, local scale in other settlements in the District are also important in helping social inclusion and achieving more sustainable settlements. They help to meet everyday needs and reduce the need and distance for people to travel to reach essential services. The protection of existing post offices, village shops, public houses and other retail facilities is vital to the future sustainability of many small settlements. These facilities are an essential element of the local economy and, especially in the more remote rural areas, of great importance socially.

3.5.13 Planning Policy Statement 6 ‘Planning for Town Centres’ (PPG6) seeks to promote sustainable development. Its objectives include sustaining and enhancing the vitality and viability of town centres and ensuring the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of transport modes. Although a local authority cannot protect individual retailers against market competition, planning policies should safeguard and strengthen existing local centres, which offer a range of everyday community, shopping and employment opportunities.

3.5.14 Many floors above shops and other commercial premises in town centres are under-used or empty. The Council is keen to encourage the more effective use of upper floors, particularly where this will provide residential use in both new and existing buildings in the centres of Cirencester and the Principal Settlements. The Council supports the ‘Living Over the Shop’ campaign promoted by ROOM (formerly the National Housing and
The diversity and mix of uses in commercial centres is therefore important. The statements for Cirencester and the Principal Settlements set out in Sections 7 - 9 of this Plan provide a starting point for town centre strategies.

### POLICY 25: VITALITY AND VIABILITY OF SETTLEMENTS

**Cirencester and Principal Settlements**

1. Development within the commercial centres of Cirencester and the Principal Settlements, defined on Proposals Map Insets, will be permitted only if it would help to maintain or enhance the vitality and viability of the settlement, and provided that the proposal:
   
   (a) is appropriate in terms of use, size, scale and function to the settlement and is consistent with the strategy for the settlement;
   
   (b) helps to maintain an appropriate mix of uses in the commercial streets including, where appropriate, residential use;
   
   (c) is accessible by public transport, walking and cycling; and
   
   (d) contributes to the quality, attractiveness and character of the settlement and the street frontage within which the site is located.

2. Development that would harm the vitality and viability of the commercial centres will not be permitted. Proposals for development outside the commercial centres will be subject to a sequential test and, in the case of retail development, must be supported by evidence:
   
   (a) of need;
   
   (b) that it will not harm vitality and viability; and
   
   (c) that it is accessible by a choice of means of transport.

3. Proposals to change existing retail or other commercial uses to residential use at ground floor level within the commercial centres will be considered against the following criteria:
   
   (a) the need to maintain an appropriate mix of residential, retail and other commercial uses in the key shopping streets;
   
   (b) the character and appearance of the commercial centre, and of the specific street frontage within which the site is located;
   
   (c) whether it can be demonstrated that the premises cannot be retained in viable retail or other commercial use; and
   
   (d) the need to maintain and enhance the vitality and viability of the commercial centre as a whole.

4. Within commercial centres, proposals for the change of use of upper floors of existing retail and commercial premises to residential accommodation in Use Class C3, will be permitted unless residential use would not accord with the housing policies of this Plan.

5. Where new-build retail or commercial development is proposed in any of the commercial centres and accords with other policies in this Plan, there will be a presumption in favour of including upper floors for residential accommodation in Use Class C3, including affordable housing. Only if the residential use is clearly not appropriate, will office Use Class A2, or storage ancillary to the ground floor uses, be permitted.
NOTES FOR GUIDANCE:

1. **Appropriate Use:** In order to maintain the vitality and viability of a town centre a range of uses and services need to be provided to meet the needs of the surrounding communities. Key town centre uses include retail development and developments which attract a lot of people, such as commercial and public offices, entertainment, leisure and community facilities. Proposals which add to the diversity and enhance the mixed use of a town centre will be encouraged. However, it is imperative that adequate servicing arrangements are in place, especially for waste disposal, so that any new uses do not harm the amenities of neighbouring residents or businesses. Proposals to change the use of town centre sites and buildings to residential use will require special justification unless it is on the upper floors.

2. **Mix of uses:** Normally, for guidance, no more than two consecutive A2 uses would be considered appropriate, or more than 25% A2 uses within any given frontage of properties. Where the character of the frontage is predominantly residential, there will be a presumption against change of use to shopping or other commercial uses.

3. **Sequential Test:** PPG6 ‘Planning for Town Centres’ sets out the sequential test to be applied to the selection of sites for development that is considered to be a ‘key town centre use’. The sequential approach means that the first preference should be for sites within the town centre, followed by edge of centre sites, district and local centres, and only then out of centre sites in locations that are accessible by a choice of transport modes.

4. **Residential Use of Upper Floors:** To further its support and encouragement for the residential use of upper floors, the District Council will continue to promote the principles embodied in the ROOM publication ‘Living Over the Shop’. The provision of living accommodation on upper floors requires adequate means of escape in case of fire. The District Council will provide guidance on all aspects of Building Control.

**Tourism**

3.5.16 Tourism has become the most important source of employment in the Cotswolds.

3.5.17 The Council has a strategy that seeks to maximise the benefits of tourism to the local economy while minimising the environmental costs. It seeks to achieve this by enhancing the quality of the product and promoting tourism only in a selective way, aimed primarily at the quality market growth areas. The intention is to increase the number of staying visitors by concentrating on quality and raising standards.

3.5.18 Generally, hotel accommodation is considered to be adequate, but with scope for the upgrading of existing facilities and the further development of conference facilities. Hotels and other serviced accommodation will normally be acceptable within settlements under Policy 18 ‘Development within Development Boundaries’, and extensions to existing facilities under Policy 19 ‘Development Outside Development Boundaries’. New-build hotel development outside settlements would be contrary to Policy 19, except where a roadside facility is proposed in accordance with Policy 40. Instead, hotels in rural areas can be provided successfully by the conversion and improved use of existing buildings.
3.5.19 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.

3.5.20 As part of farm 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.

3.5.21 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 within settlements may be acceptable.

3.5.22 Holiday chalets and static caravan sites are not generally considered to be appropriate in the District, where environmental constraints are high and priority is given to the protection of the natural beauty of the landscape. The only area where static caravan sites may be appropriate is within the Cotswold Water Park. Additional holiday chalets or lodges are normally only likely to be acceptable in the Eastern section of the Water Park, subject to the criteria set out in Policy UT.1 ‘Cotswold Water Park’. Further guidance is included in Supplementary Planning Guidance on the Cotswold Water Park.

3.5.23 There are relatively few permanent sites for touring caravans and camping in the District, although there are some, for example, near Moreton-in-Marsh, at the former Notgrove railway station, and in Cirencester Park. Larger sites exist in the Cotswold Water Park, notably at the Hoburne Cotswold site near South Cerney.

3.5.24 There are two specific circumstances in which such additional sites would normally be considered acceptable. The Cotswold Water Park Supplementary Planning Guidance defines two zones for sport, recreation and tourism. These allow for the controlled provision of camping and caravan sites in well landscaped lakeside settings close to Cirencester and the Cotswolds.

3.5.25 Farm diversification schemes, aimed at improving the rural economy, are encouraged. A well located and appropriately landscaped caravan or camping site of modest extent could fit well into a diversification package for a farm or estate (see Policy 27).

3.5.26 The use of surplus agricultural buildings to provide for ancillary buildings needed on the site would be encouraged. New buildings, such as toilet blocks and administration buildings, should be kept to a minimum.

3.5.27 Over the years, several specific visitor attractions have developed both within settlements and in the countryside. For the most part, they cause only seasonal problems at peak holiday times.

3.5.28 The fact that the area is popular with visitors is not considered to be sufficient justification, in itself, for the location of new tourist attractions. Indeed, the overriding priority, particularly in the AONB, is to protect landscape quality and prevent unnecessary development in the countryside. Any large-scale visitor development will generally be considered to be unacceptable if it results in a significant generation of traffic, or any adverse impact on the landscape or features of historic interest.

3.5.29 The circumstances in which the development of visitor attractions may be considered acceptable are:

- within the Cotswold Water Park Zone C (defined for sport, recreation or tourism);
- as part of diversification schemes for farms or estates; or
- modest schemes within Cirencester and the Principal Settlements.
Where the principle is acceptable, proposals will need to comply with specific criteria concerning their location, scale and design, and their impact on the environment. Wherever possible, use should be made of existing agricultural buildings to house attractions. New buildings will be subject to strict control in order to minimise visual impact.

**3.5.30** With regard to all tourism development, adequate access to and from main routes is essential in order to prevent inconvenience or danger on the road network.

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**POLICY 26: TOURISM**

**Hotels and Serviced Accommodation**

1. New hotels and other serviced accommodation will not be permitted outside those areas where Policy 18 applies except:
   
   (a) within the Cotswold Water Park in accordance with criteria set out in Policy UT.1;
   
   (b) where provided as part of a roadside facility which is considered to be in accordance with Policy 40; or
   
   (c) where the proposal is provided by the change of use of existing buildings, especially where this would involve the renovation of a listed or other historic building.

2. The extension of an existing hotel will be acceptable, provided it is in keeping with the scale of the existing building, and provided adequate space is available to meet any increased vehicle parking requirements.

**Self-Catering Accommodation**

3. The development of self-catering accommodation, other than for holiday lodges or permanent static holiday caravan sites, will be permitted only:
   
   (a) within areas where Policy 18 applies; or
   
   (b) elsewhere, only by the renovation and conversion of existing buildings, including agricultural buildings.

4. Proposals for permanent static holiday caravan sites will be permitted within the Cotswold Water Park in accordance with criteria set out in Policy UT.1 and exceptionally elsewhere only if they would enhance the local scene and have no appreciable impact on the local landscape.

5. Proposals for holiday lodges will be permitted within the eastern section of the Cotswold Water Park in accordance with the criteria set out in Policy UT.1 and exceptionally elsewhere beyond the Cotswold Water Park, only if they would have no harmful impact on the local landscape.

6. Where a proposal for self-catering holiday accommodation is permitted, the Council will impose conditions and, where appropriate, a planning obligation to ensure that the accommodation remains in holiday use only and is not used as a permanent or principal place of residence.

**Touring Caravan and Camping Sites**

7. The development of touring caravan and camping sites will be acceptable in principle within the Cotswold Water Park, in accordance with criteria set out in Policy UT.1 (Cotswold Water Park), or as part of a farm diversification scheme, and exceptionally elsewhere, provided that in all cases:
   
   (a) they are well related to the main tourist routes;
   
   (b) a landscaping scheme is submitted with any planning application; and
   
   (c) they make use of any converted or potentially convertible agricultural buildings that may be available, with the number and size of any new buildings reduced to the minimum necessary. The provision of new permanent residential accommodation, including for a site operator, will not be permitted.
Visitor Attractions

8. The development of visitor attractions will be acceptable in principle within the Cotswold Water Park in accordance with criteria set out in Policy UT.1; or as part of a farm or estate diversification scheme; or within Cirencester, a Principal Settlement; and exceptionally elsewhere, provided that the following criteria are met:

(a) it has a special affinity with the physical and historic heritage of the area;
(b) it is well related to the main tourist routes; and
(c) 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. The construction of large undercover arenas or exhibition areas will not be acceptable where their scale, location or materials would harm the landscape or nearby settlements.

NOTES FOR GUIDANCE:

1. Serviced Accommodation: Other serviced accommodation includes residential conference centres, guest houses and bed and breakfast accommodation where these require planning permission.

2. Cotswold Water Park: The District Council has published Supplementary Planning Guidance (SPG) for the Cotswold Water Park, which is based on a system of zoning by intensity of use, to assist in the preparation of development proposals. The eastern section of the Water Park is identified in the SPG. In addition, any development must comply with Policy UT.1, which deals with broad principles governing all development in the Cotswold Water Park.

3. Renovation: Any change of use and alterations will need to be carefully handled, in order to preserve the character of the building, and particular attention will need to be given to access and car parking in order to avoid any harm resulting from increased traffic generation.

4. Agricultural Buildings: The conversion of agricultural buildings to self-catering accommodation may be acceptable in principle, subject to compliance with Policies 14 'Conversion of Historic Agricultural Buildings' and 29 'Conversion of Rural Buildings'.

5. Special Affinity: 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.

6. Main Tourist Routes: For the purpose of this Policy, the main tourist routes are defined as A417(T), A417, A419(T), A419, A40(T), A429, A424, A44, A433, A435, A436 and the Cotswold Water Park Spine Roads.

Diversification of Farms and Agricultural Estates

3.5.31 Agriculture underpins the rural economy of the Cotswolds. It supports a considerable number of ancillary businesses, such as haulage firms, vets, agricultural engineers, and feed merchants amongst others.

3.5.32 Agriculture is also the most significant influence on the landscape. Much of what we treasure about the Cotswolds, has emerged from, and is dependent upon, a healthy agricultural industry. Yet that industry is undergoing immense changes.

3.5.33 It is due to the changes in agriculture that diversification is becoming increasingly important to the economic viability of farm units. The range of diversification proposals is so varied that, in most cases, it is difficult and probably unnecessary, to establish specific policies for every potential use. Instead, this Plan contains a policy setting out the criteria against which individual proposals will be judged.
3.5.34 If suitable vacant buildings become available on a holding, it is important that these are used in preference to allowing new-build development. However, new buildings, where acceptable, should be well integrated with the existing farm and harmonise with the surrounding built and natural environment.

3.5.35 One of the key areas for potential policy conflict is between farm diversification and the need to reduce reliance on the private car. The diversification of a farm or agricultural estate has the potential to generate a significant increase in traffic. Whether or not this is the case will depend on the nature and scale of the proposed changes and the state of the local highways. The challenge is to enable diversification, whilst ensuring that it is also reasonably sustainable. The Council will not reject proposals that would only give rise to modest additional daily movements, or where the impact on minor roads would not be significant.

3.5.36 Planning applications for development related to diversification should be seen within the context of the future business plan for the farm or estate 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. It may lead to future environmental problems through neglect, or the eventual establishment of inappropriate alternative businesses in premises which fall vacant if the original diversification scheme fails. Whole farm plans should, therefore, be submitted with applications for significant farm diversification proposals in order to help ensure that a coherent approach is undertaken, and to build in some predictability about the future activities of holdings. Farm plans would not, however, be a requirement in every case, but may be requested before considering an application.

**POLICY 27: DIVERSIFICATION OF FARMS AND AGRICULTURAL ESTATES**

Development in connection with the diversification of an existing farm or agricultural estate will be permitted outside those areas where Policy 18 applies, provided that:

(a) it 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) the scale and design of the development harmonises with the character and appearance of the area; and

(c) suitable vacant buildings on the farm or estate are utilised before considering new buildings unless compelling reasons are advanced for doing otherwise

**NOTES FOR GUIDANCE:**

1. **Conflict with the existing Farming Operation:** A proposal that avoids this 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 development, or a new industrial use could lead to outdoor storage requirements, causing circulation problems on the farm.

2. **Conversion of Existing Farm and Agricultural Estate Buildings:** The Council will usually prefer the conversion of existing farm buildings for employment, tourism or community use, rather than for permanent residential accommodation. Proposals for the change of use must comply with Policy 28 ‘Conversion of Rural Buildings’. Proposals for the conversion of traditional buildings must also comply with Policy 14 ‘Conversion of Historic Agricultural Buildings’.

3. **Scale of Development:** Proposals that constitute substantial changes to a farm or agricultural estate will be assisted by the submission of a whole farm plan. A whole farm plan should include information on the following:
   - the history of the farm and its locality;
   - existing buildings and their uses;
   - features of biodiversity or landscape interest;
   - archaeological sites, and information on the historic landscape of the farm (both available from the County Sites and Monuments Record) the reasons for diversification and the viability of the proposal; and
• details of the proposal including projected employment, environmental and traffic implications.

The Cotswolds AONB Partnership has produced a useful booklet on whole farm plans.

4. Development involving Farm Shops, sales from Plant Nurseries and Pick-Your-Own Enterprises: These enterprises do not usually require planning permission to sell produce grown wholly on the premises. However, planning permission may be required for the sale of bought-in goods and foodstuffs originating from beyond the farm holding. As a guideline, permission is normally required when the proportion of bought-in-goods exceeds 10% of the total volume of stock by quantity. Additionally, planning permission may be refused if the amount of retail floorspace, or the volume or nature of goods to be sold, but not produced on the holding, would have a significantly harmful retail impact on a nearby village shop or a nearby town centre as a whole.

5. Severance or Disruption: The continued viability of farm holdings is important to the rural economy. Where proposals affect a significant part of a farm holding, information may be requested on its extent, and what is proposed for the remainder of the holding including, in some cases, evidence that, following the proposed development, the holding will continue to operate viably.

6. Development related to Agriculture and Farm Diversification: Detailed advice is included in Planning Policy Statement 7 ‘Sustainable Development in Rural areas’ (PPS7).

The Conversion of Rural Buildings

3.5.37 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. It can encourage new enterprises and provide both job opportunities and affordable housing in rural areas.

3.5.38 In an area of such high quality built and natural environment, it is important to keep new building 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 as rural buildings are given a new lease of life.

3.5.39 Therefore, rural buildings should be re-used to support the local rural economy. This can be done most effectively by their use for employment purposes. However, the provision of holiday accommodation can also contribute to the rural economy. It may reduce pressure to use other houses in the area for holiday use, so the conversion of suitable buildings to provide, for example, self-catering units may also be acceptable. Some rural buildings may also be suitable for the provision of community uses, such as halls and recreational uses.

3.5.40 PPS 7 advises that most new development should be focussed in or near local service centres where employment, housing, services and other facilities can be provided close together. However, it recognises that limited development in or next to other rural settlements may meet local business and community needs and maintain the vitality of these settlements. This approach accords with the principles of sustainable development. While conversions can only occur where suitable buildings exist, it would run counter to national policy to permit them on such a scale that the resultant dispersal would prejudice the vitality of the settlements.

3.5.41 If it can be shown that a particular building is incapable of practical or viable conversion to an employment, tourist accommodation or a community use, then a residential use may be considered. This, however, would be an exception to the normal presumption in favour of uses that contribute to the local economy. Residential conversion as part of a scheme for the re-use of a building or complex of buildings for employment purposes may also be acceptable in principle, subject to safeguards to ensure that the employment use will be established and that dwellings meeting a functional need of the enterprise will remain available for the purpose. Other situations in which a residential use would be acceptable in principle are where it helps to satisfy an identified need for affordable housing (Policy 21) or provides an agricultural, forestry or equestrian worker’s...
dwelling (Policies 29 and 31), where a functional and financial need has been addressed and conversion of an existing building would be preferable to a new house.

3.5.42 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 nuisance or traffic generation. Some employment uses may be quite acceptable close to residential properties, subject to adequate controls over noise, traffic, outdoor storage and other potential adverse effects. Others may not be acceptable on sensitive sites, and would be more suited to a location with good access, but away from residential property. Within the AONB and other sensitive landscapes, the visual impact of new uses, particularly regarding the areas around buildings, will be a key factor to be taken into account.

3.5.43 Buildings should also 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.

3.5.44 This policy applies to the conversion of all rural buildings, whether of modern or traditional construction. Agricultural buildings, and similar, which are of traditional design and materials, some of which will also be of historic interest, are also subject to the requirements of Policy 14.

**POLICY 28: CONVERSION OF RURAL BUILDINGS**

1. The conversion of rural buildings to alternative uses will be permitted only if:
   
   (a) the altered appearance of the building as a whole does not have a materially harmful impact on the landscape;
   
   (b) the building is structurally sound, suitable for and capable of conversion to the proposed use without substantial alteration, extension or re-building which would be tantamount to the erection of a new building;
   
   (c) the proposed use would not lead to any significant harm to the living conditions of the occupants of nearby residential properties due to noise, vibration, smell, traffic generation or other disturbance;
   
   (d) the proposed use would not lead to any significant harm to the operation of the local highway network;
   
   (e) in the case of traditional agricultural or similar buildings, the conversion is carried out in accordance with the requirements of policy 14;
   
   (f) the proposed conversion would not significantly harm the character of the building, its setting and the character and appearance of the landscape in the area;
   
   (g) the conversion would not lead to dispersal of activity on such a scale as to prejudice town and village vitality; and
   
   (h) provision is made for biodiversity, including the safeguarding of protected species such as bats and owls that use rural buildings as part of their habitat.

2. Outside areas where Policy 18 applies and provided the proposal would meet the criteria set out in clause 1:
   
   (a) the conversion of rural buildings for employment purposes, short stay low-key holiday accommodation, or uses of benefit to the community will be permitted unless the proposal would not meet the criteria set out in clause 1 of this policy;
   
   (b) conversion to residential use will be acceptable where:
      
      (i) the proposal is for an agricultural, forestry or other occupational dwelling in accordance with Policy 29;
      
      (ii) the proposal is solely for affordable housing and is in
accordance with Policy 21; or

subject to Policy 21, it can be demonstrated that the use of the building for employment purposes, short stay low-key holiday accommodation, or uses of benefit to the community would not accord with criteria (c), (d), (e) and (g) of clause 1.

(c) Conversion for mixed employment and residential uses will be acceptable subject to the other provisions of this policy and provided that it is ensured that:

(i) the employment use will be completed and established before any dwelling in the scheme is occupied;

(ii) where the dwelling(s) is/are required to meet a functional need of the enterprise, it will remain available for that purpose.

3. Where practicable, materials from the building being converted shall be re-used for its repair and maintenance as part of the conversion.

4. Subsequent extensions to buildings that have been converted will not be permitted if the works would harm the character or appearance of the building, its setting or the landscape.

NOTES FOR GUIDANCE:

1. Rural Buildings: These include buildings of modern or traditional design and materials, including agricultural buildings, mills, schools, churches and chapels, and statutory undertakers’ buildings. In appropriate cases, the applicant may be asked to produce evidence that the building has been used for the purpose for which it was claimed to have been built.

2. Not Practical or Viable: Not practical means not fit for its proposed use in terms of its location, construction, access, parking, space for storage, or internal arrangement. Not viable means that it cannot reasonably be converted for employment, tourist accommodation or community use at an economic cost, and that there is no need for any community facility in the locality, which the building(s) could serve. Applicants will be required to submit information to show that such uses would not be practical or viable, and the Council may seek a second opinion on the information supplied.

3. The Conversion of Historic Traditional Buildings: Buildings of a rural character, but located within a settlement, will be dealt with under Policy 18 ‘Development within Development Boundaries’. If they are of historic character and traditional design and materials then Policy 14 will also apply.

4. Short-stay, low-key Holiday Accommodation: The use of rural buildings for holiday accommodation can be of benefit to the rural economy. They should not, however, be allowed to change to longer term usage as ‘second’ or permanent homes. Conditions will be applied, or planning obligations sought, to ensure that any holiday use is restricted to short stays, usually no longer than a maximum of one month’s duration. In order to minimise the visual and physical impact of holiday conversions, they should be of a low-key nature, in keeping with their setting. Conditions may be applied, or planning obligations sought, to restrict activities or permitted development rights within their curtilage.

5. Biodiversity: Where there is evidence of wildlife, in particular protected species, using a rural building, provision should be considered to accommodate them where appropriate. For example, parts of the roof space could be made available for use by bats, including suitable entry and exit routes within the gable apex and, for owls, by providing an ‘owl window’. An owl window is an opening built high up in the end wall of the barn to give entry to a specially constructed owl loft, insulated against noise. Further guidance can be sought from the Gloucestershire Wildlife Trust or English Nature.

Agricultural or Forestry Workers’ Dwellings

3.5.45 The landscape of the Cotswolds should be protected from sporadic development. New dwellings in the open countryside, away from settlements, need to be strictly controlled. The fact that a single house on a particular site would not be very noticeable, is not, by itself, a good argument for granting permission. It could be repeated too often.

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

3.5.47 With the diversification of farms and estates, the number and variety of mixed enterprises is increasing. The agricultural element will vary from case to case. When considering a new dwelling for a mixed enterprise, the Council will consider the needs and viability of the enterprise as a whole.

**Dwellings for Workers in Conjunction with Other Businesses**

3.5.48 Very rarely, other types of business located in the countryside might give rise to an essential need for a new dwelling. This will usually be for operational reasons, rather than to ensure any particular level of security of the commercial premises, as security might be achieved by means other than a dwelling.

3.5.49 All such proposals must satisfy ‘functional tests’, which look at the necessity for the dwelling for operational reasons. In certain cases, particularly where the functional test is finely balanced, a financial test may be applied to show that the enterprise will generate sufficient income to provide a living for the occupant of the dwelling. Planning Policy Statement 7 ‘Sustainable Development in Rural Areas (PPS 7)’ gives advice on these tests in relation to agricultural and horticultural dwellings. Similar tests can be applied to proposals for forestry dwellings.

3.5.50 Proposals for dwellings in the open countryside, not associated with employment on the land, will rarely be acceptable. Planning applications for them will be judged against the criteria set out in Policy 29, adapted as necessary to suit the type of business in question.

**Dwellings for Small Enterprises**

3.5.51 It is possible for some horticultural businesses to operate viably on relatively small areas of land. In such cases, it is appropriate to ensure that the applicant has a sound knowledge of, and preferably experience in, the type of business in question. In addition, the Council will subject proposals for dwellings associated with enterprises on a small acreage to special scrutiny.

**New Enterprises and Temporary Caravans**

3.5.52 From time to time, applications are received for dwellings in connection with agricultural or forestry enterprises that are completely new or not yet fully established. Except in the most exceptional circumstances, when the Council is completely satisfied there is a functional need for the dwelling and a strong likelihood that the business will become viable within one year, planning permission will not be given for a new permanent dwelling in the first instance. In such cases, and subject only to the appraisal showing clearly that there is a good chance that the business will become viable, the Council may give temporary planning permission for a residential caravan.

3.5.53 Such temporary permissions will usually be for a period of one year, and are very unlikely to be renewed more than twice, (i.e. for a period not exceeding 3 years). In making its decision on these cases, the Council will consider any insurmountable practical problems that the applicant might face with this temporary arrangement, especially the applicant's family or financial circumstances.

**Occupancy Conditions**

3.5.54 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.

3.5.55 In some cases, an existing dwelling, or dwellings on the holding, will have been taken into account in assessing the need for an additional dwelling. Where these are not
subject to an occupancy condition, the Council may seek a planning obligation to control their occupancy, as well as the new dwelling.

The Size of Dwellings in the Countryside

3.5.56 The precise number of bedrooms and other accommodation to be provided in the dwelling are essentially a matter for the applicant. Generally, it is not the job of the planning system to dictate that particular types of worker should live in a particular type of dwelling.

3.5.57 However, the public interest is not served when an application results in a very large and imposing new house in the countryside. In such cases, the real motivation of the applicant must be questioned, as the true intention might be to apply for the removal of the occupancy condition within a few years. It is likely to be more difficult to sell a large property with an occupancy condition within the agricultural sector of the market. The Council, therefore, considers that it is appropriate to exercise some control over the size of these dwellings.

POLICY 29: AGRICULTURAL, FORESTRY AND OTHER OCCUPATIONAL DWELLINGS

1. New agricultural, forestry or other occupational dwellings will be permitted, having regard to the following criteria:
   
   (a) the functional need for, and where appropriate the financial viability of, the proposal;
   
   (b) whether the unit and agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so;
   
   (c) whether any dwelling has been sold from the holding by the applicant, or any relevant occupancy condition removed from a dwelling on the holding or estate in recent years;
   
   (d) whether the dwelling can be provided on a site in an area where Policy 18 applies or on an approved development site, located where it would still meet the functional need;
   
   (e) the proposed dwelling is located within or adjacent to the existing farmstead, or other farm buildings on the holding; and
   
   (f) whether the size of the proposed dwelling is appropriate to the functional need for it.

2. The criteria in clause 1 above will also apply to proposals for other new occupational dwellings, in a manner and to the extent that they are relevant to the nature of the enterprise concerned.

3. When permitting a new agricultural, forestry or other occupational dwelling, the Council may, by planning condition, remove permitted development rights in respect of future extensions. Any future extension shall only be justified by the functional requirement of the enterprise.

NOTES FOR GUIDANCE:

1. Functional Need and Financial Viability: To meet the functional test, the dwelling must be essential to the day-to-day operation of the business. For example, certain types of livestock operation, particularly those which are intensive; where machinery or plant is involved that requires constant attention; or where the business very frequently involves unsocial and irregular hours, that could not be met by temporary use of a caravan. The Council may consider buildings available on the holding as there may be ways in which they may be converted or extended for such a use. The need for the dwelling must be long-term. The Council will usually only consider the needs of the unit, rather than the personal requirements of the applicant. The need for security alone will rarely be a sufficient justification for a new dwelling, especially if there is already a farmhouse on the holding. Where the dwelling is required in connection with the needs
of mixed enterprises, the appraisal must show clearly the inter-relationship between the various
uses, and how the functional need for the dwelling arises from them. To meet the financial test,
the net income generated by the business as a whole must be capable of providing the whole or
main source of livelihood for its occupant.

2. Agricultural or Forestry Workers: Proposals for dwellings for other key workers, whom it
is considered must live on a particular holding in the countryside, will be judged against the
principles of this Policy. Such cases are expected to be very rare, but would not necessarily be
ruled out if they were fully justified.

3. Size of Dwelling: There are no precise guidelines that can be applied, but when the Council
considers that the proposed dwelling is too large for the functional activity that it is to support, it
will ask the applicant to provide information justifying its size. If there is no justification, or the
information provided is unconvincing, then planning permission for the proposal is likely to be
refused. This will not necessarily affect the acceptance of the principle of a new dwelling if a more
appropriate scheme is subsequently submitted.

Removal of Occupancy Conditions

3.5.58 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.

3.5.59 The criteria for assessing proposals for new dwellings in the countryside are
rigorous. Similar care should be taken in dealing with applications for the removal of
occupancy conditions on such dwellings. Once an occupancy condition has been imposed, it
should not be removed unless it can be clearly shown that there is no long-term need for
the dwelling to house people in the agricultural or other relevant sector.

3.5.60 The decline in employment on the land may mean that many existing agricultural
dwellings superficially appear to no longer be needed. On the other hand, the restructuring
of holdings may lead to a demand for new dwellings in some places, and the availability of
existing vacant properties should be taken into account. Many farmers and landowners will
be looking at their assets to see if these can be realised. However, it is important to
ensure 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.

POLICY 30: REMOVAL OF OCCUPANCY CONDITIONS ON
DWELLINGS OUTSIDE DEVELOPMENT BOUNDARIES

Planning permission will be given for the removal of an occupancy condition on a
dwelling outside an area where Policy 18 applies, having regard to the following
criteria:

(a) whether there remains a functional need for the dwelling on the holding or
premises, or is likely to be such a need within the foreseeable future;
(b) whether there is a foreseeable need for such dwellings elsewhere in the
locality;
(c) whether 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
(d) whether the dwelling could be used for affordable housing on either a
temporary or permanent basis.

NOTES FOR GUIDANCE:

1. Foreseeable Need in the Locality: Account will be taken of the number of planning
permissions for similar dwellings in the locality within the last five years, together with the
number of existing, vacant dwellings, with a similar occupancy condition, in the parish within
which the property lies, and adjacent parishes. This will provide a broad indication of supply and
demand in recent years in the locality and, therefore, an indication of foreseeable need.

2. Marketing the Property: The applicant should submit with the planning application,
evidence of attempts to market the property. This should include copies of advertisements that
Equestrian Related Development

3.5.61 The Cotswolds is a popular area for equestrian activities. The attractive landscape and villages, good bridleway network, nearby large centres of population and the area’s tradition of field sports, studs and training facilities all play a part in this.

3.5.62 There is a need to provide more recreational opportunities for a population which has increasing leisure time and disposable income. The popularity of the area and its growing strength in tourism all suggest that equestrian enterprises are likely to continue to locate and grow in the Cotswolds. They could be an important element of farm and agricultural estate diversification.

3.5.63 Existing farmsteads and groups of traditional farm buildings provide an ideal base for the establishment of new equestrian enterprises. Such property is likely to become available as a result of the changes occurring in agriculture, both in terms of the restructuring of holdings and the redundancy of traditional buildings unsuitable to modern farming methods. New equestrian enterprises should be located in, or based on, existing buildings of this kind, both to help ensure new uses for traditional buildings and reduce the pressure for new, isolated buildings in the countryside, particularly in the Area of Outstanding Natural Beauty.

3.5.64 Occasionally, a new dwelling for an equestrian worker may be justified where it can be demonstrated that constant on-site supervision is essential for an established equestrian business to continue functioning. However, any proposal for a new dwelling in connection with an equestrian establishment will be judged strictly against functional and, if appropriate, financial tests.

POLICY 31: EQUESTRIAN RELATED DEVELOPMENT

1. The development of new equestrian establishments, or further development in connection with existing equestrian establishments, other than new dwellings, will be permitted, having regard to the following criteria:
   (a) whether the proposal, in itself, creates the need for an additional dwelling in the countryside;
   (b) whether the development involves either a change of use of existing farm or agricultural estate buildings or if new buildings are proposed, they are located close or adjacent to such buildings; and
   (c) where the enterprise will involve significantly increased use by riders of bridleways and roads in the locality, whether the bridleways are adequate in extent and suitable for joint use with walkers and cyclists, and whether roads are suitable for both riders and motorists.

2. Dwellings proposed in connection with equestrian related development will only be permitted where all the following criteria are met:
   (a) the dwelling is required in connection with a commercial equestrian activity where a business has already been established in that locality and is of such a scale and nature as to require constant on-site supervision;
   (b) the dwelling is essential for the proper functioning of the enterprise and is of a size commensurate with the established functional
(c) if the application is for a permanent dwelling, that the enterprise is well established, economically viable, and has been so for at least three years;

(d) existing accommodation either on, or within reasonable proximity to, the site is inadequate to meet the functional and commercial requirements, including the scale of operation and the extent or nature of supervision required, and if there are no existing buildings suitable for conversion or sub-division on the site;

(e) the dwelling is sited in close proximity to the existing complex of buildings forming the equestrian centre; and

(f) occupancy conditions and/or legal agreements are applied to restrict the use of the dwelling to a person solely or mainly employed in connection with that specific equestrian activity and to ensure that the dwelling is not disposed of separately from the equestrian business.

NOTES FOR GUIDANCE:

1. Commercial Equestrian Establishments: This clause of the policy applies to livery stables, riding schools, equestrian centres and stud farms. Small-scale, horse related activities would normally be ancillary to other uses. Only separate, large scale, commercial horse related businesses would normally be able to justify on-site residential accommodation.

2. Proper functioning of the enterprise: Applicants may wish to present evidence to demonstrate that the scale or nature of the activity, including the number, types and values of the horses, is sufficient to require on-site supervision by a full-time member of staff.

3. Bridleway Network: If the enterprise will involve riders using bridleways and roads in the locality, a plan must be submitted with the application showing the bridleway network, and highlighting those routes which riders are most likely to use. Where conflicts between riders and walkers or motorists are likely to arise, the Council would welcome suggestions from the applicant about how these might be overcome. Possible solutions might involve new gates, diversions of bridleways, and a variety of practical measures to reduce the chance of accidents. In considering this aspect of the proposal, the Council will assume that riders and drivers take reasonable care; the fact that part of a route for riders runs along a road will not, of itself, rule out the proposal.

4. Siting, Design and Landscape: Buildings involved in some equestrian enterprises can be very large and out of keeping with the domestic scale of Cotswold villages. Particular attention must be paid to ground levels and the relationship of the building to the shape and slope of the site and its surroundings, together with the elevations, roof shape, materials and colour of the proposed buildings. They should not be located on the skyline. Materials should be traditional Cotswold materials, dark stained timber or unobtrusive, non-reflective materials in dark colours, usually grey, brown or green. Normally, a comprehensive landscaping scheme will be required with the application, especially if it is located in the AONB or Special Landscape Area. Consideration will be given to the impact on the landscape of post and rail fences and other equestrian paraphernalia. Where these could have a harmful effect on the landscape, particularly traditional boundaries, the Council may impose conditions withdrawing certain permitted development rights. Exceptionally, the Council may seek an Article 4 Direction to control these features. Signing of the equestrian enterprise should be kept to a minimum. Lighting of any equestrian establishment should be kept to a minimum and should not be intrusive. It should not harm the surrounding landscape, nor harm residential amenity.

5. New enterprises: Permanent dwellings would not normally be acceptable for a newly established enterprise. Consideration may be given to temporary accommodation in order for the business to become established, provided the functional test is met.

6. SOCIAL AND LEISURE

Community Facilities

3.6.1 Social progress which recognises the needs of everyone is a broad objective of sustainable development. The Cotswold Community Plan (2001/2005) aims to achieve balanced, integrated and caring communities. Social exclusion is acute in rural areas.
where people are isolated by distance and lack of transport. Local people should have access to basic services and facilities. Protecting existing community facilities and making provision for new community uses to develop, will help tackle rural access problems and achieve vibrant, viable and supportive communities.

3.6.2 The Rural White Paper highlights the need to support vital village services such as village shops, pubs, garages, post offices, churches and schools. Pubs, shops and garages may be able to provide a defined ‘community facility or service’. The joint use of premises such as churches, halls, schools and pubs can help to deliver community facilities. Community centres can also be used for the delivery of library, health, sports and active recreation, social, youth and police services. Town and Parish Councils can play an important role in managing local facilities. An adequate community centre or village hall is a key part of the infrastructure required to enable local community and voluntary activity.

3.6.3 The Local Plan is limited to those social considerations that are related to land use. The provision of new community facilities in connection with development proposals is addressed by policies 44 ‘Provision for the Community’ and 50 ‘Planning Obligations and Conditions’. The protection of existing facilities and safeguarding land for future community use is essential to enable the provision of services and facilities in local communities.

POLICY 32: COMMUNITY FACILITIES

1. Proposals for the development, expansion or improvement of community facilities will be permitted on sites which are well related and accessible, particularly by foot, bicycle and public transport, to the local community. The multi-purpose use of new and existing community facilities will be encouraged in order to maximise access.

2. Proposals for development which would result in the loss of existing community facilities where there remains a recognised need will not be permitted unless suitable replacement facilities are provided in an appropriate alternative location.

3. Land or buildings that are considered appropriate for the future development of community facilities will be safeguarded from other forms of development where possible.

NOTES FOR GUIDANCE:

1. Meeting the Needs of Communities: The policy provides a framework for considering proposals for a range of community facilities that would enable the provision of services to meet the needs of various sections of the community. The development, expansion, improvement and multi-purpose use of community facilities will be encouraged to help tackle social exclusion and the problems of poor access, particularly in rural areas, to adequate services and facilities. The policy also seeks to protect to existing community facilities to ensure that current provision, and also opportunities for future provision, are not lost.

2. Community Facilities: There is a broad range of ‘community facilities’ which relate to a number of sectors, for example, health, education, indoor and outdoor sports, training, social care, and voluntary sectors. Facilities may include: village halls, community centres, church halls, churches, schools, nurseries, GP and Dental surgeries, village shops, playing fields with changing room or pavilion, children’s playground, village car park, a sewage works, pumping station, water storage reservoir, cemetery, a local community waste recycling/collection facility. Village halls and community centres can also enable the provision of a wide range of voluntary, community and public services, and could be used for ICT access and information points. Reference should also be made to the policies of the plan that cover specific types of community facilities, for example, Policy 33 ‘Playing Fields, Sports Facilities and Allotments’.

Playing Fields, Sports Facilities and Allotments

3.6.4 Playing fields and allotments, besides providing facilities for leisure time recreation, are often of amenity value as undeveloped open spaces. In addition, many settlements, particularly the larger ones, have private or public indoor sports facilities.
3.6.5 In the Cotswold context, where existing facilities appear to satisfy the majority of needs, the emphasis will be on their protection, both for their recreational and amenity value. Development that results in the loss of a facility will only be acceptable if a suitably located replacement is provided. The replacement should be capable of providing for at least the same level of use as the original. Only where it can be proven that a facility is grossly underused and no longer required to serve a local need might the Council be prepared to accept its loss.

3.6.6 In many circumstances, recreational open spaces are of value not only because of their use, but also because of the contribution they make to the character and appearance of the locality. In such cases, development of the site would not be allowed even if alternative recreational provision could be made elsewhere.

3.6.7 National guidance for Sport, Open Space and Recreation advises local authorities to undertake audits of open space, sport and recreation facilities. An audit of sport facilities will be undertaken in close consultation with District Council Leisure Services, to help inform this policy.

3.6.8 Circumstances can change over time and private sites may fall out of recreational use, as can allotments. In both cases, a series of tests should be applied to determine whether the site could be used for other purposes.

**POLICY 33: PLAYING FIELDS, SPORTS FACILITIES AND ALLOTMENTS**

1. Development other than that which is ancillary to the open space use, will not be permitted on public playing fields, other recreational open spaces used by the general public, areas with potential for recreational use or on school playing fields except where:
   
   (a) such land is no longer of particular, or potential, value to the community; and 
   (b) it has been demonstrated that there is sufficient open space provision in the area; and  
   (c) the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of a playing field.

2. Development that would result in the loss of an existing public or private sport or recreational facility will be permitted provided that:
   
   (a) the site is no longer in recreational use; and  
   (b) the site can no longer be economically maintained; and  
   (c) no other organisation is willing to acquire the site for use as recreational open space; or  
   (d) the facility lost will be replaced by an equivalent or better facility in an alternative suitable location.

3. Development that would result in the loss of allotments will be permitted provided that:
   
   (a) the allotments in question are surplus to requirements; and  
   (b) the allotments lost will be replaced by allotments of equivalent or better quality and quantity and in an alternative suitable location; and  
   (c) there are not significant numbers on an open waiting list; and  
   (d) the allotments have no amenity value as an open space.

**NOTES FOR GUIDANCE:**

1. Ancillary: Ancillary development is that which is directly related to, and required, in connection with the open space or recreational use, and could include a clubhouse, changing rooms, allotment sheds and necessary car parking.
2. **Private Sports or Recreational Facility:** When considering the potential loss of a private sports or recreational club facility, advice may be sought from the South Western Council for Sport and Recreation on the potential need in the area for that facility, and the availability of alternative provision. The applicant will be required to submit information on the level of use of the facility, the number of club members, and the pattern of membership in recent years.

3. **Replacement Facility:** The Council will enter into a legal agreement with the applicant to ensure that the replacement facility will be available for use prior to the commencement of any development.

4. **Allotment:** An allotment garden is defined by Section 1 of the Allotments Act as a garden or parcel of land, not more than 5 acres in extent, cultivated or intended to be cultivated as a garden or farm, or partly as a garden and partly as a farm. Land used for a business purpose falls beyond the definition of an allotment garden.

### Public Space and Play Areas

#### 3.6.9
As well as private open space, provision should also be made for adequate space, including children’s play areas, around and between buildings. In particular, care needs to be taken to ensure that play areas are located where children will be safe, and where nuisance to surrounding properties will be avoided.

#### 3.6.10
There can be no hard and fast rules as to where play areas should be located. As most development takes place incrementally within the context of an existing settlement, the location and extent of existing play facilities will be taken into account when considering how a new development should contribute.

#### 3.6.11
As well as ensuring the provision of new play areas and open spaces, it is also essential that existing well-used facilities should be retained or, if removed, replaced at least to an equivalent level.

#### 3.6.12
Where public open spaces and play areas are provided as part of a new development, arrangements should be made for play equipment and for their continued long-term care, ideally by conveyance to the town or parish council, together with appropriate funds for on-going maintenance. A planning obligation may be sought to ensure the provision of an equipped play area and arrangements for its maintenance. While it is specifically a management matter, play equipment should be simple, robust and safe. The design of such areas should be such as to minimise later maintenance costs. Safe, resilient surfaces, such as bark, are often a better solution than grass, especially in smaller play areas, where a sea of mud can otherwise easily develop. Surfaces under play equipment should comply with safety standards and advice, in order to minimise injury risks.

### POLICY 34: LANDSCAPED OPEN SPACES AND PLAY AREAS IN RESIDENTIAL DEVELOPMENT

1. In new residential development, provision may be required for a variety of appropriately located and landscaped open spaces.

2. The Council may seek a planning obligation to ensure the future maintenance of such spaces.

3. In new residential developments, provision may be required for children’s play areas. On smaller sites where on-site provision is not feasible, a contribution will be sought to improve existing facilities within a reasonable walking distance, or towards the creation of new play facilities in the area.

### NOTES FOR GUIDANCE:

1. **Location of Play Areas:** In some cases, the provision may be able to be made off-site, or by the provision of additional facilities on an existing play area. Play areas should be located to give maximum accessibility and safety, sited so as to minimise the risk of disturbance to residents.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
They should not, however, be tucked out of the way in a hidden corner, where supervision and the safety of children could be a problem. Safe and accessible footpaths linking play areas and residential development must be provided using an appropriate material. Suitable seating for children and supervising adults should also be incorporated. Where necessary, play areas should be fenced to keep out dogs. Cycle parking should be provided. The requirements of people with special needs should also be incorporated into the design of all open spaces and play areas.

2. Housing for the Elderly: In the case of housing intended for the elderly, provision should be made for an appropriate level of accessible open space with seating and shelter areas.

Golf Courses

3.6.13 Golf has become an increasingly popular sport and the pressure on existing courses has led to a demand for the establishment of new courses throughout the country.

3.6.14 Golf courses can have a major impact on the countryside. Their essential nature and appearance introduces features that are out of character in a farmed landscape. Where the landscape has been degraded, a golf course may bring specific benefits by the creation of a new landscape. Examples could include former airfields, or areas within which extensive stretches of hedgerow, stone walls or trees have been removed, resulting in a denuded landscape. Such cases will be rare in the AONB, but, where it has occurred, the possibility of enhancement may be worth investigating. On the other hand, where the present landscape quality is high, a golf course, unless very carefully and sensitively designed, may spoil its character and appearance.

3.6.15 The siting of golf courses needs particular attention. An intimate landscape, with small fields, prominent valley sides, or exposed locations on the high wolds, may well be unsuitable for the imposition of bunkers and the manicured greens and fairways of a golf course. Flatter landscapes will tend to be more easily screened by tree belts, and offer less prominent views of the land itself and may, therefore, be more appropriate. The selection of a suitable site is the key issue in determining acceptability. Care needs to be taken with the location of tees and fairways, to minimise danger to users of public rights of way.

3.6.16 If handled insensitively, new golf courses can prove to be incongruous features in the landscape. Unsympathetic landscaping can introduce tree species that are out of character with existing vegetation. Careful attention to the location and design of new landscaping, and the choice of tree species, can do much to reinforce the existing landscape character, enhance biodiversity and make a proposed course more acceptable.

3.6.17 In any new provision that is made, the Council would wish to encourage the inclusion of lower cost pay-as-you-play facilities, to facilitate the newcomer to the sport, and provision for the general public as well as club members.

POLICY 35: GOLF COURSES

1. Golf courses within the Cotswolds Area of Outstanding Natural Beauty will not be permitted unless located within an area of degraded landscape, a positive contribution can be made to the re-creation and enhancement of the traditional landscape character of the area, or if the proposal is of such a low-key nature as to have no appreciable visual impact.

2. Wherever located, golf courses, including extensions or changes to existing courses, will only be permitted where:

   (a) the layout of the course does not cause inconvenience or danger to users of public rights of way;

   (b) there is no resulting harm to the existing landscape, appropriate new landscaping is carried out as part of the course construction and arrangements are made for its management;

3. The design of courses shall avoid excessive mounding and earth moving, and respect natural boundaries such as hedgerows in order to preserve existing site features, ensure maximum benefits for wildlife and minimise tree
4. The provision of club houses and car parking areas in association with golf courses will be permitted provided they are appropriately located, designed and landscaped. Details of any buildings should be submitted with the initial application for the establishment of a new course.

5. Any additional or ancillary developments, such as hotels, tourist accommodation, residential development or other sporting or recreational facilities, will be considered in the light of other policies of this Plan. A golf course will not be considered to provide special justification for such proposals if they are contrary to other policies.

6. Details of proposed landscaping must be submitted with the application, including arrangements to be made for its management and proposals for nature conservation. The Council will impose conditions or seek planning obligations in respect of the provision and management of that landscaping and habitat creation.

7. New or extended golf courses shall offer provision for use by the general public in addition to use by any club members.

NOTES FOR GUIDANCE:

1. **Degraded Landscape:** Applications for golf courses will not be acceptable under this policy if a landscape has been deliberately degraded simply to claim enhancement through the creation of the golf course.

2. **Public Rights of Way:** The Highways Authority, which has prepared guidelines for golf course designers on this issue, should be consulted at an early stage where rights of way may be affected.


The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
4. WELL DEVELOPED INFRASTRUCTURE

INTRODUCTION

4.1 Achieving an integrated and well developed transport and communications infrastructure in the District will help to facilitate more sustainable patterns of development. One of the objectives of the Cotswold Community Plan (2001/2005) is for a well-developed infrastructure with access for all.

4.2 Transport infrastructure that facilitates the use of alternatives to the car should improve the accessibility of services and facilities by local people and is likely to reduce the adverse environmental effects and pollution from car use. Enabling the effective use of modern communications and information technology will improve access to services, and help support local economic development.

Transport in the Cotswolds

4.3 The Cotswolds is a large, fairly sparsely populated rural District with high levels of car ownership and very limited public transport. Many people rely on the car to gain access to essential services and facilities. There is often no alternative.

4.4 Despite the high level of car ownership, there are many who experience transport difficulties. Those on low incomes cannot always afford a car, and even one car is of little help if it is used to get the ‘breadwinner’ to work, potentially leaving the rest of the family isolated. Often, the elderly have no car. Although many people with physical disabilities are able to drive, some rely on relatives or friends to ‘ferry’ them around.

4.5 Developing a more sustainable transport system in the Cotswolds means:
   1. minimising the need and distance people must travel to gain access to facilities and services; and
   2. promoting travel by more sustainable means of transport, especially by walking, cycling and public transport.

4.6 Although the Local Plan is restricted to land use and development issues, it can help promote sustainable transport in the Cotswolds by:
   1. guiding development towards those settlements in the District that are most sustainable; for example, those with existing and potential for public transport provision as well as a range of facilities and services accessible by alternative modes of transport to the car;
   2. encouraging development proposals that improve and expand the infrastructure needed to facilitate the use of more sustainable modes of transport;
   3. ensuring that new development proposals are designed so that access to, and within the development and surrounding facilities, by walking, cycling, and public transport, is maximised;
   4. seeking contributions towards the provision of sustainable transport infrastructure and services where this is directly related in scale and kind to development proposals;
   5. requiring the preparation and implementation of a travel plan as part of certain new development proposals;
   6. safeguarding land that is necessary for the functioning of the existing transport network and for the development of a more sustainable transport network in the future; and
   7. requiring both the provision of cycle parking facilities and controlling car parking provision, where appropriate, as part of new development proposals.

4.7 Implementing a more sustainable transport network in the Cotswolds is a complex matter. Different authorities and organisations are responsible for different aspects of the transport network.
4.8 Gloucestershire County Council is responsible for most highway matters, including new road building schemes, signing, weight and length restrictions on goods vehicles, speed limits, traffic management, on-street parking and the repair and maintenance of existing roads. The County Council also has an important co-ordinating role in the provision of public transport. It also cares for the huge network of public footpaths and bridleways.

4.9 The County Council publishes the Local Transport Plan for Gloucestershire. The Plan sets out a series of objectives and strategies that the County Council will seek to implement over five year periods. The strategies encompass broad issues, including Local Area and Corridor Strategies. Those that are relevant to Cotswold District are the Cirencester, Cotswold Water Park, Market Towns and Rural Area Strategies and the Thames Valley Corridor.

4.10 Apart from off-street public car parks and the provision of temporary road closures for special events, Cotswold District Council does not have a direct responsibility for transport matters. It does, however, work in partnership with other bodies on transport matters and its local knowledge and technical expertise make it an important consultee. As the body responsible for preparing the Local Plan, and for dealing with the vast majority of planning applications, the District Council is able to apply considerable influence.

4.11 Other private, public and voluntary organisations play a vital role in promoting and implementing facilities and services to enable more sustainable transport choices for local people, for example:
- local groups operate their own community transport initiatives;
- SUSTRANS is working on improvements to the national cycle network;
- the Cotswold Water Park Joint Committee is involved in improving cycle routes in the Water Park; and
- the Gloucestershire Rural Transport Partnership supports various initiatives.

4.12 Network Rail is responsible for the main rail infrastructure throughout the Cotswolds while the services are run by private companies. The Civil Aviation Authority is responsible for the protection of a small number of aircraft navigation beacons in the District, while the Ministry of Defence is responsible for the protection of areas around the military airfields. Trunk roads are strategic routes of national importance and are the responsibility of the Highways Agency.

**Developing a Sustainable Transport Network**

4.13 An integrated approach is essential to the success of a sustainable transport network. Links must be made between the various transport modes, including the provision of facilities and the co-ordination of services. The Local Plan can help to co-ordinate and integrate the land use elements of the existing, and potential, infrastructure required to create a more sustainable transport network.

4.14 An analysis of the existing and potential scope of the various modes of transport that are in use, or have the potential to be used, in the District is given below.

**Walking, Cycling and Riding,**

4.15 The area is particularly well served by long distance footpath routes, and bridleways, including the Thames Path, and Cotswold Way National Trails and regional routes such as the Gloucestershire Way, Oxfordshire Way and the Heart of England Way. Their use can be further encouraged by linking to other public transport networks, and to facilities such as car parks, picnic areas and places for refreshment and overnight accommodation. Likewise, appropriate signage, lighting, seating and public art can increase the attractiveness of walking. Care, however, needs to be taken in terms of their size, location and landscaping in order to minimise impact on the countryside.

4.16 Requirements for local highways authorities to prepare, publish, assess and review rights of way improvement plans, set out in the Countryside and Rights of Way Act [2000], sections 60 to 62 [2002], will assist in the overall enhancement of the network.
4.17 In the south of the District, the Cotswold Water Park will increasingly provide a major recreational facility, which should be made as accessible as possible to local people. Links between Cirencester and the western section of the Water Park will be improved further, especially for cyclists and walkers.

4.18 Disused railway lines offer opportunities for the creation of all weather, multi user, and long-distance recreational routes, for instance, the former Tetbury – Kemble – Cirencester line. Although parts of these routes have been disrupted by development, returned to agriculture, or have lost their bridges, for the most part they remain intact. Specific proposals for the creation of recreational routes on some of these lines may be investigated and promoted by the Council, but it is also important that the opportunities on other routes are not lost.

4.19 Further details of progress with walking and cycling projects are set out in the Gloucestershire Local Transport Plan, Cotswold Water Park Area Strategy, and the Cycling Strategy for the Cotswolds

Public Transport

4.20 Although every village and town in the District is served by roads, this does not imply that communications are necessarily good. For those with access to a car, there are relatively few problems, but for others public transport can be a lifeline, especially for those living in villages from which they cannot walk to shops and other services.

4.21 Public transport provision in rural areas has declined over the last few decades, leading to problems of rural access and social exclusion. The Government has recognised this problem and sought to address it through a series of measures set out in the Rural White Paper. However, the ability of the District Council to support the provision of public transport services is limited, but the Council will continue to encourage and work in partnership with other bodies.

4.22 Buses provide rural areas with an important, though often infrequent, public transport service.

4.23 Deregulation of bus services has opened the door for private enterprise, but the positive effect of this has been felt more by the commercially-viable, notably urban services. Problems remain in the rural areas. However, ideas for alternative, more innovative solutions to the traditional fixed bus route in rural areas are emerging.

4.24 The District Council gives encouragement to more unconventional bus services, especially community transport initiatives organised by local people themselves.

4.25 Two mainline railways serve the District. In the south, the Cheltenham-Swindon line provides links to London and the Midlands / North of England, with Kemble station well-used by commuters from the surrounding area. In the north of the District, the Worcester-Oxford line, known as the Cotswold Line, also provides Inter City links direct to London and elsewhere. It has a station at Moreton-in-Marsh and others just over the District boundary at Honeybourne and Kingham.

4.26 The central Cotswolds is less well served, with Northleach some 14 miles from either of the District’s main line stations. From the fringes of the District, access to stations at Swindon, Stroud, Cheltenham, Gloucester and Evesham complete the picture.

4.27 Considering the extensive, rural nature of the area, its accessibility to rail services is reasonably good, and the services provided on the two routes are fast and fairly frequent. Kemble and Moreton-in-Marsh stations are of fundamental importance to the economic and social well-being of the District, and any reduction in, or threat to, those existing services would be very strongly resisted by the District Council. Commitments to enhance services and access to associated facilities, such as the complete dualling of the Swindon-Kemble and Worcester–Oxford lines, and car parking at Moreton-in-Marsh Station, will also be sought.
4.28 The re-opening of the former railway station at Chipping Campden is included in the Gloucestershire Structure Plan Second Review, the Gloucestershire Local Transport Plan, and is supported in principle by Network Rail. However, finance would need to come from third parties and, as such, would require a feasibility study to investigate its viability. If funding can be secured to support the reconstruction of a basic facility, then it would be strongly supported by the District Council.

4.29 The disused Cheltenham to Stratford-upon-Avon railway - the ‘Honeybourne Line’ - passes through the parishes of Willersey and Saintbury. The Gloucestershire and Warwickshire Railway, a privately-run steam preservation group, has re-opened a short stretch of the line near Winchcombe. The group, together with the Stratford-on-Avon and Broadway Railway Society, has ambitious long-term plans to operate over as much of the original line as possible, including the two mile section through Cotswold District. The possible re-opening of the Honeybourne Line is also referred to in the Gloucestershire Local Transport Plan.

**Waterways**

4.30 A new partnership has been formed to actively pursue the restoration of the Thames and Severn Canal. Further details are given in the Upper Thames section of this Local Plan. Restoration of the Canal will require reconstruction of bridges and the creation of underpasses to meet modern road safety standards for pedestrians, cyclists and road users and ensure the canal is fully navigable.

4.31 A key part of Phase 1 is the creation of a continuous tow path, which could be used as a long distance recreational footpath / bridleway. It is also hoped that the Canal towpath could be incorporated into the Thames Path and create more links in the local access network (see Upper Thames Section).

**Roads**

4.32 Cotswold District lies within the motorway network formed by the M4 (London-South Wales), M5 (Birmingham-Exeter) and M40 (London-Oxford-Birmingham). The main conurbations, particularly London, the West Midlands and Bristol, are easily reached.

4.33 The north-south 'spine' of the District is the A429 and A433. From the District boundary in the north, the A429 Fosse Way links Moreton-in-Marsh, Stow-on-the-Wold, Bourton-on-the-Water, and Northleach to Cirencester, from where the A433 heads towards Tetbury and beyond. Extending northwards, this route provides links to Stratford-upon-Avon, Warwick, Coventry and points north, while southwards it heads towards Bristol, Bath and the M4.

4.34 Cutting east-west across the District, are two important routes. The A40 links Gloucester and Cheltenham to Oxford and London, passing very close to Northleach and is proposed for de-trunking. It links the M5 with the M40. Further south, the A417-A419 trunk route links the M5 at Gloucester to the M4 at Swindon and on to London. This nationally important route provides one of the long-distance links between the South Coast and the Midlands, as well as a short-cut between the M4 and M5. Major improvements were carried out to the A417/A419 during the 1990s. However, two relatively short sections remain unimproved: the environmentally sensitive and dangerous section at Crickley Hill between Nettleton and the Brockworth Bypass; and the section around Blunsdon in Wiltshire.

4.35 Two other routes of more than local significance are the Western and Eastern Water Park Spine Roads, which link the Cotswold Water Park to the A419 trunk route. These roads have a dual function. Initially, they facilitate the removal of sand, gravel and concrete products from workings and plants in this part of the upper Thames valley and provide relief for villages in the area. More recently, they have provided good access to the Water Park for the water-based recreational, sport and tourism after-use of lakes formed in worked-out gravel pits. A highway improvement scheme for the Eastern Spine Road, including a relief road for Lechlade, is proposed in the Gloucestershire Local Transport Plan and the Gloucestershire Structure Plan Second Review, although full funding for the scheme has yet to be secured.
POLICY 36: SUSTAINABLE TRANSPORT NETWORK

1. Proposals for the development, expansion or improvement of the transport network and related services and facilities that are necessary to encourage more walking, cycling and use of public transport, including rail and the integration of these transport modes, will be encouraged and permitted subject to meeting the criteria set out in other relevant policies in this Plan.

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. In particular, the following proposed schemes will be protected:
   (a) Integrated Transport Schemes
      (i) Traffic and environment in Cirencester town centre (Policy CIR.1); and
      (ii) The findings from the rolling programme of Local Transport Plan market town studies.
   (b) Walking & Riding
      (i) Improvements to footways in Cirencester and the Principal Settlements;
      (ii) Quiet Roads and Greenways;
      (iii) Development of a recreational footpath and/or bridleway between Cirencester and the western section of Cotswold Water Park; and
      (iii) Pedestrian towpaths and associated local links along the Thames and Severn Canal.
   (c) Cycling
      (i) Cycle routes in, and between, Cirencester and the Principal Settlements, including safe routes to schools;
      (ii) SUSTRANS route 45;
      (iii) Cotswold cycle leisure routes;
      (iv) County Cycle Route;
      (v) Cotswold Water Park Western Spine Road Cycleway;
      (vi) Quiet Roads and Greenways;
      (vii) Development of a cycle route, where practical, between Cirencester and the western section of Cotswold Water Park;
      (viii) Informal cycle paths on the Thames and Severn Canal towpaths.
   (d) Public Transport
      (i) Bus Interchange at Cirencester, including National Express and a shuttle link to Kemble Station.
      (ii) The re-opening of the Cheltenham to Stratford railway line; and
      (iii) The re-opening of a railway station at Chipping Campden.
   (e) Water
      Restoration/ reconstruction of the Thames and Severn Canal (see Policy UT.3).
   (f) Roads
      (i) A417(T) section between Cowley roundabout and Brockworth bypass; and
      (ii) Cotswold Water Park Eastern Spine Road (including A361-A417 Lechlade Relief Road and cycleway).
3. Development that results in the loss of existing rights of way or their 
unacceptable disruption will not be permitted unless adequate, acceptable 
alternative provision or diversions can be arranged.

4. Development that would prevent, or reduce the opportunities for the use of 
former railway lines as long distance recreational routes, will not be 
permitted. The retention of existing embankments, cuttings, bridges and 
other features will be sought wherever practicable.

NOTES FOR GUIDANCE:

1. Transport Network: The Proposals Map and relevant Inset Maps set out the major land use 
implications of proposed improvements to the transport network in the District. These primarily 
relate to rail, water and road transport. Initiatives which promote walking and cycling will be 
particularly encouraged, for example, the expansion of the cycle network, the promotion of safer 
routes to schools, and the designation of ‘Quiet Lanes’.

2. Other types of Development: Clause 2 of the policy seeks to ensure that development does 
not have an adverse impact on the function of the existing transport network in the District or the 
implementation of the transport proposals listed. For example, development that may impinge 
on the functioning and use of the railway stations in the District would be inappropriate. 
Development proposals will be required to incorporate linkages to the existing and proposed 
transport network in the design and layout of the development (refer to Policy 38). Where 
development proposals potentially impact on the Trunk Road Network, an assessment should be 
carried out to the satisfaction of Gloucestershire County Council and the Highways Agency.

Travel Plans

4.36 A further way of influencing travel patterns in relation to new development is 
through requiring the preparation and implementation of Travel Plans. Organisations may 
contribute significantly to transport problems and need also to be part of the solution, not 
least because of their knowledge about how and why their own staff travel.

4.37 A Travel Plan is a way by which organisations manage, monitor and evaluate the 
transport needs of their staff and encourage, through an agreed programme, a shift from 
car–based travel to environmentally friendly alternatives such as walking, cycling, public 
transport and car sharing.

4.38 Travel Plans are usually prepared by a business, retailer, developer, school or 
service provider with input from employees / pupils and / or customers. They are 
prepared either as a result of a planning requirement, or on a voluntary basis following a 
need to improve travel options for staff /customers, or to address road safety, car parking 
and / or congestion problems.

4.39 By making a Travel Plan a requirement of certain types and scales of development, 
the Local Planning Authority is able to introduce the concept at the beginning of the 
development process. It also enables the Authority to influence developers to take into 
account the travel needs of eventual occupiers.

4.40 An ideal Travel Plan will set out a range of measures to promote and facilitate:

- public transport use; for instance, by proposing works to provide routes, 
  convenient bus stops, and route improvements;
- reduced car use (particularly single occupancy); for instance by better car 
  parking management, car sharing, use of pool cars, vans and taxis, and financial 
  incentives for not driving;
- cycling accessibility; for instance, by improvements to cycle paths and providing 
  secure parking, pool bikes, changing facilities/ showers and financial incentives 
  (mileage allowance);
- walking; for instance, by improved access, and on site security;
- practices that reduce the need to travel, such as flexible working hours, on-site 
  facilities for eating, etc;
4.41 These elements must work together as a package, though some may be more effective than others in certain situations.

4.42 To be effective, Travel Plans need to be monitored and requirements enforced to ensure stated and agreed targets are met.

**POLICY 37: TRAVEL PLANS**

Applications for developments which would:

(a) attract a significant number of employees, users or visitors by car;

(b) generate social exclusion for those without access to a car, such as some rural enterprises; or

(c) cause a significant traffic problem or significantly exacerbate an existing problem;

will be required to be accompanied by a Travel Plan, which, if approved, will be secured through a planning obligation. (See Policy 49).

**NOTES FOR GUIDANCE:**

1. **Advice on preparing effective Travel Plans:** Support and advice on preparing and implementing Travel Plans can be obtained by contacting the Gloucestershire County Council Travel Plan Officer. Business Travel Plan and School and College Travel Plan Toolkits are also available from the County Council Transport Planning Unit. Best Practice Guides on preparing Travel Plans have been published by the Department for Transport 'Making Travel Plans Work' and 'Using the Planning Process to Secure Travel Plans'. Early contact with the Highways Agency and other transport providers / agencies is advised.

2. **Base data and other information:** A Travel Plan framework will normally be required at the outline stage of an application or when a full application is submitted. It may be that a phased approach to assessing needs is appropriate, particularly if the development is speculative and the occupiers’ travel patterns are not known. In either case, identification of clear and measurable outcomes and / or the use of target, and good baseline information will be required. The range and scale of information required will depend on the scale of the development and the extent of the transport implications. In some cases, proposals for extensions will be required to include a Travel Plan because of the potential cumulative effects on local transport problems.

3. **Travel Assessments:** ‘Significant development’ will depend on the scale, location and nature of the development. In most cases the determination of a Travel Plan will be made in conjunction with a transport assessment and the highways authority, which will help assess the importance of the travel plan in meeting a particular transport problem.

**Accessibility to, and within, New Development**

4.43 In the past, the layout of developments has been focused around the motor car and car drivers. The application of rigid highway standards has sometimes led to the neglect of other design objectives, for example:

- the creation of ‘places’ for people not cars;
- the efficient use of land;
- the physical and visual connections of the development with the surrounding area for people on foot, bicycle, public transport and the car.

Planning Policy Guidance Note 13 ‘Transport’ (PPG13) introduces a more flexible approach towards highway standards. In addition, several guidance documents have been published on the issue. The District Council fully supports this broader approach towards design and expects applicants to achieve good quality layouts in their development proposals. These should maximise access to and within the development and surrounding facilities by cycling, walking and public transport.

4.44 Opportunities for promoting walking, cycling and public transport should be given priority in the layout and design of the development. Contributions will be sought towards infrastructure and the services that are necessary to enable the users of the development to make more sustainable travel choices. In Cirencester town centre, contributions may be sought towards the implementation of traffic improvements (see policy CIR1).
POLICY 38: ACCESSIBILITY TO AND WITHIN NEW DEVELOPMENT

Maximising the availability of the Transport Infrastructure

1. Where improvements are required to adequately access or enhance transport infrastructure, associated facilities and/or public transport, the Council will seek appropriate provision. (See Policy 49).

Ensuring sustainable and safe access to and within development

2. The overall design and layout of development proposals must incorporate appropriate measures to increase accessibility and movement by alternative modes of transport to the car in an attractive and well-considered way.

3. In particular, development proposals should satisfy the following criteria:
   
   (a) the layout should be designed in a way that limits the speed of traffic and negates the need for specific traffic calming measures;
   
   (b) the needs of pedestrians, cyclists and public transport users should be prioritised above the ease of traffic movement;
   
   (c) the streets should have well-defined frontages to help control traffic and provide security through natural surveillance;
   
   (d) pedestrian and cycle routes should be safe, secure, convenient and suitable for use at all times;
   
   (e) clear and convenient connections should be made to existing routes, local facilities and to surrounding land uses, including the countryside, bridleways and the transport network;
   
   (f) overall layouts should be in keeping with the character of the area;
   
   (g) vehicular access to the site of an appropriate standard shall be provided in a manner that has no unacceptably adverse effect on the function of the highway from which access is gained;
   
   (h) traffic arising from the development shall not have an unacceptably detrimental effect on the highway network in respect of the movement of traffic and road safety, or on the living conditions of residents in the surrounding area by reason of noise, vibration or reduced amenity;
   
   (i) new or altered access to the site, road improvement or widening, shall not cause significant damage to the appearance of the locality, particularly the loss of trees, hedgerows, grass banks, verges and stone walls unless such damage it outweighed by the benefits of development; and
   
   (j) safe and convenient access to the site shall be provided for pedestrians, cyclists, buses and people with impaired mobility, including cycle parking.

Transport Assessments

4. Development proposals that are likely to generate significant traffic movements will be required to be accompanied by a Transport Assessment.

NOTES FOR GUIDANCE:

1. **Transport Assessments:** These are required to define the essential works for the accommodation of new movements associated with major development proposals and to recommend solutions for related problems. The coverage and detail of a Transport Assessment will reflect the scale of the development and the extent of the transport implications. It should set out fully the accessibility of the site by all transport modes and the likely modal split of journeys to the site, all the significant transport impacts, appropriate mitigation measures and a programme of implementation. The concept of Transport Assessments replaces the conventional Traffic Impact Assessments and is intended to be more extensive in order to embrace measures to improve access by public transport, walking and cycling. Further guidance is contained in...
PPG13. Modal split assumptions and targets contained in Transport Assessments should be consistent with the targets set out in the Gloucestershire Local Transport Plan.

2. **Transport Infrastructure:** Appropriate measures to increase accessibility by alternative modes of transport will vary according to the scale, nature and location of the proposed development. However, measures should give priority to walking, cycling and public transport over the ease of traffic movement.

3. **Highway Design Principles:** Traditionally the design of highway space has aimed to control the volume and speed of traffic, for example through traffic calming measures. Traffic management is considered in much broader terms under this policy. The layout and form of developments can be designed in a way which naturally controls the speed of traffic and which provides safe and convenient pedestrian, cycle and public transport routes. Developments should make efficient use of highway space and, where appropriate, new cycle routes or footpaths should be provided to link with facilities and services within and/or outside the development. Development that is in the vicinity of an existing or proposed pedestrian and/or cycle route should provide access to that route. Measures should integrate with any wider schemes proposed for improving accessibility and widening the network of routes. Home Zones are designations that enable the local highways authority to make orders about the use of the roads and about speed reduction measures. In rural areas, the Council will support the designation of appropriate roads as ‘quiet lanes’.

4. **Best Practice Advice & Guidance:** Several guidance documents have been published to advise on the design and layout of developments in relation to transport infrastructure. Reference should therefore be made to:
   - ‘Highway Requirements for Development - Local Guidance and Standards for Gloucestershire - Issue No 2’ (GCC April 1999)
   - ‘Guidelines for Planning for Public Transport in New Developments’ (IHT 1999)
   - ‘Better Places to Live by design - a companion guide to PPG3’ (DTLR 2001)
   - ‘Urban Design Compendium’ (English Partnerships 2000)

5. **Highways Adoption:** Advice on the adoption of highways can be obtained from Gloucestershire County Council.

6. **Environmental Harm:** In those circumstances where local environmental harm is outweighed by the benefits of development, there may be scope to accept some flexibility to the highway standards, thereby reducing environmental impact. Such circumstances will only exist where there is no risk to highway safety and where the Highways Authority is satisfied with the solution.

### Parking Provision

4.45 The availability of car parking has a major influence on the means of transport people choose for their journeys. Car parking also takes up a large amount of space in development, is costly to businesses and can reduce densities. Reducing the amount of parking in new developments as part of a package of measures (including cycling standards and public transport provision) is essential in promoting more sustainable travel choices (see also Policy 37 – ‘Travel Plans’).

4.46 Appendix 9 sets out standards which guide the level of provision of cycle, motorcycle, lorry, coach and car parking in connection with new development proposals, including provision for people with special needs. The standards derive from the Gloucestershire Local Transport Plan (2001/02 - 2005/06) and national and regional planning policy guidance.

4.47 The District Council can also influence parking through the use of charging and other controls within the car parks under its own management. The Council has adopted a Policy Statement for long stay and short stay parking, which sets out how it will deliver its parking service throughout the District. A careful relationship, however, needs to be struck between sustainable transport objectives and increasing accessibility to support the vitality and viability of Cirencester and the Principal Settlements.

4.48 Good quality and secure parking provision will be important for the commercial well-being of Cirencester and the Principal Settlements. For several settlements, a lack of
adequate car, and sometimes coach, parking is perceived to be a problem. Where there are parking issues that involve the use of land, specific policies or proposals are included under the relevant settlement in Sections 7 - 9 of this Plan.

**POLICY 39: PARKING PROVISION**

**Vehicle Parking**

1. As part of a package of measures, development shall incorporate provision for vehicle parking that takes account of the proposed use, its scale and location, its existing and potential accessibility by walking, cycling and public transport, and the proximity and capacity of any existing off-street public parking. Provision for parking shall not exceed the maximum standards set out in Appendix 9 and lower provision will be required in locations readily accessible by a choice of means of transport.

**Cycle and Motorcycle Parking**

2. Provision for convenient, safe and secure cycle and motorcycle parking, including changing facilities and other infrastructure where appropriate, should be made within new developments in accordance with the standards set out in Appendix 9.

**People with Physical Disabilities**

3. Car parking provision should be made in new developments for people with physical disabilities in accordance with the standards set out in Appendix 9.

**Design and Landscaping**

4. Where appropriate, parts of surface car parks may be required for soft landscaping. In some circumstances, the character of the area within which the car park is located may mean that high quality hard landscaping will be accepted as an alternative to soft landscaping. Multi storey car park developments may be acceptable in certain circumstances if the quality of the design and materials is high and appropriate for the site, especially if the proposal is part of a mixed use development.

**Car Park Proposals**

5. Proposals for a car park will only be permitted if the development:
   (a) forms part of a town centre strategy or traffic management/parking strategy;
   (b) is essential for maintaining the vitality and viability of a town or district centre and genuinely serves the town or district centre as a whole;
   (c) is located within or at the edge of the centre and is of a scale that is in keeping with the size of the centre;
   (d) would help to reduce a significant traffic congestion problem or would not exacerbate existing traffic problems; and
   (e) would not harm the provision of alternative modes of transport.

**NOTES FOR GUIDANCE:**

1. **Appropriate Provision:** Within the District there is a high reliance on the car to provide access. However, to encourage other means of transport, parking requirements will be kept to the operational minimum. Generally, the requirement will be below the maximum standards set out in Appendix 9. Account will be taken of the location, nature and scale of the proposal and the existence of, and potential for, other means of transport.

2. **Construction Standards:** When considering planning applications for car parks, and access to them, the District Council will take into account the Gloucestershire Highways Authority’s adopted standards and design guidance, and Design Bulletin 32: Residential Roads and Footpaths, and any amendments to those documents. Sustainable Urban Drainage Systems should also be considered.
3. Location of Parking: In Cirencester town centre, provision will normally be made in off-street public car parks by the Council itself, subject to the Council’s costs being covered by the developer and all other transport alternatives having been exhausted. In the Principal Settlements, similar arrangements might be made by negotiation between the developer and the Council. Where no public off-street parking is proposed, then the developer must provide the additional parking on-site.

4. Landscaping: The need for landscaping will generally apply to surface car parks providing more than 10 vehicle spaces. Soft landscaping includes tree planting, grassed areas and planted areas, but consideration should be given to using appropriate species and to future maintenance. Hard surfaces in prominent and sensitive locations should utilise high quality materials, such as appropriately coloured and textured paviours, and, in rural situations, a gravel surface or ‘grasscrete’ type of product may be appropriate. Large expanses of tarmac or concrete will not be acceptable in sensitive locations.

5. Area of Car Park: For the avoidance of doubt, the area of the car park is taken to be the surface area taken up by parking bays, aisles, circulation areas, access radii, visibility splays and ancillary hard surfaces.

6. Provision for those with Physical Disabilities: The standards for special parking provision do not apply to individual houses or bungalows, but could apply in the case of communal parking areas in residential estates. Parking provision for the disabled will be additional to the maximum parking standards.

7. Redevelopment and Change of Use: In schemes involving redevelopment or change of use, the theoretical parking provision of the original uses, set out in these standards, will be discounted from the new requirements. Standards will be applied on the basis of the net effect of the development.

8. Planning Conditions and Obligations: These planning tools may be used (in accordance with PPG13):
   - to require the provision of secure cycle parking and changing facilities as part of a new development;
   - to specify the number of parking spaces, their size and those for disabled people;
   - to require the management and use of parking spaces, for example, so that priority is given to certain groups of people;
   - to seek contributions towards the costs of introducing on-street parking controls in the vicinity of the site; and
   - to seek, in appropriate circumstances, funding towards the provision of alternative public car parking and/or secure communal cycle parking nearby. (See Policy 49).

Roadside Facilities

4.49 Motorists require services and facilities on their journey, ranging from a short stop for petrol or a meal, to a longer stop for overnight accommodation. Drivers of heavy goods vehicles are subject to legal restrictions, which require periodic breaks to be taken.

4.50 Facilities can be provided within the towns and larger villages along the route, particularly as passing trade can be of great benefit to local businesses and help to maintain the vitality and viability of settlements. Given the existing level of provision for motorists, the District Council considers there to be little need for additional roadside facilities in the District.

POLICY 40: ROADSIDE FACILITIES OUTSIDE SETTLEMENTS

1. New roadside facilities outside settlements will not be permitted unless exceptional circumstances demonstrate that there is a significant need for them which cannot reasonably be met elsewhere, having regard to the availability of other facilities along the route or in nearby settlements and provided that the following criteria are met:
   - (a) they are located on Primary Routes, as defined in the Gloucestershire Structure Plan, or which are later designated; and
   - (b) the siting of the facilities and means of access to and from them will not create an unacceptable road safety hazard.
2. Permission will not be given for retail sales at petrol filling stations if the amount of retail floorspace, or the volume or nature of goods sold, would be likely to harm nearby village shops or town centres as a whole.

NOTES FOR GUIDANCE:

1. New Roadside Facilities: These include picnic areas, toilets, petrol filling stations, eating places and budget hotel accommodation for motorists, of the Travelodge or Travel Inn type. Public houses are well provided for in the Cotswolds and will not normally be considered within this category of development. Hotels, other than budget-type hotels for motorists, are dealt with under Policy 26 ‘Tourism’. Provision of a completely new type of facility next to an existing one, e.g. an eating place next to a garage, will be considered as a new facility and not an ‘extension’ to an existing one. The provision of a large, new accommodation block at a pub, which only has a few bedrooms, may amount to a new facility. Much would depend on the scale and nature of the proposal. Modest extensions of existing buildings for the same use will be considered against this Policy 19 ‘Development Outside Settlements’.

2. Need: Where appropriate, applications may be accompanied by information on the nearest roadside facilities on the route, together with justification for the proposal in light of this. People seeking petrol, refreshments or toilets will be making a short stop. It is reasonable for them to be able to see the facility, or for it to be likely to be found in a settlement that is within easy reach. Those requiring a longer stop, for accommodation for example, might be expected to travel a little further off the main road.

3. Eating Places and Accommodation: Along or just off Primary Routes, towns and villages, country inns, hotels and farmhouses provide a wide variety of eating-places and accommodation, ranging from the basic to the luxurious. The requirement on Primary Routes between these is to ensure that there is somewhere to get refreshments and accommodation when the need is proven, but not to provide the full range of choice. Motorists seeking a wider choice should be prepared to venture off the Primary Routes to find it, and will generally have no difficulty in doing so within a reasonable distance.

4. Design: The Council considers that the design standard of roadside facilities needs to improve. Those that exist in the District cannot necessarily be taken to indicate the standards for the future. While there is plenty of scope for modern design, new roadside facilities will be expected to reflect local character. Pitched roofs and slate roofs may be required for petrol filling station canopies in the AONB, in Conservation Areas, or in other sensitive locations. Landscaping, both planting and hard surfaces, will also need to be of a high standard, and this may mean that more land is required to produce an acceptable scheme than the bare minimum needed to provide the facility itself.

5. Lighting and Signing: Roadside facilities need to be readily spotted by motorists, but this does not require the level of lighting, signage and other advertisements so often seen, and which can harm the appearance of the countryside. In granting planning permission, conditions are likely to be imposed, or a planning obligation sought, to limit or control lighting and signage, particularly where there is a need to avoid intrusive lighting. Where the proposal involves the expansion of an existing facility, the Council may also seek to control, reduce or alter signing and lighting on the premises as a whole.

6. Retail Sales: Clause 2 will only apply where a material change of use is proposed. Conditions may be applied to restrict the nature or amount of goods to be sold, and the outside display of goods.

7. Road Safety Hazards: The Highways Agency must also be consulted in respect of any new or extended roadside facilities that are likely to impact upon the Trunk Road Network.

Telecommunications

4.51 The Cotswold Community Plan (2001/2005) aims to deliver a well-developed infrastructure with access for all. This includes enabling local people, organisations and businesses to have access to modern communications and information technology. The growth of the telecommunications industry helps to combat social exclusion and improve access to services. It also contributes to the local economy, creates employment and can help to reduce the need to travel. It will play an important role in making life more sustainable particularly in rural areas, for example, by facilitating home working.

4.52 Planning Policy Guidance Note 8 ‘Telecommunications’ (PPG8), sets out Government policy, which aims to facilitate the growth of new and existing telecommunications systems
whilst keeping environmental impact to a minimum. However, Planning Policy Statement 7 ‘Sustainable Development in Rural Areas’ (PPS7) gives high priority to the need to safeguard areas of particular environmental importance.

4.53 In an area as environmentally important as the Cotswolds, with its many historic buildings and conservation areas, and the extent of the AONB and other sensitive landscapes, it is essential to ensure that the balance referred to in PPG8 is carefully maintained. The adverse effects of proliferation and duplication, and of insensitively sited, obtrusive or excessively large apparatus need to be avoided.

4.54 Technical developments may well mean that the character and nature of telecommunications installations will change over time. Similarly, technical considerations may dictate or rule out particular locations for the provision of new masts, antennae or dishes. The Council, while not seeking to prevent such new provision, will encourage the shared use of existing facilities wherever that is technically feasible. Also, with the closure of the analogue mobile phone network, the Council will encourage the re-use of existing sites to minimise the need for new second and third generation base station sites.

4.55 PPG8 provides advice on taking account of health considerations and public concern that can, in principle, be material considerations in determining planning applications. However, PPG8 makes it clear that it remains central Government’s responsibility to decide what measures are necessary to protect public health. If proposals meet the International Commission for Non-Ionising Radiation Protection (ICNIRP) guidelines for public exposure, it should not be necessary to consider further the health aspects and concerns.

4.56 Not all telecommunications masts require the benefit of planning permission. Much will depend on their location and height. However, there is a legal notification process, whereby prospective applicants are required to notify the local authority of their intentions and a decision can then be made as to whether or not prior approval is required.

### POLICY 41: TELECOMMUNICATIONS

Proposals for the provision of telecommunications equipment will be permitted where the following criteria have been met:

(a) that there are no alternative suitable sites, particular for proposals within or affecting the Cotswolds AONB;
(b) it has been demonstrated that there is not a reasonable possibility of sharing existing facilities or, in the case of radio masts, using existing buildings or other structures;
(c) certification has been provided that the proposed development meets the ICNIRP guidelines on the limitation of exposure of the general public to electro-magnetic fields;
(d) suitable protection is given to adjoining trees that are used to help screen a mast; and
(e) an undertaking is given or condition applied that the mast and all associated apparatus and structures will be removed once becoming redundant for telecommunication purposes, and the site restored to its former use and condition.

### NOTES FOR GUIDANCE:

1. **Telecommunications Equipment:** This includes masts, aerials, antennae, dishes, overhead wires, cables and any apparatus or structure designed to support them.

2. **Design:** Where a new site for a mast is proposed, evidence should be submitted to demonstrate that the best location and design solution has been arrived at and that it blends in with its surroundings. In particular, different options for siting, colour, type, height, and camouflage should be fully explored as should the relationship with surrounding structures, and measures to help conserve the character and appearance of both urban and rural localities, means of compound enclosure, and landscaping.
3. Pre-Application Discussions: These should be carried out to discuss the context of the operator’s strategy for telecommunications development in the area, in particular:

- its relationship to the completion of the national network;
- meeting public demand by providing additional capacity;
- the area to be served by the mast;
- the possibility for site sharing; and
- its relationship to adjoining cells.

Where proposals are likely to cause environmental impact or affect local service provision, discussions should also be carried out at an early stage of preparing the siting and design proposals with other organisations such as English Nature, the Countryside Agency, local highways authorities, resident groups, Parish or Town Councils and amenity bodies and, if relevant, any neighbouring schools.

4. Supplementary Information: For any mast proposed within three miles of an airfield boundary, it must be demonstrated that the appropriate air authority has been notified. Planning Policy Guidance Note 8 - Telecommunications (August 2001) provides further guidance on permitted development and the need for prior application approval.
5. RAISING STANDARDS AND ENSURING QUALITY

THE IMPORTANCE OF QUALITY

5.1 One of the objectives of this Plan is to raise the standards and quality of the layout and design of new development. Good quality layout and design, which includes materials, use of resources, landscaping, and integration with other land uses, is an important element of achieving more sustainable development. It can also help to maintain and enhance local distinctiveness. This section of the Plan sets out the standards that new development is expected to meet and the impacts that are expected to be addressed in the layout and design of new development.

The Challenge of Good Design

5.2 The Cotswolds is an outstandingly beautiful area, rich in architecture of every period and style. Virtually every town and village contains impressive set pieces, ranging from a scatter of cottages around a green to gently curving town streets and market places.

5.3 The design quality achieved in the past was generally very high, not just in the work of nationally-known architects, but also in the sense of proportion, place and ‘rightness’ that seems to have been intuitive through generations of local builders. Local standards of traditional craftsmanship have been exceptionally high for hundreds of years. Today’s developers, architects and builders are presented with a wonderful opportunity and professional challenge.

5.4 The quality of design in new development is perhaps the most obvious measure by which most people judge the planning system. The public’s expectations in this respect have been rising.

5.5 The Government has significantly raised the profile of design matters in planning in recent years. Planning Policy Statement 1 ‘Delivering Sustainable Development’ (PPS1) provides important guidance to local planning authorities and applicants on design considerations. Numerous publications promoting quality in design have also been published and organisations promoting design matters have been established; for example, the Commission for Architecture and the Built Environment (CABE) and the Prince’s Foundation.

5.6 Planning decisions taken now will result in development that will last well into the next century. Future generations will judge us by the quality of what we build. The Cotswold Design Code produced in March 2000 as supplementary planning guidance has proved useful to applicants and has helped raise standards. Other urban design objectives set out in good practice should also be considered to ensure that appropriate weight is given to the issue of creating ‘places’ rather than considering development proposals in isolation.

POLICY 42: COTSWOLD DISTRICT DESIGN CODE

Development should be environmentally sustainable and designed in a manner that respects the character, appearance and local distinctiveness of Cotswold District with regard to style, setting, harmony, street scene, proportion, simplicity, materials and craftsmanship.

NOTES FOR GUIDANCE:
1. **The Cotswold Design Code:** The Council will consider applications with reference to the Cotswold Design Code, published separately as Supplementary Planning Guidance.

2. **Local Distinctiveness:** Whilst much of the District is typically ‘Cotswold’ in appearance, some areas exhibit a different or mixed character, such as those lying within the Upper Thames Valley and the Vale of Evesham, where brick and other materials are more commonly used. The vernacular architecture also varies throughout the District. The White Consultants’ document, ‘Assessment of Landscapes outside the Cotswolds AONB’ (June 2000) provides a characterisation context for those parts of the District lying beyond the AONB designation. Whilst respecting local distinctiveness, the District Council welcomes good modern architecture in suitable settings.

## Provision for the Community

5.7 A community’s current provision of, and future need for, services and facilities will be taken into account when considering development proposals. Adequate community facilities are vital to achieving balanced, integrated and supportive communities.

5.8 The Local Plan can help to ensure that the needs of different community groups are met by guiding new development to places where there is existing spare capacity and by requiring the provision of, or contribution towards, new or improved community facilities where the need exists.

5.9 The Council will use planning obligations and/or conditions to achieve sustainable development as set out in Policy 49. This includes meeting social needs; for example, through the provision of community facilities. One of the Local Plan’s objectives is that facilities should be readily accessible to all members of the community.

5.10 Community facilities may cover a number of forms and uses, including meeting places, halls, places of worship, health centres, formal sport and informal recreation areas / facilities. Further detail is given under Policy 32 ‘Community Facilities’.

### POLICY 43: PROVISION FOR THE COMMUNITY

Proposals for significant residential development will be permitted only in locations where safe and convenient access to community facilities can be provided. Where the existing local provision of community facilities is considered inadequate to meet needs arising from development, the Council will seek to secure the provision of facilities on site and/or contributions to the provision or enhancement of existing facilities within the vicinity of the site, commensurate with the scale of the development.

### NOTES FOR GUIDANCE

1. **Access:** In order to maximise the use and access to community facilities, new development must incorporate reasonable access. This could be through the provision of public transport or through safe cycle and pedestrian routes.

2. **Need:** The Council will consider a number of variables when assessing the adequacy of existing local provision in relation to proposed new development. The need for community facilities will vary from place to place, over time, and according to the nature and scale of the development generating the need.

3. **Planning Obligations:** All legal agreements or planning obligations seeking the improvement of existing community facilities or the provision of new community facilities will be fairly and reasonably related to it in scale and kind, and directly related to the proposal. Where facilities are provided as part of a new development, arrangements will need to be made for their long term maintenance and care.

## Public Art

5.11 The introduction of public art into the urban and rural environment is becoming increasingly widespread. This has many benefits, which can include:

- making a positive contribution to the character of an area, particularly where it draws on local tradition, history, or association, for inspiration;
enhancing the commissioners status amongst local, regional and national communities;

• engaging the community in shaping their environment, as very often public art can be the subject of a local competition or workshop to elicit ideas; and

• reducing vandalism if local people feel that they 'own' the feature. This can also occur when a previously under-utilised area is made more attractive.

**5.12** The Arts Council has promoted the ‘percent for art’ concept, whereby a proportion of the capital budget of a development project is set aside to commission works of art. Although the traditional notion of public art is that of a commemorative sculpture, public art can assume a variety of forms, including functional features such as: gates, seating, lighting, paving, stained glass, architectural features, banners or community projects. It can also include high quality design and construction materials.

**5.13** The Council will continue to pursue the principle of providing public art in any development project in which it is involved. Previous examples include Bourton-on-the-Water Leisure Centre, Moreton Area Centre and Trinity Road Offices, Cirencester. It expects others to do likewise for the good of the community at large, and to provide high quality design in development, building and planning by involving professional artists and craftspeople.

**POLICY 44: PUBLIC ART**

The Council will, in appropriate cases, encourage the provision of public art as an integral part of development. Public art will be sought particularly in association with commercial development where the gross floor area of the proposed buildings, or existing buildings whose use is to be changed, is 1000 square metres or more, or in residential developments of 10 or more dwellings.

**NOTE FOR GUIDANCE:**

**Public Art:** At least one per cent of the capital budget (contract sum) of the development project should be earmarked for the provision of public art. This is the minimum percentage that is normally sufficient to provide the work. A list of the Council's registered 'artists' is available from the District Council.

**Landscaping in New Development**

**5.14** The character of an area derives as much from the spaces around buildings as from the buildings themselves. Fine buildings can be spoilt by a poor setting. On the other hand, mediocre buildings can be enhanced by well thought-out, pleasing landscaping.

**5.15** Landscaping includes hard surfaces, planted areas, street furniture, means of enclosure, and the scale, form, function and size of the spaces themselves. It can be used to:

• soften;

• screen;

• act as a visual 'foil' to buildings, to provide sitting-out areas; and

• help create a mature appearance to a new development.

Landscape design should be seen from the outset as an integral part of the layout and character of a scheme, rather than being treated as an afterthought.

**5.16** Existing landscape features, such as trees, hedgerows, dry-stone walls and water are very often valued locally and can be integrated into new developments as part of the overall planning of a site. As well as seeking to retain as much of the existing landscaping on a site as possible to add maturity, major new landscaping work should be carried out at the earliest opportunity, particularly on the boundaries.

**5.17** Developers are advised to check whether any trees within a development site are subject to tree preservation orders or whether the site is in a conservation area, in which case additional controls could apply to the felling of trees or demolition of walls.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
5.18 Dry-stone boundary walls are one of the features of the Cotswolds, gracing countryside and settlement alike. Their characteristic style and detailing can vary greatly, from the tall expertly-coursed and dressed walls surrounding the grand houses, to the rubble walls separating fields on the high wolds. Besides traditional dry-stone walling, Cotswold stone walls with mortar and old walls of locally-made brick also make important contributions to the appearance of many towns and villages. Walls deserve to be protected and repaired when at risk, especially when they are part of, or adjoin, a development site. The opportunity should also be taken to establish new boundary walls as part of the comprehensive landscaping of a site.

**POLICY 45: LANDSCAPING IN NEW DEVELOPMENT**

1. High standards of appropriate landscaping will be required in all developments.

2. Any attractive, existing landscape features, such as trees, hedgerows, walls (especially dry-stone), ponds, streams, and other wildlife habitats should be retained and integrated into all landscaping schemes.

3. Any proposals for landscaping, particularly windbreaks, tree belts, screen planting or bunding, shall not significantly adversely affect views of the wider landscape from public vantage points.

4. Where a development site contains, or is bounded by, Cotswold dry-stone or other walls, whatever their condition, every effort should be made to protect and repair them, re-using local stone wherever possible, as part of the development proposal.

5. In locations where Cotswold dry-stone walls are characteristic, especially within Conservation Areas and the Cotswolds Area of Outstanding Natural Beauty, new dry-stone walls, of an appropriate type, height and style, may be required for the boundaries and means of enclosure for new development, especially where boundaries are adjacent to highways, public footpaths or in prominent locations, re-using local stone wherever possible.

**NOTES FOR GUIDANCE:**

1. **Appropriate Landscaping:** A landscaping scheme should be submitted at the outset as part of applications for development in Conservation Areas, and for development elsewhere in sensitive, prominent locations. The scheme should include a survey of existing trees and other features on the site. The landscaping scheme should reflect the character of the location. The relationship between hard and soft areas, in particular, should be in keeping with the surrounding area and result in a practical, usable and readily maintained landscape. Any walls or fences should be of adequate height to provide enclosure and screening where appropriate, and should be of a durable construction. The colours and texture of paved or other hard-surfaced areas, should be carefully selected to complement the character of the buildings. In rural locations, a more informal landscape character would be appropriate.

2. **Landscaping Scheme:** A landscaping scheme should show sufficient detail to clearly indicate the character and appearance of the spaces to be created in the layout and design of the proposed development, including existing features to be retained, new planting, surface materials and means of enclosure. Any underground public utility services within the area to be landscaped should also be indicated. In large-scale development schemes, and, with the prior agreement of the Council (in writing), the landscaping scheme may be submitted for approval in two stages. First, a plan of the structural landscaping, showing the extent, shape and height of earth mounding, existing features to be retained, the location of proposed trees, shrubberies, grassed and hard-surfaced areas, footpaths and boundary treatment. Second, a detailed scheme showing the number and types of plants, details of hard-surface materials and street furniture.

3. **Existing Features:** Care should be taken during construction works to ensure the protection of existing landscape features, including the use of temporary fencing to safeguard trees from the careless deposit of building materials, the lighting of fires, or excavation that could damage root systems.

4. **Landscape Advice:** At an early stage in the design process, advice should be sought from the Council on the type of landscaping that may be required, and on suitable species of trees.
5. **Dry-stone walls of an appropriate type:** The Council will have regard to the nature and scale of the development, the condition and extent of walling that should be repaired or newly built, and the cost likely to be incurred. The Council will not make unreasonable demands, but private sector developers and individuals should be prepared to protect and enhance the characteristics of their sites and their surroundings that, in turn, will benefit the proposed developments and their values.

6. **Advice on dry-stone walling:** Developers and landowners are encouraged to seek expert advice on the repair and construction of dry-stone walls from the Cotswold Dry-Stone Walling Association.

**Privacy, Gardens, and Open Space in New Development**

5.19 Residents should expect a pleasant, safe living environment that offers reasonable privacy, daylight, and a secure, private, outdoor living space. In the case of some residential development, such as flats or sheltered housing, private areas may be communal spaces, but they should still offer similar standards of privacy and security.

5.20 In assessing development proposals, the Council will consider a number of related issues. These include the overall size of the private garden and the part of any garden that cannot be readily overlooked. Proper consideration must also be given to the provision of adequate and appropriate open space and play areas in all new residential developments.

5.21 Careful layout and design can ensure that privacy is maintained without resorting to over-regimented, monotonous, suburban layouts. Many Cotswold towns and villages owe their character to the relatively high densities of development. Yet, by the careful placing of buildings and their gardens, privacy, daylight and the provision of usable space around dwellings has been ensured, and can be in the future.

5.22 Particular care needs to be taken when considering extensions to existing dwellings that adequate gardens are maintained and the privacy and daylight to neighbouring properties are not adversely affected.

**POLICY 46: PRIVACY AND GARDENS IN RESIDENTIAL DEVELOPMENT**

The design and layout of new residential development, including change of use, sub-division and extensions to existing dwellings, should provide adequate areas of open space around dwellings, so as to ensure reasonable privacy, daylight, and adequate private outdoor living space.

**NOTES FOR GUIDANCE:**

1. **Adequate Light:** To avoid undue loss of daylight, when considering planning applications for new or extended buildings, the Council will take into account advice in the Building Research Establishment publication IP 5/92 - Site Layout Planning for Daylight.

2. **Adequate Outdoor Living Space - Garden Size:** The size 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.

3. **Adequate Outdoor Living Space - Privacy:** As a rule of thumb, 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 note 2 above.

4. **Private Space:** Space within the curtilage of the property for use by those who live there. The space could be a private garden for a single property or a communal garden for a block of flats or sheltered housing.
Community Safety

5.23 Evidence suggests that security can be incorporated into the design and layout of development. Every planned development has the potential to affect community safety, either positively or adversely.

5.24 The Gloucestershire Constabulary has local Crime Prevention Officers and an Architectural Liaison Officer, who can advise on designing-out crime in building layouts and housing development. Once a development has been completed, the opportunity to incorporate crime prevention measures may have been lost. Developers and designers should, therefore, maximise a positive contribution towards community safety and crime prevention by carrying out appropriate consultations at the outset of the design process.

POLICY 47: COMMUNITY SAFETY AND CRIME PREVENTION

In considering proposals for new development and alterations to existing buildings, particular regard shall be paid to incorporating appropriate quality design measures, including footpaths, cycle routes and general layout, which would reduce the opportunity for crime to occur and enhance community safety, whilst ensuring that the proposed development harmonises with the local environment.

NOTES FOR GUIDANCE:

1. Quality Design: Applicants should consider the guidance offered in DoE Circular 5/94 - 'Planning Out Crime' and design guides such as the companion guide to Design Bulletin 32: 'Places, Streets and Movements', as well as the standards set out in 'Secured by Design'.

2. Reducing the Opportunity for Crime: Applicants may find it useful to consult the County Architectural Liaison Officer and the District Council's Crime and Disorder Partnership Officer when considering opportunities for reducing crime in new housing developments and redevelopments.

Advertisements and Signs

5.25 The display of advertisements and signs is subject to complex and detailed regulations. In many cases it is necessary to obtain express consent from the local planning authority.

5.26 Advertisements and signs vary greatly in their purpose. Many are essential, even mandatory. Others are provided for the purpose of direction or information, or simply to announce a particular product, service or premises. Signs are most usually displayed on the land or premises to which they relate, but are sometimes positioned some distance away.

5.27 The impact of signs varies greatly. Individually, they may cause little offence, except where they are excessively large or garish, or are insensitively located. However, it is often the cumulative effect of signs and notices that is likely to cause the greatest visual impact and detrimental effect. In an environment as sensitive as the Cotswolds, whether in the countryside or in built-up areas, the impact of advertisements needs to be reduced to a minimum, and signs allowed only where they are really necessary or have minimal impact.

5.28 Apart from Tetbury parish and the majority of Cirencester parish, the whole of Cotswold District is within an Area of Special Control for the purposes of the Advertisement Regulations. Within areas of special control, stricter regulations apply over the size and siting of signs, with visual amenity being a particularly important consideration.

5.29 The majority of buildings in the Cotswolds are modest in scale and understated rather than dramatic. Colours are gentle and harmonious. Signs, both on buildings or free-standing, should reflect this character whether in town or open countryside. Garish, oversized signs and internally illuminated signs are unacceptable in conservation areas where they would harm the character or appearance of the area. Too many signs or
advertisements compete with each other for attention - so defeating their object. When proposing new signs and advertisements, the opportunity should be taken to rationalise and remove existing ones. The Council may require that this is done when granting consent for any new signs.

5.30 Many modern types of advertisements and signs are out of place in historic locations, as are many corporate image signs and shopfronts. Sensitivity in the design and siting of signs and advertisements can frequently do much to reduce their adverse impact, while still allowing them to perform their essential purpose.

5.31 Applications for express consent to display signs can normally only be made on private land and, specifically, not within the highway, which includes highway verges and footpaths. Signs placed on highway verges and footways require the approval of the County Highways Authority, or the Highways Agency on Trunk Roads.

5.32 In open countryside, many signs or advertisements could appear incongruous. It is appreciated that commercial concerns in rural areas experience difficulty in announcing their premises, but a proliferation of signs would be detrimental to the landscape, and any unnecessary sign is likely to be opposed. Signs which could lead to confusion for drivers and, hence road safety problems, will be strongly resisted. Essential signs, directing people to more remote rural businesses, may be acceptable so long as their number and size is not excessive.

**POLICY 48: ADVERTISEMENTS AND SIGNS**

1. The number, size, design and colour of advertisements, displayed on or close to a building, must respect the design, scale, features, function and setting of the building.

2. Consent will not be given for advertisements that are harmful to amenity or Public safety.

3. The display of advertisements of an inappropriate size, design, colour, materials or illumination, will not be permitted in sensitive locations. Internally illuminated signs will not be permitted in Conservation Areas, open countryside, or within the Area of Outstanding National Beauty if they would be harmful to the character or appearance of an area, or to its natural beauty.

4. Applications for directional signs to appropriate establishments will only be permitted where they would not have an unacceptable impact on their immediate surroundings, bearing in mind their siting, size, design, and possible cumulative impact.

**NOTES FOR GUIDANCE:**

1. **Sensitive Locations:** Any location within the Area of Outstanding Natural Beauty, Special Landscape Areas, Conservation Areas, historic landscapes, or where it would affect a listed building or its setting, is considered to be sensitive. Other rural locations may also be sensitive if prominent or exposed.

2. **Directional Signs and Appropriate Establishments:** The number of such establishments is limited. They must be so significant as to warrant signposting (e.g. a hotel in the countryside, or a public house well off the beaten track). It should not be necessary to sign establishments in settlements, which are themselves already well signposted. Signs should be limited, with instances when more than two are justified being rare. They must be simple in design, appropriate to their setting and avoid conflict with highway signs. The purpose should be to direct the motorist to the establishment, rather than to advertise. The business concerned should be of a kind likely to depend on casual passing trade, or require deliveries or callers on a frequent basis throughout the year.

3. **Advertisements:** For the purposes of this Policy, and to distinguish them from directional signs, advertisements are deemed to be for the purpose of announcing, offering for sale, or promoting a particular product or service, rather than, or in addition to, solely providing directional information.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
6. PLANNING OBLIGATIONS AND CONDITIONS

6.1 New development will inevitably make additional demands on service provision and have social, environmental and/or economic impacts. These demands and impacts must be addressed through the planning system to ensure that development is sustainable. The onus must always rest on the developer to clarify whether any wayleaves, licences, consents, permissions or requisitioning may be required from other bodies.

6.2 Applicants should consider the full implications and costs of their development proposals at an early stage, preferably well in advance of submitting a planning application. All developments will be expected to provide for their own infrastructure and service needs. Infrastructure provision may include highways and public rights of way, land drainage, sewerage, waste disposal and treatment, gas, electricity, telecommunications, and water supply. Many developments will have effects on such public services such as health provision, public transport, education, fire and rescue, social services, litter and waste collection, provision for recreation and sport, toilets and car parks. Nature conservation and landscape enhancement measures to mitigate the impact of development, together with the provision of public art, should also be considered as part of the development cost.

6.3 Appropriate measures should therefore be incorporated into proposals to meet the needs of the future occupiers and users of the development and to mitigate the impact of the development on the surrounding area, including the existing local community, public services and facilities, and the environment. Applicants may reasonably be expected to pay for, or contribute to, the cost of infrastructure or mitigation measures that are necessary:

1. for their development;
2. to overcome an existing constraint which is materially exacerbated by their proposals; or
3. to make compensating provision elsewhere; and
4. to contribute generally to the infrastructure or social needs of the community.

6.4 The Council will carefully consider the use of planning obligations and conditions to help to achieve sustainable development. Planning obligations should only be required to make a proposed development acceptable; they cannot be used for rectifying past mistakes. The process of negotiation will be carried out in an open, transparent, fair and reasonable manner. Planning permission must not be perceived to be bought or sold. Public confidence in the process is essential.

Planning Obligations

6.5 Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) provides the statutory framework for the use of planning obligations. The obligations run with the land and are therefore enforceable against the original covenantor and anyone subsequently acquiring an interest in the land. Department of Environment (DoE) Circular 1/97 sets out the Government’s policy for the use of planning obligations.

6.6 Planning obligations may be used to:

1. restrict development or use of land;
2. require operations or activities to be carried out in, on, under or over land;
3. require land to be used in any specified way; or
4. require payments to be made to an authority either in a single sum or periodically.
6.7 Planning obligations can therefore have a positive role to play in the planning system as they can remedy planning problems and enhance the quality of development. They may enable proposals to go ahead which might otherwise be refused and can be important in the implementation of planning policies for an area.

6.8 Planning obligations should only be sought where they meet a series of tests. They should be relevant to planning and directly relate to the proposed development if they are to influence a decision on a planning application. They must be necessary to make a proposal acceptable in land-use planning terms. They should also be fairly and reasonably related in scale and kind to the proposed development and be reasonable in all other respects.

6.9 Benefits in a planning obligation which go beyond what is necessary must not affect the outcome of a planning decision. An offer of such an obligation will not necessarily be unlawful, but should be given very little weight in the determination of an application.

Planning Conditions

6.10 DoE Circular 11/95 sets out the Government’s policy advice on the use of conditions in planning permissions. They should be used in preference to planning obligations, where possible. The Circular sets out six tests which conditions should satisfy. They should be: necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.

National Planning Policy

6.11 Most Planning Policy Guidance Notes (PPGs) indicate circumstances and examples of when the use of planning obligations and conditions may be appropriate. The following points provide a summary of this advice.

6.12 It may be appropriate to use planning obligations and/or conditions to secure as part of development proposals:

1. adequate provision of infrastructure; including education, health and community facilities, transport services and facilities, water supply and sewerage infrastructure;
2. high quality design and good quality development;
3. affordable housing contributions and the reservation of such housing to meet local needs in perpetuity;
4. improved accessibility by all modes of transport but with the emphasis on public transport, walking and cycling within new developments and to the surrounding area, town and local centres;
5. easy and safe access to developments for people with special needs;
6. the implementation of a travel plan;
7. measures to minimise the generation of waste and to promote more sustainable methods of waste management during the construction and the occupation/use of a development; and
8. recreational facilities and open space; for example by requiring direct provision, or contributions to the establishment or enhancement of a nearby facility, or conversion of another site, and contributions for maintenance.

6.13 When considering planning applications, it may be appropriate to use planning obligations/conditions to control, limit or mitigate the impact of the development on:

1. the amenity of the existing community; such as by controlling the hours of operation and noise levels, improving the external appearance of the building, limiting traffic movements, and restricting the routes taken by heavy goods vehicles;
2. the vitality and viability of an existing centre and village shops; for example by controlling the range of goods sold at an out-of-centre retail development or a farm shop;
3. the environment, air, water, land or sky; for example by controlling traffic impacts, design, scale and landscaping;
4. flooding and flood risk; for example by requiring provision of, or contributions towards, flood defence and mitigation works, and also the incorporation of measures such as flood-resistant construction techniques and sustainable drainage systems into new development;
5. the landscape; for example by controlling the proliferation of farm buildings and over-intensive development of businesses in rural areas;
6. wildlife habitats, important physical features and ‘protected species’;
7. designated sites at risk of damage and archaeological remains; and
8. local highway amenity; for example by requiring wheel cleansing equipment to be used and the road to be washed and swept.

6.14 It may be appropriate to use planning obligations/conditions to help achieve the planning objectives of national and local policies through new development. For example, they may be used, in appropriate circumstances, to:

1. improve the accessibility of a town centre; for example by negotiating dual use of new town centre or edge-of-centre supermarket car parks;
2. reduce the need to travel; for example by encouraging a wide range of facilities in district and local centres through the use of conditions which discourage the inclusion of post offices and pharmacies in out of centre retail developments;
3. enable dwellings in the countryside for agricultural or forestry workers to live close to their work; for example by using occupancy conditions or a planning obligation tying the unit with the agricultural land or the operation of an enterprise; and
4. protect resources; for example by requiring the decontamination of soil and the provision of recycling facilities in particular developments.

6.15 The Cotswold Community Plan sets out the key challenges and priorities for the District. This provides a basis for determining the priorities and nature of provision or contributions to be sought from developers.

6.16 It is important that planning obligations requiring direct provision or developer contributions are co-ordinated towards achieving set aims and objectives for the settlements concerned. The future development priorities and objectives for Cirencester and each of the nine Principal Settlements are set out in Sections 7 - 9 of this Plan.

POLICY 49: PLANNING OBLIGATIONS AND CONDITIONS

1. In order to achieve sustainable development, proposals will only be permitted if the social, economic and environmental impacts of the development are satisfactorily mitigated, or compensated for, and the service and infrastructure needs generated by the development are fully met.

2. Where appropriate, the Council will impose conditions, or seek planning obligations, to secure the provision or improvement of community infrastructure and services that would be made necessary by, and directly related to, the development, having regard to the type, location, scale and cumulative impact of the development proposed.

NOTES FOR GUIDANCE:

1. Application of the Policy: The policy applies, in principle, to all development proposals. However, in practice, the degree to which the policy applies will depend on the type, nature and scale of the proposal, and also the timing and viability of the development. The policy does not specify threshold levels for different types of development as the needs and impacts will vary according to local circumstances and the individual nature of specific development proposals. The exact requirement generated by a proposal is unlikely to be known until the application stage as the capacity of facilities may change, and the requirements should be directly related to the development proposal if they are to be given weight.

2. Development Impacts and Needs: Depending on the nature and scale of a development proposal, there are likely to be social, economic and environmental impacts, as well as needs, arising from the development. For example, impacts and needs may cover issues in relation to:
   • local amenity;
• the environment;
• the vitality and viability of existing town and local centres;
• accessibility by sustainable modes of transport;
• public services; and
• other community facilities.

Developers may reasonably be expected to pay for, or contribute to, the cost of infrastructure that is necessary for the development and also to overcome an existing constraints that materially exacerbated by the proposal. Depending on existing provision and the scale of the need generated, contributions may be required for the establishment of a new community facility or enhancement of an existing one. With regard to impacts on local amenity or environment, the maintenance, enhancement or replacement of the amenity or environmental resource may be required. Measures to overcome the impacts of development proposals should be in accordance with national and local policy objectives. Greater detail on specific impacts and needs is provided in other policies of the Local Plan.

3. Community Infrastructure: Community infrastructure is a term used to describe a range of land use matters that should be taken into consideration when assessing development proposals. It includes:
• physical infrastructure such as roads, footpaths, cyclepaths, canals, landscaping, sewers, water supply and drainage;
• social infrastructure such as schools, libraries, health facilities, fire and rescue, affordable housing, special needs housing, public transport services, recreational and leisure facilities, play areas, public art, other public services and community facilities;
• environmental infrastructure such as wildlife habitats and corridors, nature conservation, species protection, open space, biodiversity, energy and other natural resources; and
• economic infrastructure such as employment and commercial uses, retail facilities, waste collection, car parking, and the transport network.

4. The Use of Planning Obligations and Conditions: The Council recognises that planning obligations and conditions should only be used to make development proposals acceptable, that would otherwise be refused. They should relate directly to the development, be necessary and reasonable. In considering the needs arising from development proposals and the impacts of the development on social, economic and environmental matters, the Council will make particular reference to the following sources of local information:

• the policies and proposals of the Local Plan;
• the Gloucestershire Structure Plan, Local Transport Plan and Biodiversity Action Plan;
• the Cotswold Community Plan, Housing Strategy, Economic Development Strategy; Sustainability Policy and Strategy;
• Supplementary Planning Guidance and Development Briefs;
• specific surveys and studies, where available, on topics such as housing needs, open space, landscape, retail, leisure and playing fields, and community facilities;
• Gloucestershire County Council on services such as highways, sustainable transport, education, social services, libraries, youth and community, fire and rescue; and
• other local ‘stakeholders’, such as the Environment Agency, Primary Care Trust, Highways Agency and Police Authority.
7. THE DISTRICT’S URBAN AREA: CIRENCESTER

1. CIRENCESTER IN 2001

7.1.1 Cirencester, ‘Capital of the Cotswolds’, is the largest town in the District. Its population in 2001 was 18,966.

7.1.2 The town has developed in a shallow bowl created by the River Churn, and is surrounded to the north and west by the Cotswold Hills. To the south lies the relatively flat expanse of the Upper Thames Valley.

7.1.3 There are fine views of the Parish Church tower from many of the routes into the town. Indeed, many of the approaches to Cirencester are characterised by green ‘wedges’ of undeveloped land, some of which extend into the heart of the town. These are very important to the town’s appearance and character, and link it with the surrounding countryside.

7.1.4 The western side of the town abuts Cirencester Park, much of which is a Grade 1 historic parkland. The Park and the countryside to the north are within the Cotswolds AONB, while other areas of countryside around Cirencester, especially to the north-east, are also very attractive and important to the town’s setting.

7.1.5 Cirencester has a remarkable history and was particularly important during Roman and Medieval times. It was one of the largest towns in Roman Britain. The archaeological evidence of its public buildings, well-appointed private houses, streets and enclosing walls lies just below the surface of the modern town. A much smaller medieval town with an important abbey developed in the northern part of the Roman town, focussed on the Market Place. Reflecting the national importance of its archaeological remains, large areas of Cirencester are protected as scheduled ancient monuments. There are also four Conservation Areas covering extensive parts of the town and Park, and many attractive listed buildings.

7.1.6 Today, Cirencester is a thriving market town with a fine heritage and a unique character, and it is a popular place in which to live. There is considerable demand in the town for housing of all kinds, especially units that are affordable. However, despite the town’s general well being, there is evidence that some parts have concentrations of community deprivation, notably in Watermoor.

7.1.7 Cirencester is a centre for local government, professional services and education, being home to the District Council, Cirencester College and the Royal Agricultural College. Brewery Arts and the Corinium Museum are cultural facilities of regional importance; however, the town’s cinema closed in 2005. Cirencester has a modest tourist trade and there is scope for this to grow. The town would benefit from more hotel provision.

7.1.8 Cirencester has a compact town centre that mixes general and specialist retailing, commercial and residential uses.

7.1.9 Retailing in the town is generally successful, with a range of national multiple retailers, independent traders and specialist shops. The town has a busy street market twice a week, other specialist weekly markets (held in the Corn Hall) and a twice-monthly Farmers’ Market. The town centre’s vitality and viability are healthy, and the implementation of the first phase of the Cirencester Traffic and Environment Plan (CTEP) has helped to make it more attractive.

7.1.10 Cirencester has a good range of companies involved in manufacturing and services.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
7.1.11 Most of the wide rural area reliant on Cirencester for services and facilities is poorly served by public transport, although services are better than in most of the District. Therefore, reliance on the car is inevitable for many people. The town’s position, roughly mid-way between Swindon and Cheltenham/Gloucester, together with the dozen or so roads that radiate from it, make Cirencester very accessible for the motorist. A National Express service links the town to Cheltenham, Gloucester and London. The nearest railway station is at Kemble, four miles to the south west, and is linked to the town centre by regular bus services.

7.1.12 Although additional public parking has been provided in Cirencester over the years, the popularity of the town and increasing car ownership have resulted in the town’s car parks reaching capacity. At busy times it can be very difficult to find a parking place.

7.1.13 Perhaps surprisingly for a town so well located, Cirencester is reasonably self-contained, with 52% of the economically-active population travelling less than 3 miles to work. However, around 780 residents commuted to work in Swindon in 2001.

7.1.14 Taking all the above into account, Cirencester is, by far, the most sustainable location for development in the District.

7.1.15 The sizeable village of Siddington lies just a few hundred metres south of Cirencester’s main employment area at Love Lane. The former Siddington to Cirencester arm of the Thames and Severn Canal is protected to enable its restoration. The band of countryside separating the village from Cirencester is very important in helping to maintain Siddington’s separate identity. Similarly, Stratton, a discrete part of Cirencester with its own identity, is separated from the town by the valley of the River Churn. The villages of Baunton and Preston also lie very close to Cirencester but have their own distinctive rural character. Both have Conservation Areas, and Baunton lies in the Cotswolds AONB. Like Siddington and Stratton, they are separated from Cirencester by narrow but important breaks of open countryside.

2. CIRENCESTER IN 2011

7.2.1 By 2011 Cirencester’s role as ‘Capital of the Cotswolds’ will have become even stronger. It will remain the District’s premier commercial centre and an important focus for community facilities and services, including retailing.

7.2.2 The town centre will have retained and enhanced its special character, and several mixed use development projects will have increased its offer. There will have been a modest increase in the number and range of retail units and other services through a number of small to medium scale redevelopment schemes. This, combined with the management of traffic, improved community, sporting and cultural facilities, and significant improvements to the town centre environment will mean that the town is competing very successfully, and continues to be vital and viable. Increasingly, the town centre will have become a place in which to live as well as providing many facilities for a large rural area.

7.2.3 New residential development on the eastern side of the town will have been built to a very high standard, with associated benefits that contribute to the town’s sustainability and will have added value for the community.

7.2.4 Land will have been provided for additional manufacturing and business development, and growth in employment opportunities will have kept pace, by and large, with residential development.

7.2.5 The land alongside the River Churn, between Beeches Road and City Bank Road, will have been improved and regenerated into a publicly accessible area suitable for informal recreation.

7.2.6 Action will have been taken to reduce deprivation in those Wards where it is most prevalent.
3. DEVELOPMENT STRATEGY FOR CIRENCESTER

7.3.1 The Structure Plan designates Cirencester as an Urban Area and sets a requirement that most of the District’s housing and employment needs to be provided within and adjacent to the town. This requirement is taken forward in the Development Strategy for the District.

7.3.2 During the preparation of this review, a total of 14 greenfield sites were put forward for consideration for housing or employment development. Following extensive site analysis, 10 of these were ruled out owing to access problems, remoteness from the town centre, potential flooding and/or the likely adverse impact on the environment.

7.3.3 In addition to a number of brownfield sites within the urban area, two Greenfield sites have been chosen for housing development, both on the eastern side of Cirencester in the Kingshill area. Here, development should take place in order to protect the remainder of the town’s built and natural environment, whilst offering opportunities to improve community facilities, and provide much-needed cycle and pedestrian links with the town centre. Amongst the priorities for these sites is the need to:

- minimise the impact of development on the town's setting, including the retention of an area of open countryside to separate Cirencester from Preston;
- incorporate extensive landscaping and investment in the adjacent countryside to help assimilate the development in a pleasant way, provide a more attractive 'edge' to the town, and encourage public access to the countryside, while protecting farming businesses;
- secure much needed affordable housing and community facilities;
- offer residents and workers a choice of means of getting to school, work, the town centre and around the town; and
- demonstrate the very highest standards of layout and design.

7.3.4 In addition, further residential development will be encouraged in the town centre, above existing shops, in mixed use developments and in higher density housing schemes on infill and 'windfall' sites. Wherever possible, opportunities should be taken, when redeveloping sites, to retain or reinstate the historic pattern of the town. Due to the high archaeological sensitivity of the town centre, assessments may be required in order to establish the archaeological implications of the proposed development.

7.3.5 There is a very high level of demand for affordable housing in Cirencester, and this is expected to continue for the foreseeable future. For this reason, affordable dwellings will be sought as part of residential and mixed-use developments in the town, subject to Policy 21. The type of affordable housing sought may vary from site to site. However, depending on financial viability, the nature and location of the site, the proportion is likely to be near 50% in every case. Details of the planned provision of housing in Cirencester are set out in Table 2 below.

**TABLE 2 – CIRENCESTER: PLANNED HOUSING PROVISION**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>MINIMUM CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT**</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVIOUSLY DEVELOPED SITES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TA HQ and area to south, Somerford Road</td>
<td>Policy 20</td>
<td>1.0</td>
<td>15</td>
<td>15*</td>
</tr>
<tr>
<td>Hotel, Lewis Lane</td>
<td>Policy 20</td>
<td>0.4</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>North of London Road</td>
<td>Policy 20</td>
<td>0.55</td>
<td>8</td>
<td>8*</td>
</tr>
<tr>
<td>Former Countrywide store, Whiteway View</td>
<td>Policy 20</td>
<td>0.41</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td><strong>Sub-Totals</strong></td>
<td></td>
<td><strong>2.36</strong></td>
<td><strong>55</strong></td>
<td><strong>39</strong></td>
</tr>
</tbody>
</table>
MIXED USE SITES

<table>
<thead>
<tr>
<th>Site</th>
<th>CIR.</th>
<th>Size (Floor Area)</th>
<th>Ground Area</th>
<th>No. of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cattle Market/Leisure Centre</td>
<td>2</td>
<td>0.3</td>
<td>10</td>
<td>2*</td>
</tr>
<tr>
<td>Sheep Street Island</td>
<td>3</td>
<td>1.3</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td>Memorial Hospital</td>
<td>4</td>
<td>0.4</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Dyer Street/Waterloo</td>
<td>6</td>
<td>0.4</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Cricklade Street/West Way</td>
<td>8</td>
<td>0.5</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td><strong>2.9</strong></td>
<td><strong>120</strong></td>
<td><strong>57</strong></td>
</tr>
</tbody>
</table>

GREENFIELD URBAN EXTENSIONS

<table>
<thead>
<tr>
<th>Site</th>
<th>CIR.</th>
<th>Size (Floor Area)</th>
<th>Ground Area</th>
<th>No. of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingshill (north)</td>
<td>10</td>
<td>8.7</td>
<td>261</td>
<td>130</td>
</tr>
<tr>
<td>Kingshill (south)</td>
<td>10/1</td>
<td>7.2</td>
<td>216</td>
<td>108</td>
</tr>
<tr>
<td>City Bank (Purley Road)</td>
<td>15A</td>
<td>0.4</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td><strong>16.3</strong></td>
<td><strong>489</strong></td>
<td><strong>244</strong></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>21.56</strong></td>
<td><strong>664</strong></td>
<td><strong>340</strong></td>
</tr>
</tbody>
</table>

* Financial Contribution will be sought for this number of units
** Subject to Policy 21 (Affordable Housing)

7.3.6 Employment growth and the strengthening of the town centre’s role will be facilitated by:

- the provision of additional land for industrial and/or business development at Wilkinson Road, Smith's Field, Kingshill North and Siddington Park Farm;
- encouraging redevelopment, predominantly for mixed use, of certain less attractive or under-used sites in and adjacent to the town centre. However, the sequence in which individual sites will be developed and the exact proportions of the different uses provided on each site will depend on planning policy as well as the market; and
- investment in the improvement of the town’s public realm, cultural and sporting facilities, the conservation of the town’s heritage, the management of traffic, and improvements to the town’s accessibility (e.g. bus services, shopmobility and additional car parking).

7.3.7 The land between City Bank and the Beeches areas, and the former railway line between Queen Elizabeth Road and Kingshill School will have maximised its landscape quality, as well as its potential to contribute to the town's non-motorised transport network. This will support regeneration in Watermoor Ward and help provide a link between the Beeches and Kingshill areas, where the urban extensions are located, and the town centre.

4. TRAFFIC AND ENVIRONMENT IN CIRENCESTER TOWN CENTRE

7.4.1 An integrated package of measures to manage traffic, improve accessibility, enhance community safety and improve the town centre environment were pursued during the 1990s as part of the Cirencester Traffic and Environment plan (CTEP). CTEP was a joint project involving Gloucestershire County Council, Cotswold District Council and Cirencester Town Council. However, following the District Council’s decision to withdraw from the project in September 2003, significant elements of CTEP remain unimplemented.

7.4.2 Despite this, numerous aims of CTEP remain valid aspirations for the town, which could be implemented in the future. The aims of CTEP were to:

- remove all through traffic which has no overriding reason to travel through the town centre, and encourage greater use of the Inner Bypass;
- reduce traffic speeds significantly, ideally to 20 mph, in the main town centre shopping streets and those which are predominantly residential;
• ensure that car parks can be easily found, as directly as possible, to and from the Inner Bypass and without using the town centre shopping or residential streets;
• improve the safety of, and create a more pleasant environment for, pedestrians, cyclists and disabled people, including, where appropriate, additional pedestrian priority, wider pavements and more dropped kerbs;
• provide reasonably convenient access to, and within, the town centre for those who live there, or whose work requires easy access to a car;
• consider the introduction of further ‘residents only’ parking schemes;
• maintain convenient through routes for buses;
• provide adequate facilities in the town centre for taxis;
• ensure that servicing to commercial premises can be carried out in as convenient a way as is practical, without destroying the historic fabric of the town through the creation of large rear service yards;
• improve the appearance of the town centre through re-paving, 'greening' and better street furniture, together with pedestrian signing, visitor information, and interpretation of the town's heritage; and
• carefully redesign, replace and rationalise road signs to help meet the above aims.

**POLICY CIR.1: TRAFFIC AND THE ENVIRONMENT IN CIRENCESTER TOWN CENTRE**

1. **Measures to reduce, manage and calm traffic; integrate public transport; improve facilities for cyclists, pedestrians and the disabled; and improve the environment will be implemented throughout Cirencester town centre and along the main traffic, cycle and pedestrian routes into and out of it.**

2. **The Council will seek planning obligations to secure contributions towards the implementation of measures described in Clause 1 above in relation to any development likely to give rise to an increase in traffic, cycling, public transport and/or pedestrian movements to, in, or through the town centre.**

**NOTES FOR GUIDANCE:**

1. **The Proposed Measures:** The measures outlined in the above policy are set out in detail in the Gloucestershire Local Transport Plan (including Annual Progress Report) and the Cotswolds Cycling Strategy SPG.

2. **Contributions:** The contributions sought will be fairly and reasonably related to the proposal in scale and kind. These may be financial, on-site, or off-site works, or a combination of all three. The size of contribution sought will be related to the volume of traffic, cycle, and pedestrian movements, and public transport use, likely to be generated by the development. Contributions will not be sought where the volumes generated are likely to be insignificant. See Policy 49 for further guidance on Planning Obligations and Conditions.

**5. MIXED USE SITES**

**Livestock Market and Leisure Centre**

7.5.1 This site, accessed from the Inner Bypass and Tetbury Road, is in a prominent location on one of the main approaches to the town centre. The site includes the Cotswold Leisure Centre, Cirencester Livestock Market, the Social and Services Club, Bridges petrol filling station and car dealership, and public car parking. Some of these uses and the buildings they occupy are not attractive, and there is potential to make more effective use of the site as a whole.

7.5.2 Owing to fundamental changes in agriculture, the future of livestock markets is uncertain. The present market requires substantial investment to bring it up-to-date, but even then its site is cramped with no room for expansion. Since the 2001 foot and mouth crisis, its throughput of livestock has diminished. However, there is still a need for a
livestock market within or close to the Cotswolds to support the local agricultural industry. At present, there is a successful livestock market in the District at Andoversford.

7.5.3 The Cotswold Leisure Centre, which has had emergency structural repair work carried out, is not well suited to the requirements of modern leisure provision. A replacement facility would make a positive contribution to Cirencester’s role as a service centre and its current edge-of-centre location ensures that it achieves maximum accessibility by a choice of transport modes. Any replacement centre should be located on or near the site of the existing centre in order to maximise its sustainability and contribute towards maintaining the town centre's vitality and viability.

7.5.4 The site is too far from the town centre to be considered suitable for retail development. There is, however, a need for additional office accommodation in Cirencester to cater for the expansion of existing office uses and to replace an allocation made in the previous Local Plan at Kingsmeadow, which has not come forward and is not included in this review. There is also scope for housing within the mix of uses that could be accommodated on the site.

7.5.5 The exact mix of uses to be developed will depend on market conditions and demand at the time of redevelopment. It may take place in phases, each delivering a different use or combination of uses, in the overall mix for the site.

7.5.6 The Livestock Market was allocated for car parking in the previous Local Plan. Its location is ideal for long-stay parking, especially adjacent to the Leisure Centre. Public parking provision, therefore, with at least the same number of spaces as exists at present, should be part of the mixture of uses on the site. It is possible that the parking provision could be managed to optimise day-time office parking, evening peak use of the leisure centre and the provision of long-stay public parking.

7.5.7 A detailed archaeological assessment has been carried out. Planning conditions will ensure that archaeological remains affected by the development will be fully recorded.

7.5.8 The prominent location of the site alongside the Inner Bypass, on one of the main routes into the town centre, and adjacent to the Conservation Area, require that any redevelopment must be to the very highest standards of layout, design, materials and landscaping.

**POLICY CIR.2: LIVESTOCK MARKET AND LEISURE CENTRE, TETBURY ROAD, CIRENCESTER**

[Proposals Map Inset 1A]

The site shown as Policy CIR.2 is allocated for a mix of office, residential and leisure uses, and public parking, subject to the following criteria being met:

(a) the provision of a replacement leisure facility, to be completed before the existing Cotswold Leisure Centre is closed, shall have been secured; and

(b) the provision, on completion of the development, of at least the same amount of public car parking as is currently available on the site, and agreement reached on management arrangements to ensure sharing, where appropriate, of the public and any private parking provided on the site, shall have been secured.

**Sheep Street ‘Island’ Site**

7.5.9 This site, accessed directly from the Inner Bypass, is on a very prominent approach to the town centre and contains several listed buildings. It is currently in a variety of uses including private and extensive public car parking, offices and a car dealership. At present, however, optimum use is not being made of this important site. Its redevelopment with a mixture of uses would add considerably to the town's vitality and viability.
7.5.10 The site is too far from the town centre for retail use, but it is ideal for a mixture of office and residential uses, although a substantial amount of public car parking should also be part of the mix. The site would also be suitable for some leisure uses, but only so long as these would be compatible with the existing and proposed residential uses in the area.

7.5.11 The size and shape of the site indicate that it could be redeveloped to provide one or more courtyards, which would be particularly suitable for residential use. These could provide attractive new public spaces in the town, protected by the development from traffic using the one-way system around the site.

7.5.12 The public parking currently provided on the site is well located and well used, and is, therefore, very important to the town’s vitality and viability. Indeed, through the possible provision of a decked car park, the site provides a rare opportunity in the town to provide a significant increase in parking places. Good use could be made of the changes of levels on the site to incorporate a decked car park in a well-designed, relatively unobtrusive way.

7.5.13 The exact mix of uses to be developed will depend on market conditions and demand at the time of redevelopment. It may take place in phases, each delivering a different use or combination of the uses, in the overall mix for the site.

7.5.14 The site’s prominent position, its relationship to the Conservation Area and the need to preserve the setting of its listed buildings require a very sensitive approach to the design of the development. A considerable opportunity exists to enhance this part of the town, which must be grasped through the development. Any scheme must retain Oakley House, the former Cirencester Town railway station and Apsley Hall.

7.5.15 The redevelopment of the site also provides an opportunity to improve pedestrian access between the town centre and the Leisure Centre/Livestock Market site (see above). The provision of an attractive pedestrian link through the site, perhaps linking the courtyards suggested above, must, therefore, be provided in any scheme. Safe crossings of the highways between the site and the town centre will also be an important consideration.

7.5.16 There is substantial evidence that the site is archaeologically sensitive. It lies across or just outside the location of the Roman wall around the town.

**POLICY CIR.3: SHEEP STREET ‘ISLAND’ SITE, TETBURY ROAD/HAMMOND WAY, CIRENCESTER**

*Proposals Map Inset 1A*

The site shown as Policy CIR.3 is allocated for a decked car park and a mix of residential, office and leisure uses, subject to the following criteria being met:

(a) the design of the development retains and enhances the setting of Oakley House, the former railway station building, and Apsley Hall;

(b) the car park is located and designed to make best use of the change of levels within the site and minimises the visual impact of its bulk;

(c) an attractive pedestrian link is provided to the town centre, to be open for use by the general public at all times; and

(d) an appropriate financial or in-kind contribution shall have been secured towards the implementation of traffic measures, including public transport, and towards environmental improvements in the town centre.

**Former Memorial Hospital**

7.5.17 This site comprises the former Memorial Hospital, now in a variety of temporary uses but largely unoccupied, a row of former cottages fronting Sheep Street, and a public car park. The car park has always been viewed by the Council as a temporary use,
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.

7.5.18 Additional temporary public car parking spaces, to relieve some of the immediate pressure on parking in the town, could be provided on the site through the demolition of the former hospital buildings. This would be pending a longer-term solution to the need for additional parking in the town through additional parking provision on another site (or sites) in or adjacent to the town centre.

7.5.19 Once relieved of the need to provide additional temporary car parking, this site would be ideal for redevelopment for a mixture of office and residential uses. The site is considered to be a little too far from the heart of the town centre to be suitable for retail use.

7.5.20 Parking provision to serve both the redevelopment and the replacement of lost public car parking spaces cannot be fully accommodated on the site; therefore, the Council would accept payment in lieu to enable equivalent off-site provision.

7.5.21 The redevelopment of the site has the potential to enhance the Conservation Area. In determining the most appropriate scheme, the Council will give due regard to the Unlisted Buildings Assessment Checklist, set out in the English Heritage guidelines on Conservation Area Appraisals.

7.5.22 Any redevelopment will need to retain the large cedar tree on the site, which makes a significant contribution to the townscape in this part of the town centre. It will also need to improve public access through the site, as a continuation of the new pedestrian route described in the proposals for the Sheep Street 'Island' site (see previous sub-section).

7.5.23 The site lies within the line of the town's Roman wall and there is substantial evidence that it is archaeologically sensitive.

POLICY CIR.4: MEMORIAL HOSPITAL SITE, SHEEP STREET, CIRENCESTER

The site shown as Policy CIR.4 is allocated for car parking until such time as adequate alternative public parking provision is made within or adjacent to Cirencester town centre. Once alternative public parking provision has been secured, the site is allocated for redevelopment for office and residential uses, subject to the following criteria being met:

(a) That the cedar tree is retained;
(b) an attractive pedestrian link is provided through the site from Sheep Street to the town centre, to be open for use by the general public at all times;
(c) a contribution towards the provision of off-site parking, to meet the needs of the development and to replace the public car parking lost through the site’s redevelopment, shall have been secured; and
(d) the front section of the former Memorial Hospital and the air raid shelter must be retained at least until such time as a satisfactory redevelopment scheme has been approved.

Land adjacent to Brewery Car Park

7.5.24 This area comprises public open spaces and walkways, some parking, a bowling green, and several retail units. The adjacent Brewery Car Park is the most popular and busiest car park in the town. It is frequently full to capacity.

7.5.25 Retailing and residential developments at Bishops Walk and the Brewery Court have improved the appearance of the area, and the trees within the car park are steadily
growing and increasing their impact; however the area looks 'tired' and in need of a substantial uplift. The area is dominated by the large Tesco store, and the rear elevations of properties in Castle Street, Cricklade Street and Ashcroft Road are open to view. A bowling green adjacent to the car park is hidden from view by a high, dense, though somewhat unkempt hedge.

7.5.26 The area has two open spaces, at Brewery Court, including the ‘hare mosaic’, and the space outside the rear entrance to WH Smith, which act as informal meeting places. These are fairly well used, but their appearance could be considerably improved.

7.5.27 There are proposals for a major improvement of Brewery Arts, a regionally important centre. This could play a major part in helping to regenerate this part of the town centre.

7.5.28 Development on the northern side of the car park could help to make the pedestrian route between Tesco and Brewery Court more attractive, as well as provide additional retail floorspace and complement the planned improvements at Brewery Arts. Further improvements could be achieved through the redevelopment of the rather unsightly, flat roofed blocks of buildings between Brewery Arts and Cricklade Street.

7.5.29 Further retail development to the north of the car park would create a net requirement for additional parking. This, potentially, could be accommodated on the site of the existing bowling green, should the bowls club satisfactorily relocate elsewhere in the town. Alternatively, should this not happen, the Council will accept payment in lieu to enable equivalent off-site provision.

7.5.30 In addition to ground floor retailing, the opportunity should also be taken to make productive use of upper floors either as offices or for residential use, including an element of affordable housing.

7.5.31 The site, part of which is a scheduled ancient monument, lies well within the boundaries of Roman and Medieval Cirencester, and there is substantial evidence that it is archaeologically sensitive.

**POLICY CIR.5: LAND ADJACENT TO BREWERY CAR PARK**

[Proposals Map Inset 1A]

The site shown as Policy CIR.5 is allocated for retail development with offices and/or residential uses above and, provided the bowls club can be satisfactorily relocated, the area annotated CIR.5/1 is allocated for additional surface level car parking, subject to the following criteria being met:

(a) the open spaces in front of the Brewery Arts Theatre and Brewery Court are enhanced;
(b) that any vegetation around the area annotated CIR.5/1, which is worthy of retention be retained; and
(c) if the area annotated CIR.5/1 does not become available for additional parking, a contribution towards the provision of off-site parking shall have been secured in order to meet the needs of the development and to replace any car parking lost through the site’s redevelopment.

**Land between Dyer Street and The Waterloo**

7.5.32 This site comprises retail and similar uses fronting Dyer Street, with offices and other uses above and service yards and private parking areas at the rear. The post-War buildings are not in keeping with the historic core of the town. Indeed, they are visually of poor quality by today’s standards. The appearance of the site from The Waterloo, including from the well-used Waterloo Car Park, is particularly unsightly. In fact, the area has some of the poorest quality ‘townscape’ in the centre of Cirencester.
7.5.33 Despite its appearance, the entire site lies within the Conservation Area, hence there is a need to ensure that future development is of high quality layout, design and materials.

7.5.34 The site includes an important pedestrian link between Dyer Street and The Waterloo car park. At present this is an unattractive, narrow, rather dark ‘corridor’. It should be radically improved as part of any development proposal.

7.5.35 Given the desirability of improving the appearance of land between Dyer Street and The Waterloo, including the car park, efforts should be made to pursue a comprehensive scheme incorporating both sites.

7.5.36 The layout of any new development could, perhaps, recreate the medieval layout of original burgage plots, particularly where evidence of this remains today. A major new frontage to The Waterloo could also be created.

7.5.37 The Dyer Street frontage of any redevelopment should be primarily for retail use, with residential, office and other appropriate uses above. The development facing The Waterloo should be predominantly for residential use, but could incorporate some office use if the market so demands.

7.5.38 It will not be desirable to retain all the existing private car parking areas, or to meet the car parking requirements of the development itself, within the site. The Council will, therefore, accept payment in lieu to enable equivalent off-street provision.

7.5.39 The site, part of which is a scheduled ancient monument, lies within both the Roman and medieval towns and there is evidence of complex and well preserved archaeological deposits.

POLICY CIR.6: LAND FRONTING DYER STREET AND THE WATERLOO, CIRENCESTER
[Proposals Map Inset 1A]
The site shown as Policy CIR.6 is allocated for retail, office and residential uses, subject to the following criteria being met:
(a) retail use is provided on the Dyer Street frontage, with office and residential uses above;
(b) residential and, possibly, offices are provided on The Waterloo frontage;
(c) an attractive pedestrian link is provided between Dyer Street and The Waterloo, to be open for use by the general public at all times; and
(d) a contribution to provide for off-site parking shall have been secured to meet the needs of the development and to replace of existing parking if this cannot be accommodated on the site.

The Waterloo Car Park
7.5.40 This site, which is easily accessed from the Inner Bypass, is a well used public car park. It is one of the few locations in or adjacent to the town centre where the considerable demand for public parking could be met by providing a decked car park. Consequently, the site so allocated in the August 1999 Local Plan, and that allocation has been carried forward in this Plan.

7.5.41 The site is bounded to the north by a river with housing beyond, and by housing to the west and east. Although challenging to design, a decked car park here could improve the appearance of the area, especially if it was screened, perhaps in part, by development comprising other uses wrapped around it and integrated into its construction as a single development project. Such uses could include residential and offices.

7.5.42 The design of the decked car park and surrounding uses would need to sit comfortably alongside the existing buildings, and avoid overlooking of adjacent residential
properties. There is scope to make use of the frontage to the river by providing a landscaped public walk alongside it. The challenge of the design is such that it would lend itself to a design competition.

7.5.43 Given the desirability of improving the appearance of land between Dyer Street and The Waterloo, including the car park, efforts should be made to pursue a comprehensive scheme covering both sites.

7.5.44 The decked car park would be a good location for a shopmobility facility, which the town currently lacks. The provision of shopmobility in this location has the support of groups representing disabled people locally. Most of the site lies within the floodplain of the River Churn. It is imperative that the car park and any other new buildings are designed in a way that causes no flooding problems in the immediate vicinity, or exacerbates flooding problems downstream.

7.5.45 There is substantial evidence that this site, which is part of a scheduled ancient monument, is archaeologically sensitive.

**POLICY CIR.7: THE WATERLOO CAR PARK, CIRENCESTER**  
[Proposals Map Inset 1A]  
The site shown as Policy CIR.7 is allocated for a decked car park, with integral office and residential uses, subject to the provision of:

(a) An attractive, landscaped public access to the river; and

(b) a shopmobility facility within the proposed scheme.

**Cricklade Street/ West Way**

7.5.46 This site comprises retail frontages to Cricklade Street, some of the upper floors of which are in residential or office use, and the more fragmented frontages to West Way. There are also service yards and a former builder’s yard. A number of the properties fronting Cricklade Street have been renovated and the upper floors re-used, but to the rear there is considerable scope to improve the appearance of the area.

7.5.47 The site is suitable for mixed use development comprising retail, residential and some offices. Should the entire site not be developed comprehensively, any partial redevelopments should be laid out and designed so as not to prejudice the future development of the rest of the site.

7.5.48 The entire site is within the Conservation Area; therefore, development will need to incorporate high quality layout, design and materials. The layout should incorporate an attractive pedestrian and cycle route between Cricklade Street and the Forum Car Park. This would greatly improve circulation and accessibility in the town centre.

7.5.49 It may not be possible to achieve an attractive form of development while providing all the necessary parking provision on-site. Therefore, if appropriate in the light of Government policy for the use of planning obligations (see chapter 6), the Council will seek contributions towards traffic and transport measures, including public transport that may be necessary to accommodate travel demands arising from the development.

7.5.50 The site is close to what was the centre of the Roman town, and there is substantial evidence of archaeological interest.

**POLICY CIR.8: CRICKLADE STREET/ WEST WAY, CIRENCESTER**  
[Proposals Map Inset 1A]  
The site shown as Policy CIR.8 is allocated for retail, residential and Use Class B1 office uses, subject to an attractive pedestrian link being provided between Cricklade Street and the Forum Car Park area, and open for use by the general public during office hours.
Kingsmeadow Lorry Park

7.5.51 Accessed from the Kingsmeadow roundabout, the site is currently used as a lorry park and associated facilities. The nature of its use by the haulage industry has changed since the completion of the A417/419(T) Cirencester and Stratton Bypass in the late 1990s. As well as serving the needs of through traffic it also originally provided lorry parking for drivers living in the town. This need has now greatly reduced, as has the demand from those using the facility whilst stopping-over for short periods on long, cross-country journeys.

7.5.52 The site occupies a key edge-of-town location adjacent to the town’s Inner Bypass and close to the Tesco superstore and a major car dealership. It is also close to the UK headquarters of Mitsubishi Motors. Given these factors, the site is considered suitable for car sales and associated office uses, for which there is demand. For commercial reasons, such businesses often seek to locate close to one another. This could provide an ideal site on which to relocate one or more of those car dealerships currently occupying sites in the town centre, which could then be put to more appropriate use.

7.5.53 This accessible, edge-of-town location is distant from historic buildings and the town’s Conservation Areas and so lends itself to development of contemporary design. The earth bunding to the north and east of the site should be retained in order to help protect the setting of the adjacent River Churn.

7.5.54 A footpath/cycleway links the site with Watermoor, via a convoluted route, including the subway at Watermoor roundabout. The opportunity should be taken to improve both the routing and overall standard of this footpath/cycleway.

7.5.55 Although the site lies within the floodplain of the River Churn, the Environment Agency believes that this, in itself, would not necessarily preclude development of the site. It will, however, be necessary to ensure that the design of the development and its foundations allow the flood plain to continue to function properly. The opportunity should be taken to improve the biodiversity of the River Churn in conjunction with any development of the site.

7.5.56 Whilst the site lies just beyond the Roman town, the route of Ermin Way forms the south western boundary, and the site has not previously been significantly developed. It is likely, therefore, that the site might yield archaeological interest.

POLICY CIR.9: KINGSMEADOW LORRY PARK, CIRENCESTER
[Proposals Map Inset 1]

The site shown as Policy CIR.9 is allocated for car sales use and associated office development, subject to the following criteria being met:

(a) improvements to the adjacent cycleway and footpath towards Watermoor, shall have been secured; and

(b) the earth bunding on the northern and eastern boundaries of the site is retained as part of the comprehensive landscaping scheme, and that the scheme also includes measures to improve the biodiversity of the River Churn in the vicinity of the site.

6. HOUSING SITES

7.6.1 National and regional planning policy guidance expects local authorities to prioritise the redevelopment of previously developed (brownfield) sites ahead of greenfield extensions to urban areas. Although a number of brownfield sites have been identified within Cirencester, it has also been necessary to find suitable greenfield sites adjacent to the town in order to meet the District’s housing requirements. The sites chosen both lie in the Kingshill area.
Land at Kingshill North

7.6.2 The Kingshill North site (approximately 8.7 hectares) lies between Burford Road (A429), London Road (A417) and the Cirencester Bypass. It was identified in the adopted Local Plan as a strategic reserve for housing development beyond 2001.

7.6.3 Kingshill North lies close to educational and sports facilities. There are opportunities to tap into, and improve, existing public transport and cycling networks to and from the town centre and around the eastern side of the town. Although the neighbouring Burford Road garage and Hare Bushes service area each include a small shop, the area lacks everyday facilities in a convenient location.

7.6.4 There are a number of constraints on development in this area that will require careful consideration, including overhead power cables (which cross the site), and drainage. The noise of high speed traffic from the nearby A417/A419(T) Cirencester bypass would need to be mitigated.

7.6.5 It would be advantageous to create a landscaped frontage to Burford Road.

Land at Kingshill South

7.6.6 The Kingshill South site (approximately 7.2 hectares) lies adjacent to the town’s Inner Bypass and North Home Road, and is close to the educational and leisure facilities off Kingshill Lane. Like Kingshill North, it was identified in the adopted Local Plan as a strategic reserve for housing development beyond 2001.

7.6.7 Development of this site offers an opportunity to improve access to and from the substantial residential areas at Kingshill, New Mills and The Beeches via a newly created access off a remodelled Kingsmeadow roundabout.

7.6.8 Allotments, about half of which are in use, make up a significant proportion of the Kingshill South site and these could either be rationalised within their existing location or relocated nearby, depending on the extent of their use and the current demand.

7.6.9 Significant noise is generated by traffic using the Inner Bypass, which abuts the western boundary of Kingshill South. Additional boundary screening would be required as part of any new development, perhaps achieved by the realignment of the allotments.

7.6.10 Kingshill South currently forms part of an undeveloped ‘green wedge’ separating this part of Cirencester from the neighbouring village of Preston. Any development will need to ensure that a sufficient undeveloped area is maintained between the two settlements and that Preston’s separate identity is not compromised.

7.6.11 The Beeches, Kingshill and New Mills together comprise a large area of housing with little dedicated open space for informal recreation other than the occasional green. The ‘green wedge’ to the south and east of Kingshill South presents an opportunity for the creation of an informal park, perhaps incorporating reedbeds on the lower-lying parts. Additional surface water run-off resulting from the development of Kingshill South might necessitate the provision of a balancing lake, which could be integrated into any such park.

7.6.12 The layout and design of development at Kingshill South will also need to take into account the site’s physical constraints, such as the steep slope to the south, overhead power cables, the location of the Inner Bypass, flood mitigation, drainage, road access, and the current allotment use on part of the site.

A Joint Package for Kingshill

7.6.13 The eastern side of Cirencester lacks a number of basic community facilities - it only has a shop and public house but no meeting place or other facility. Moreover, there is no satisfactory access for pedestrians and cyclists to reach the town centre and no primary school - the nearest school is currently at Victoria Road. Land has already been earmarked for a new primary school adjacent to the emerging Kingshill leisure facilities. The Education Authority has indicated that at least 450 houses would need to be developed in
order to justify the provision of a new primary school, though it also has to be borne in mind that there has already been a significant level of development in this area in recent years.

7.6.14 The County Highways Authority has suggested that the combined development of Kingshill North and South could facilitate a regular, circular bus service, facilitated by a contribution from the developers and layout of the development. This would help to create better links between housing on the eastern side of Cirencester with the town centre and other parts of the town.

7.6.15 Development on both sites would be prominent when approaching the town. Therefore, their design should be exemplary. The landscaping, layout and design of the developments should create an attractive new 'edge' to Cirencester when viewed from the surrounding countryside and the roads approaching the town. The development is also likely to give rise to increased use of footpaths and bridleways in the surrounding countryside. These will need to be brought up to a high standard, including access for disabled people, to cope with the increased usage and to help reduce any adverse impact on farming businesses.

7.6.16 The power lines adversely affect both sites in terms of their appearance and impact on the area that can be developed. Ideally, the lines would be re-routed underground to provide a major improvement to the landscape and the setting of the town. However, they form part of the national grid and undergrounding such lines would pose major technical challenges as well as very high cost. There may, however, be advantages in considering re-routing the lines, overground, further to the east, as this could obviate the need for any buffer between the lines and new development.

7.6.17 Internally the layout, design, materials and landscaping of both developments must be of the very highest quality, including the provision of public art. Careful regard must be had to The Cotswold District Design Code (Policy 42), English Partnership's and the Housing Corporation's publication 'An Urban Design Compendium' (which is particularly helpful on residential layouts), and the Urban Design Alliance's publication 'Urban Design Guidance' (which is particularly helpful on master planning).

7.6.18 Owing to the level of demand, a high proportion of affordable housing will be sought in the developments, and this must be provided on a 'tenure blind' basis, with the affordable homes mixed in with those offered on the open market. The developments should also include a range of house types and sizes to meet the overall housing need in the town.

7.6.19 Traffic congestion has increasingly become a problem at the Burford Road roundabout during the morning and late afternoon peak hours. Development of Kingshill North would inevitably bring further traffic onto that junction. One option is for access to Kingshill South to be provided from the Kingsmeadow roundabout and linked into the existing housing areas. This could potentially reduce some of the existing traffic from Kingshill, the Beeches and New Mills that currently travels via the London Road/ Burford Road roundabout. It would, therefore, be logical to require the provision of access to the development at Kingshill South before development commences at Kingshill North. However care will need to be taken to avoid unnecessary rat running and additional traffic along Queen Elizabeth Road and North Home Road.

7.6.20 The implications of all the issues and options need to be considered carefully through a joint transport assessment and considered through the detailed master plan for both sites prepared by the developers in close collaboration with the community, District and Town Councils, and the County Highways Authority.

7.6.21 Assuming a net average density of between 30 and 40 dwellings per hectare is achievable, the 7.2 hectares Kingshill South site and the 8.7 hectares Kingshill North site could, together, yield between 477 and 636 dwellings. However the exact number will depend on the final boundaries of the sites, which will be determined at the detailed design stage. The site boundaries should be kept flexible, within reason, to ensure that the best design solution is not needlessly constrained by existing field boundaries. However, this should not compromise the retention of a gap between the development and the
neighbouring village of Preston, which is essential in order to maintain the village’s separate identity.

POLICY CIR.10: LAND AT KINGSHILL, CIRENCESTER

[Proposals Map Inset 1]

Land at Kingshill North, shown as Policy CIR.10, and at Kingshill South, shown as Policy CIR.10/1, is allocated for residential use, subject to the following being secured:

(a) measures to mitigate or compensate for any adverse impacts identified through archaeological, ecological, groundwater, noise, pollution, power line, surface water drainage and traffic impact assessments;

(b) proposals to reduce the traffic impact from the development on London Road, Queen Elizabeth Road and North Home Road, including the options of constructing a new access road to Kingshill South (Policy Area CIR.10/1) and the remodelling of the Kingsmeadow roundabout, and/or linking into existing housing areas at Kingshill, Beeches and New Mills;

(c) arrangements for phasing development so that at least one access road is completed before any significant traffic is generated by the development at Kingshill North (Policy Area CIR.10);

(d) proposals to show how the highest standards of layout, design, materials and landscaping, including public art, will be achieved throughout the development;

(e) proposals to show how the development will create an attractive new 'edge' to the town when viewed from the surrounding countryside;

(f) proposals for landscaping and any other appropriate measures to reduce noise from the Cirencester Bypass, the Inner Bypass and the former A417;

(g) proposals for the improvement of public rights-of-way to the surrounding countryside, including to a standard to facilitate their use by disabled people;

(h) proposals for the creation of a new, informal park to the south of Policy Area CIR.10/1, together with proposed arrangements and funding for its future maintenance;

(i) proposals for public open spaces, squares, courtyards and other public areas throughout the development, including adequate provision for children’s' play and informal recreation by older age groups, together with proposed arrangements and funding for their future maintenance;

(j) proposals for a broad mix of house types, sizes and tenures, including the provision of up to 50% affordable housing, in accordance with identified housing needs, in a tenure blind form;

(k) proposals for a bus route, circulating through the development, but designed so as to minimise 'rat running' by other motorists, together with conveniently located bus stops;

(l) proposals for a network of pedestrian and cycle routes linking the development with play areas and schools, and feeding into routes to the town centre, Kingsmeadow and other facilities in the town, and including measures for off-site improvements along these routes;

(m) proposals for the provision of allotments to meet the needs of current and likely future allotment holders;

(n) proposals for the provision of shops or other facilities to meet local needs;

(o) arrangements for appropriate financial and/or in-kind contributions to enable the expansion and/or improvement of educational facilities to meet the demand likely to be generated by the development, including the establishment of a new primary school should the number of houses provided so require;
NOTES FOR GUIDANCE:

1. **Master plan:** This shall have been prepared jointly by the developers of Policy Areas CIR.10 and CIR.10/1, in close collaboration with the community, the District and Town Councils and the County Highways Authority, and shall have been formally adopted by the local planning authority as a supplementary planning document prior to the determination of any planning application for the development. The master plan shall have incorporated impact assessments of the development, and include proposals set out in the policy criteria.

2. **Implementation:** All of the non-residential measures provided for in the master plan shall have been secured before planning permission for any part / phase of the residential development is given.

3. **Affordable Housing:** Provision should include shared ownership, low cost open-market housing and affordable rented dwellings, according to need.

4. **Educational Facilities:** The County Education Authority will require the provision of a new primary school if the combined development at the two Kingshill sites generates more than 450 dwellings. A site has been reserved at Kingshill for this purpose. If the housing numbers were below this level, financial contributions would be required to facilitate necessary extensions and improvements to the existing schools. The exact provision for education must be assessed and resolved in the master plan with the costs split between the sites on a pro-rata basis. Should the development exceed 450 units then the developers will be required to provide the primary school buildings. This can be done by the developers constructing the school themselves, which may bring about significant cost savings. There is a current and forecast shortage of pupil places at Kingshill Secondary School and contributions will also be required from the development towards necessary extensions and improvements, again on a pro-rata basis.

5. **Transport Assessment:** Traffic flows and the implications of vehicular access options to both sites should be considered, together with the best way to provide a route for buses to connect the two sites with the town centre. The assessment should also include an evaluation of the options for providing safe access for pedestrians and cyclists from the Kingshill North site into the town centre, as well as to neighbourhood facilities such as the BP garage and the 24hr Supermarket at Hare Bushes, Kingshill Secondary School and the Kingshill Lane leisure facilities. The assessment of the Kingshill South site should consider pedestrian access to Kingsmeadow, Love Lane industrial estate, City Bank, and the town centre, as well as option for extending the cycle path to Kingshill School and adjacent leisure facilities.

6. **Play Provision:** Proposals for play provision should include the upgrading, expansion and improvement of access to the existing toddlers’ play areas on the western boundary of the Kingshill North site.

7. **Landscaping:** The landscape assessment should include an inventory of all existing landscape features in order to establish those that should be retained in the development proposals. Additional planting would be desirable along the northern edge of Kingshill South, bounding North Home Road, to help screen existing gardens and improve amenity for existing residents. The small size of the gardens of the properties on North Home Road is a factor to be borne in mind in designing the layout of Kingshill South.

8. **Power Lines:** There are likely to be health and safety concerns regarding the overhead national grid lines (400,000 volts) which run along the eastern boundary of the site. The National Radiological Protection Board (NRPB) recommend that 50m is a suitable minimum distance for new development to be located from the electro magnetic fields created by the power lines. It would be beneficial if the lines could be re-routed further to the east, provided this did not adversely affect other properties or Kingshill School.

9. **Drainage Assessments:** The developer will need to check land contamination and stability issues. The possibility of increased surface water run-off and the potential for watercourses to exacerbate downstream flooding will also need to be considered. Surface water sewers in the area are believed to be at full to capacity; therefore, major on-site flow attenuation will be required together with the possibility of off-site works.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
EMPLOYMENT

Land at Wilkinson Road

7.7.1 The Love Lane Industrial Estate is one of the District’s main employment areas (see Policy 24).

7.7.2 An area of land at Wilkinson Road adjoins the south-western corner of the Love Lane Estate and is bounded to the east by a disused railway line. It is screened to the south by mature hedging and its development would detract little from the town’s setting. Overhead power lines to the south also help to define the site, which otherwise has no distinguishing features.

7.7.3 Public sewers cross the site, which may limit the developable area.

7.7.4 Given the lack of potential sites for industrial development in and around Cirencester, and the suitability of the land proposed at Smith's Field, Kingshill North and Siddington Park Farm for Use Class B1 development, the use of this site should be restricted to Use Classes B2 and B8 development only. The nearest residential property to the proposed site is around 100 metres to the west, at the junction of Somerford Road and Berkeley Road. It is important that the amenities of householders living in that area are not significantly harmed by the proposed employment development.

POLICY CIR.11: LAND EAST OF WILKINSON ROAD, CIRENCESTER

The site shown as Policy CIR.11 is proposed for Use Class B2 and B8 employment uses subject to the following:

(a) the appearance of the Love Lane Industrial Estate on this approach to the town is improved;
(b) the hedges along the southern boundary and, as far as is practicable, along western boundary of the site are retained and strengthened; and
(c) the design and layout of buildings on the site shall be such that there is no significant harm to the living conditions of the occupants of neighbouring residential properties.

NOTE FOR GUIDANCE:

Class B2 Use: When making decisions on B2 and B8 uses, the District Council will have regard to the range of activities that could take place within those Use Classes. Planning permission may be refused for some types of uses, or conditions applied to restrict future changes of use if this is necessary to protect the operation of neighbouring businesses or the amenity of nearby residential properties.

Smith’s Field

7.7.5 This site, the former home of Cirencester Town Football Club, has planning permission for Use Class B1 office development and associated parking.

7.7.6 The site is in a prominent location adjacent to the Tetbury Road roundabout, facing Stroud Road. The A429 (A433) intersects the A419 at the roundabout, making this one of the main approaches to the town. If laid out, designed and landscaped to a very high standard, an office or other Use Class B1 development at Smith’s Field could create an attractive and prestigious landmark, both for the town and future occupiers.
POLICY CIR.12: SMITH’S FIELD, CIRENCESTER
[Proposals Map Inset 1]
The site shown as Policy CIR.12 is proposed for Use Class B1 office use subject to the site layout, design, materials and landscaping, including public art, being of a very high standard appropriate to the site’s prominent location at one of the main entrances to the town.

Kingshill North

7.7.7 This 5 hectares employment site covers the remaining triangle of agricultural land between the Kingshill North housing allocation (CIR.10), the A417 bypass and London Road. Pylons cross the western side of the site.

7.7.8 The site is well located in relation to both the trunk and local road networks on the eastern edge of the town.

7.7.9 The close proximity of the Kingshill North housing allocation means that employment should be restricted to use class B1.

7.7.10 The site is quite open and the ground generally falls away from the bypass to the boundary with the housing allocation. As a result, the site is quite prominent from London Road and Burford Road. However, planting within the highway boundary of the bypass provides a degree of containment on that side.

7.7.11 The landscape in this area is not subject to any national or local designation.

POLICY CIR.13: KINGSHILL NORTH, CIRENCESTER
[Proposals Map Inset 1]
Land at Kingshill North, shown as Policy CIR.13, is proposed for 5 hectares of Use Class B1 development, subject to the following:

(a) Development shall not commence until planning permission has been granted for development of the adjoining land allocated for residential use at Kingshill North, shown as Policy CIR.10, all reserved matters have been approved and any associated planning obligations have been entered into; and

(b) Development will be required to achieve a high standard in terms of layout, design, materials, screening and landscaping, including public art, to reflect the site’s location at one of the main entrances to the town and to ensure a sympathetic relationship with the residential development of the adjacent site.

Siddington Park Farm

7.7.12 This 6.0 hectares employment site lies to the south east of the Kingsmeadow area of Cirencester. It is, however, separated from the latter by the River Churn floodplain.

7.7.13 The allocation comprises a triangular area bounded by the A419 Swindon Road to the north-east, South Cerney Lane to the west, the grounds of Siddington House to the south-east, and a group of dwellings to the south. Beyond Siddington House on the south side of Swindon Road is the British Autoguard industrial site.

7.7.14 The site falls gently to the north-west and has the character of parkland. Indeed, it seems originally to have formed part of the grounds of the listed Siddington House, though is now severed from it functionally and visually by vegetation along the boundary between the two, with a modern house situated centrally within this site.
7.7.15 The allocation is largely enclosed by mature trees and hedgerows, with filtered views into it, particularly from the north and west, in winter but less so in summer. Any development here would be barely visible in distant views. The landscape in this area is not subject to any national or local designation.

7.7.16 The site is not well served by buses, but that is true of most locations around Cirencester. However, there is a recently constructed footway/cycleway along the south side of Swindon Road.

7.7.17 The Preston Toll Bar junction, where South Cerney Road and Kingshill Lane cross the A419, has a poor accident record. Some improvements have been carried out since the road here was de-trunked and relieved of traffic with the opening of the A417 Cirencester bypass, and these have led to a reduction in accidents. Nevertheless, the junction will need further improvement in association with the site’s development.

7.7.18 Given the site’s ‘parkland’ character, it would be appropriate for a class B1 business park.

POLICY CIR.14: SIDDINGTON PARK FARM
[Proposals Map Inset 1]
Land at Siddington Park Farm, shown as Policy CIR.14, is proposed for 6.0 hectares of Use Class B1 development. Development will be required to achieve a high standard in terms of layout, design, materials, screening and landscaping.

8. OTHER ISSUES

Land at City Bank, Beeches Road and the Former Railway Line

7.8.1 City Bank is a largely undeveloped area, much of it green open space, between London Road and City Bank Road, parallel to the Inner Bypass. The former railway line, which runs eastwards for some 500 metres between Queen Elizabeth Road and Kingshill School, is separated from the City Bank area by a short length of road that bridges the Inner Bypass.

7.8.2 A number of interesting and potentially attractive features exist in the area, including sections of the Roman wall, a disused railway embankment, the River Churn and a mill race. Uses within the area include school playing fields, allotments, an animal rescue sanctuary, areas of informal recreation, a car park and private curtilages. There are also tracts of neglected land that are not put to a productive use. These give an impression of neglect and poor accessibility. In some respects the area seems more like a ‘barrier’ than a link between the Beeches/Kingshill area and the town centre. This is particularly important in relation to the residential development proposed at Kingshill (see Policy CIR.10).

7.8.3 City Bank is made up of various public and private ownerships, including Town, District and County Councils, charitable organisations and a number of individuals. City Bank Field is used occasionally for major public functions, such as visiting circuses and the town’s annual firework display.

7.8.4 Public access through the area includes a single track lane from Beeches Road to City Bank Field, from where it becomes a footpath known as Riverside Walk, which continues through to City Bank Road. Footpaths also cross the area between Beeches Road and Victoria Road, via the school playing fields, and from Queen Elizabeth Road to Prospect Place/ Queen Street via a railway embankment. A short circular walk has also been created through a recently landscaped area adjacent to the Inner Bypass.

7.8.5 The paths are generally in mediocre condition, unsuitable for cycling and, in places, follow an unexpectedly convoluted route. Along certain stretches, paths are bordered by broken chicken wire fences, which add to a general feeling of dereliction.
7.8.6 The animal sanctuary has, at times, suffered from security problems and vandalism. Like the footpaths, it is surrounded by poor quality fencing, which is neither particularly secure nor attractive. There may be an opportunity to help this charity to achieve a more secure and visually pleasing environment in which to operate.

7.8.7 The whole of City Bank is within both the floodplain of the River Churn and a scheduled ancient monument. Parts of the area are also of high nature conservation value. Therefore, opportunities for development are very limited, if not ruled out altogether. The only areas where there may be limited potential are the under-used part of the school playing fields, which may allow for a rounding-off of Purley Road. A proportion of the receipts generated by the sale of land for housing in this vicinity could justifiably be directed towards the regeneration objectives for the area, set out in Policy CIR.15. The Council will seek the transfer of minimum of 50% of the development value of the land to a ring-fenced fund dedicated to the environmental improvements, works and management of the area covered by Policy CIR.15 in accordance with the policy and the comprehensive plan referred to below.

7.8.8 City Bank’s location, its well-vegetated riverside location, and the existence of features of interest, indicate that there are opportunities to make much more of the area for the wider benefit of the community.

7.8.9 City Bank lies within Watermoor Ward, where the community experiences a higher concentration of deprivation than anywhere else in the District. The regeneration of City Bank, through the involvement of the community, could help to encourage local pride and community spirit, as well as provide recreational facilities and improve safety.

7.8.10 The improvement of the area, particularly the routes through it, would also help to link the existing and proposed residential areas at Kingshill and the Beeches.

7.8.11 The existing routes through City Bank should be improved in order to make them suitable for both cyclists and pedestrians, as well as safer and more pleasant to use. This could include such measures as removing/ replacing chicken wire fences, resurfacing/ realigning the routes in certain places, and removing overhanging vegetation.

7.8.12 The unkempt, overgrown areas alongside the river require proper management if their appearance is to be improved and biodiversity enhanced. In places, there are opportunities for establishing small local nature reserves.

7.8.13 The line of the Roman wall is not readily apparent, although the footpath runs along much of its length. It deserves better protection and some form of interpretation.

7.8.14 In order for people to be drawn into and through the area, pedestrian and cycle routes need to link logically with other routes. Appropriate signing would be needed to increase public awareness of the area.

7.8.15 The former railway line east of Queen Elizabeth Road is a pedestrian/ cycle route. Like City Bank, it is somewhat neglected, but lacks features of interest. It is, however, an important and direct route from Kingshill towards the town and also functions as a green corridor. It is used for informal recreation, particularly by dog walkers. With imaginative landscaping, better surfacing and proper maintenance, this important link could be a far more pleasant and interesting area. Any improvements should include measures to provide improved pedestrian and cycling links with City Bank.

7.8.16 A first step towards the comprehensive improvement of the area is to bring together the various interested parties. The District Council, closely involving the County and Town Councils, other landowners and the local community, should prepare a comprehensive management plan that would set out potential improvements and a future management structure, geared towards improving the area to make it a real asset for this part of Cirencester.

7.8.17 It is anticipated that a Management Plan would include:
• proposals to improve the appearance and the biodiversity of the area, including opportunities to create local nature reserves;
• proposals to improve pedestrian and cycling access to and through the area, such as improved signing, community safety and security measures (including consideration of the need for, and desirability of, lighting of routes and, if appropriate, its design.
• proposals to maximise opportunities for informal recreation;
• measures to protect any archaeological remains of interest, and proposals to interpret that heritage; and
• arrangements for the future arrangement and maintenance of the area that have been agreed by all parties

7.8.18 Once a management plan has been agreed, an ecological survey will be undertaken to help underpin a bid for Local Nature Reserve status. The preparation and implementation of this bid may qualify for grant aid from a variety of sources, including the Lottery, the South West Regional Development Agency and English Nature.

**POLICY CIR.15: LAND AT CITY BANK, BEECHES ROAD AND THE FORMER RAILWAY LINE, CIRENCESTER**

[Proposals Map Inset 1]

1. Land between London Road and City Bank Road, and between Queen Elizabeth Road and Kingshill School, shown as Policy CIR.15, is allocated as an area for improvement and management for use as informal open space with footpath and cycleway links between Beeches, Kingshill and the town centre.

2. Residential development will be acceptable on that part of the site shown as Policy CIR.15A, provided that, through a legal obligation, a minimum of 50% of the development value of CIR.15A is passed from Gloucestershire County Council into a ring-fenced fund, the purpose of which will be dedicated to improvements and works associated directly with the regeneration objectives set out in this Policy.

Cirencester Cemetery

7.8.19 The August 1999 Local Plan included an allocation of land to allow for an extension to the cemetery at Chesterton Lane. Although this additional land has not yet been required, the allocation should remain in order to allow for the its eventual expansion.

**POLICY CIR.16: CIRENCESTER CEMETERY**

[Proposals Map Inset 1]

An area of land shown as Policy CIR.16 is proposed for an extension to the cemetery at Chesterton Lane
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
8. THE MOST SUSTAINABLE PRINCIPAL SETTLEMENTS

8a. Bourton-on-the-Water

1. BOURTON-ON-THE-WATER IN 2001

8.1.1 Bourton-on-the-Water grew significantly during the 1970s and 80s to become the District’s largest village. It had a population of 3,087 in 2001. It is very popular with tourists and is one of the most visited places in the Cotswolds,

8.1.2 The village lies just off the A429 near its junction with the A436, giving it good links north and south along the Fosse Way, and west towards Cheltenham and Gloucester.

8.1.3 Bourton has fairly extensive facilities, including secondary and primary schools, a library, bank, doctor and dental surgeries, a hospital and a reasonable range of everyday shops, including supermarkets. The secondary school attracts pupils from a wide area, including the neighbouring market towns of Stow-on-the-Wold and Northleach. A swimming pool and related facilities, available for public use, have been built within the secondary school campus.

8.1.4 Bourton Industrial Park, the largest employment area in the north Cotswolds, is home to around 30 companies. The Park contains both sizeable units and the Bourton Link development, which was designed specifically for small local businesses. The site has yet to reach its capacity.

8.1.5 Bourton is reasonably well served by bus services to a variety of destinations both at peak and off-peak times. However, the nearest railway stations, Kingham and Moreton-in-Marsh, are over seven miles away. The village has a fairly high degree of self-containment, with 55% of the economically active population travelling less than 3 miles to work.

8.1.6 Located wholly within the Cotswolds AONB, Bourton lies in a wide, flat vale formed by the rivers Windrush, Eye and Dikler. Despite the flatness of land surrounding much of Bourton, particularly to the north and south-east, the setting of parts of the village is sensitive, both in landscape and archaeological terms. This is particularly evident at Salmonsbury Camp; between the Fosse Way and the former railway embankment; and to the south of Lansdown and Nethercote.

8.1.7 The village’s showpiece is its picturesque High Street, flanked by extensive greens and the River Windrush, which is crossed by several characteristic low, stone bridges. This forms the comparatively small historic core of Bourton, which, together with adjacent stretches of riverside and open space, is designated as a Conservation Area.

8.1.8 Bourton has been a popular destination for tourists, particularly day trippers, since the 1930s and it has its own visitor information centre. There are more visitor attractions at Bourton than anywhere else in the Cotswolds. These include Birdland, Cotswold Pottery, The Model Village, Motor Museum, Cotswold Perfumery, The Maze and Bourton Model Railway. In addition, there are numerous hotels, guest houses, gift shops, tea rooms, restaurants and take-away establishments. The village can be very busy anytime between May and September and during Easter. Out of season, the village sees more walkers and fewer coaches. Bourton’s economy benefits from tourism, which, although largely seasonal, helps to support local services.

8.1.9 Various parking areas, some of which are seasonal and privately owned, accommodate the influx of visitors’ cars and coaches.
8.1.10 The village experiences problems with on-street parking between mid-morning and mid/late afternoon. At present, it is possible to park for unrestricted hours in parts of the village centre. Many visitors leave their vehicles for the duration of their stay, making it impossible for others to park for short periods.

2. BOURTON-ON-THE-WATER IN 2011

8.2.1 By 2011, Bourton will have strengthened its role as the main service and employment centre for the mid Cotswolds. Leisure and sports opportunities will have been further improved. The village centre will have retained and enhanced its special character through environmental improvements. The parking regime will have been improved. Tourism will continue to be very important to the village’s economy, with Bourton remaining the main attraction for visitors to the Cotswolds.

3. DEVELOPMENT STRATEGY

8.3.1 Bourton-on-the-Water is designated in this Local Plan review as a Principal Settlement. Its high degree of self-sufficiency, accessibility, scope to create jobs and improvements in community facilities make it a suitable place to allocate a modest amount of development in a sustainable manner.

8.3.2 There is a very high level of demand for affordable housing in Bourton, and this will continue to be the case for the foreseeable future. For this reason affordable dwellings will be sought as part of any residential or mixed-use development in the village. The proportion of affordable housing sought may vary from site to site, depending on the nature of the site and the demand for affordable housing when it comes forward for development; however, it is likely to be at, or close to, 50%.

8.3.3 One previously developed site has been identified within the built-up area where redevelopment is considered appropriate. The British Legion site is proposed for mixed uses. In addition, there will be some scope for limited infill development and for the provision of affordable housing, while planning policies will allow for other development essential to the social, economic or environmental well being of the village.

8.3.4 There are substantial areas around the village where significant development would be inappropriate because of landscape, environmental and archaeological sensitivity, and the need to avoid areas potentially at risk from flooding. However, a site to the east of the Coach and Horses public house is proposed for housing development.

8.3.5 The new area of housing will:

- play a major part in helping to meet the need for affordable housing in the village;
- be designed and laid out, and incorporate facilities, in ways which will help to create a sense of community and so add value to other, more established, neighbouring residential areas;
- incorporate landscaping to improve the appearance of the village, particularly from the Fosse Way; and,
- be planned to encourage walking, cycling and public transport.

8.3.6 Opportunities will be taken to improve the edge of the developed area, particularly around Bourton Industrial Park. The undeveloped part of the existing employment allocation will retain its present allocated use.
TABLE 3 – BOURTON-ON-THE-WATER: PLANNED HOUSING PROVISION

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
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<td>MIXED USE SITE</td>
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<td></td>
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<tr>
<td>British Legion site</td>
<td>BOU.1</td>
<td>1.02</td>
<td>25</td>
<td>12</td>
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<tr>
<td>GREENFIELD URBAN EXTENSION</td>
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<td></td>
</tr>
<tr>
<td>Land east of the Coach and Horses</td>
<td>BOU.2</td>
<td>3.3</td>
<td>99</td>
<td>49</td>
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<tr>
<td>TOTALS</td>
<td></td>
<td>4.32</td>
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</tr>
</tbody>
</table>

8.3.7 Measures to improve the attractiveness of the village centre will include:

- the management of village centre parking to ensure the availability of sufficient short-stay spaces;
- environmental improvements to improve the village, especially the car parks and footpath links to visitor attractions and the village centre;
- traffic calming, where appropriate, to reduce the speed and visual impact of vehicles;
- provision for the redevelopment of sites within or adjacent to the village centre for mixed uses;
- encouraging the residential re-use of vacant upper floors of retail and other premises; and,
- the effective management of tourism in the village to ensure that the quality of Bourton’s environment is not harmed by the large numbers of visitors that are attracted.

8.3.8 Development of open spaces that are important to the village’s character, setting or appearance will be strongly resisted.

4. DEVELOPMENT SITES

British Legion site

8.4.1 This site comprises the British Legion clubhouse, community hall, garage, scout hall and associated car parking. Although these are valuable community facilities, the buildings in which they are housed are of mixed quality and, generally, are out of keeping with the character of the Conservation Area, which covers part of the site.

8.4.2 The site offers partial or comprehensive redevelopment potential for a mix of uses, including some housing, and it could be developed in phases. If it was, care would have to be taken not to prejudice the overall development potential of the site and to ensure that any new uses did not adversely affect the continuation of remaining uses. Depending on the local need and level of housing development proposed, it may be appropriate for the site to contribute to the provision of affordable housing in the village.

8.4.3 Any leisure and community uses currently on the site, and for which there is a continuing need, should be retained.

8.4.4 The site is located within the floodplain of the River Windrush. Proposals should, accordingly, both avoid interference with flood plain flows and reflect the site’s visual relationship with the river. Advice on the mitigation of flooding should be taken from the Environment Agency at an early stage. The site may not be able to accommodate new development over its entire area. Those parts of the site that are at a higher risk of flooding could be used for open space or other recreational provision.

8.4.5 It is possible that some uses, notably the garage and parking areas, may have caused contamination on parts of the site. Any such contamination will need to be carefully addressed and resolved before the granting of planning permission for
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.

redevelopment. The existing access onto High Street currently suffers from poor visibility - a problem that will need to be improved as part of the site’s redevelopment.

8.4.6 Given the site’s location in relation to the Conservation Area, development should achieve the highest possible standards of design, layout, materials and landscaping in keeping with the character and appearance of that designation. Where considered necessary, the improvement of any existing buildings that are retained should also be secured as part of the development.

8.4.7 The local community, including the Parish Council, is in the best position to know what facilities should be incorporated, and how they might be accommodated on the site.

POLICY BOU.1: BRITISH LEGION SITE, BOURTON-ON-THE-WATER

The British Legion site, shown as Policy BOU.1, is proposed for redevelopment for mixed uses, including new residential development and, where appropriate, improvements to existing buildings, subject to the following criteria being met:

(a) the continuation of existing community uses on the site for which there is a continuing demand shall have been secured;
(b) improvements to visibility at the junction of The Naight with High Street, to improve safety of movements from this junction, shall have been secured; and
(c) the proposals having been prepared in consultation with the local community, the Parish Council, Environment Agency and other interested parties.

NOTE FOR GUIDANCE:

Existing Community Uses: These could be accommodated either within new building(s) or rationalised within existing, improved buildings.

Land to the east of the Coach and Horses Public House

8.4.8 This site was previously identified in the Cotswold District Local Plan as a strategic reserve to be considered for housing and/or employment uses in a future review of the Plan. The site is essentially a flat field with several trees and hedgerows, and is located between residential uses to the south and employment uses to the north and east. The site sits at a prominent northern approach to Bourton. Therefore, the layout and design of the development should reflect the site’s important position.

8.4.9 The position of the site as an important gateway into the village offers scope for the development of a ‘landmark’ feature.

8.4.10 The A429 Fosse Way is a fast, straight, busy route bounding the site and is unsuitable for providing direct vehicular access. It would also be undesirable to draw more traffic onto the roads serving the adjoining residential areas. The most suitable access point would come off the industrial spine road, which forms the eastern boundary of the site.

8.4.11 The site is located adjacent to the built-up area, some distance from the village centre. The development should help to facilitate links for pedestrians and cyclists to services and facilities in the centre of Bourton.

8.4.12 Landscaping will have an important role in the design and layout of any development on the site. The existing tree belt shielding the site from the Fosse Way should be strengthened to ensure that there is a wide landscape buffer between the development and any noise and disturbance caused by traffic using the A429. A number of other natural features, such as a pond and hedgerows, could beneficially be retained and, if possible, should be incorporated into any scheme to develop the site. The recently developed housing at Beddome Way, adjacent to the site, currently presents a somewhat
‘hard’ visual edge, dominated by fencing rather than vegetation. A Local Plan Community Planning Event highlighted this as a matter that should be addressed in any future development of this site.

8.4.13 Feedback from the Event also suggested that residents favoured the retention of some open space within the site, possibly in the style of a ‘village green’, to provide both for formal and informal recreation.

8.4.14 In accordance with local housing needs, identified in the Cotswold District Housing Needs Assessment (2004), it is expected that a significant proportion of the new housing development will be affordable, developed in a tenure-blind form. This will be in accordance with advice from the District Council’s Housing Strategy section.

8.4.15 Bourton library is one of the smallest in the District and concerns have been expressed that it is inadequate for the village’s needs. Given that future residents of the proposed housing are likely to further increase usage of the library, it is reasonable to expect the development to make a contribution towards improvements to the service. Similarly, contributions should be help to provide necessary improvements to local schools to cope with resulting, increased demand.

8.4.16 The site has not previously been developed and the route of Fosse Way forms the western boundary. It is likely, therefore, that the site might yield archaeological interest.

8.4.17 The implications of all the issues need to be considered carefully through a master plan prepared by the developers in conjunction with the County, District and Parish Councils and the local community.

8.4.18 Assuming a net average density of between 30 and 40 dwellings per hectare is achievable, this 3.3 hectares site could yield between 100 and 130 dwellings.

### POLICY BOU.2: LAND EAST OF THE COACH AND HORSES, BOURTON-ON-THE-WATER

[Proposals Map Inset 2]

1. Land to the east of the Coach and Horses public house, shown as Policy BOU.2, is allocated for residential development, subject to a master plan for the development being prepared jointly by the developers in close collaboration with the community, the County, District and Parish Councils, and being adopted by the local planning authority prior to the determination of any planning application for the development.

2. The master plan required under clause 1 above shall have incorporated archaeological, landscape, ecological, groundwater, noise, pollution, surface water drainage and traffic impact assessments of the development, and include:

   (a) measures to mitigate or compensate for any adverse impacts identified through the assessments referred to above;

   (b) proposals to show how the highest standards of layout, design, materials and landscaping, including public art, will be achieved throughout the development and reflecting the site’s position as a gateway into Bourton-on-the-Water;

   (c) proposals for a broad mix of house types, sizes and tenures, including the provision of up to 50% affordable housing, in accordance with identified housing needs, in a tenure blind form;

   (d) the site being accessed from the existing Industrial Spine Road;

   (e) proposals for a network of attractive, safe, well lit pedestrian and cycle routes throughout the development, linking it to bus stops, play areas and schools, and feeding into routes to the village centre, including measures for off-site improvements along the routes from the development to the village centre;

   (f) proposals for public open space throughout the development, including
adequate provision for children’s play and informal recreation by older age groups, together with the proposed arrangements and funding for their future maintenance;

(g) arrangements for appropriate financial and/or in-kind contributions to enable the expansion and/or improvement of educational facilities to meet the demand likely to be generated by the development;

(h) proposals for landscaping and any other appropriate measures to reinforce the boundary with Beddome Way, enhance existing features within the site, and to help reduce traffic noise from the Fosse Way; and

(i) arrangements for appropriate financial and/or in-kind contributions towards improvements to the village’s library.

3. All the measures provided for in the master plan shall have been secured before planning permission for any of the residential development is given.

NOTES FOR GUIDANCE:

1. **Affordable Housing:** Provision should include shared ownership, low cost open-market housing and affordable rented dwellings, according to need.

2. **Public Open Space:** This could be designed in a manner that creates the character of a village green.

3. **Educational Contributions:** Financial contributions will be required towards the cost of extensions and improvements to local schools made necessary by the additional housing. Contributions will be based on the numbers of houses proposed and the capacity of local schools at the time of development.

4. **Landscaping:** The landscape assessment should include an inventory of all existing landscape features in order to establish those that should be retained in the development proposals. Proposals for landscaping capable of reducing noise shall be drawn up in consultation with the District Council and implemented in advance of any works starting on the site. Preliminary assessments of existing trees on the site will be required in order to establish how they would be retained in the development proposals.

8b. Moreton-in-Marsh

5. **MORETON-IN-MARSH IN 2001**

8.5.1 Located on the Cotswold Line and at the crossroads of the A429 Fosse Way and A44, Moreton is one of the District’s more accessible settlements. The town is heavily trafficked and consequently enjoys a good deal of passing trade, which contributes to its busy, workaday atmosphere.

8.5.2 Moreton lies in a wide saucer-shaped vale, with distant hills visible to both west and east. The Cotswolds AONB designation covers the countryside to the west, including the western side of the town itself, the boundary following the line of the railway. Other areas of countryside to the north-east and south-east of Moreton, including green wedges alongside the railway, are also attractive and important to the town’s setting. Largely for these reasons, Moreton has developed, in modern times, to the south and, especially, to the east of the railway.

8.5.3 Moreton-in-the Marsh was an important medieval market town, which is still clearly visible in its layout. The broad, tree-lined High Street, distinguished by many listed buildings, forms the historic core of Moreton, which is designated as a Conservation Area.

8.5.4 Despite its relatively modest population of 3,189 (2001 Census), Moreton is widely regarded as the north Cotswolds’ main market town. It has a good level of services and facilities, including the District Council’s Area Centre, primary school, a library, banks, doctor and dental surgeries, a hospital, a sizeable supermarket and a good range of shops and other services. Moreton’s town centre was assessed in 1999 to be in a generally good state of health.
8.5.5 Although the town lacks a leisure centre, comprehensive sports facilities (including a swimming pool and fitness studio) are available at the neighbouring Fire Services College on a membership basis. Despite this and the existence of Queen Victoria’s Garden, outdoor sports and play areas are somewhat limited. Perhaps surprisingly, the town does not have a secondary school. Hence, the majority of pupils travel to Campden School, seven miles away.

8.5.6 The town boasts one of only two railway stations in the District, with regular services to Worcester, Oxford and beyond, including Inter City services to London. Bus services passing through the town, destined to various larger centres, operate throughout much of the day.

8.5.7 Despite its good accessibility, Moreton has a fairly high degree of self-containment, with 52% of the economically active population travelling less than 3 miles to work.

8.5.8 Moreton abounds with small businesses within and near the town centre. The two main employment areas are the converted/ refurbished Fosse Way Business Park and, on the eastern edge of Moreton, the slowly developing Cotswold Business Village, which has land still available for development.

8.5.9 The Home Office has completed a review of the role and function of the Fire Services College, and its future now seems secure. It may even expand its role. The College, which occupies the site of a former wartime airfield, has been under-utilised, but is an important source of local employment.

8.5.10 Tourism is relatively low-key but still significant, with a number of cafes, antique shops and galleries. The weekly Tuesday street market draws large numbers of day trippers. However, the town tends to be a base for visitors to the north Cotswolds or a stopover while passing through, rather than a tourist destination in its own right.

8.5.11 Parking has become a problem since charging was introduced at the railway station car park. More long-stay parking is now taking place in the High Street and other central areas, reducing opportunities for short-stay parking for shoppers and users of the town centre services.

8.5.12 A significant number of lorries pass through the town on both of the main routes. Various schemes have been mooted, over the years, to divert A44 lorry traffic away from both Moreton and neighbouring Bourton-on-the-Hill. There is no realistic likelihood of either settlement being bypassed in the foreseeable future. However, advisory routing is being introduced to divert lorries away from the A44.

6. MORETON-IN-MARSH IN 2011

8.6.1 By 2011, Moreton will have reinforced its role as the main market town and service centre for the north Cotswolds. The town’s range of community facilities, particularly parkland and play facilities, will have been increased, together with its stock of open market and affordable housing. Management measures will have resolved the problem of long-stay parking in the town centre.

7. DEVELOPMENT STRATEGY

8.7.1 Moreton-in-Marsh is designated in this Local Plan review as a Principal Settlement. Despite the lack of a secondary school, Moreton’s otherwise high degree of self-sufficiency, its accessibility by various means of transport and the scope to create jobs and planned improvements in community facilities make it a suitable place to allocate a modest amount of development in a sustainable manner.

8.7.2 There is a very high level of demand for affordable housing in Moreton, and this will continue to be the case for the foreseeable future. For this reason, affordable dwellings will be sought as part of any residential development in the town. The proportion sought
may vary from site to site, depending on the nature of the site and the demand for affordable housing when it comes forward for development; however, it is likely to be at, or close to, 50%.

8.7.3 Two previously developed sites have been identified within the built-up area where redevelopment for housing is considered appropriate. These are Station Garage/ F W Reynolds, and land at the rear of houses along Todenham Road. In addition, there will be some scope for limited infill development and for the provision of affordable housing, while planning policies will allow for other development essential to the social, economic or environmental well being of the town.

8.7.4 There are many areas around the town where significant development would be inappropriate, owing to landscape and environmental sensitivity. These include the western margins of the town, the green wedges entering the town from the north and south, and agricultural areas to the north. Following the substantial development at Blenheim Farm (nearly 100 dwellings), 'brownfield' allocations at Station Road and Todenham Road will provide Moreton with an acceptable housing supply for the plan period.

8.7.5 The new housing will:

- play a major part in helping to meet the need for affordable housing in the town;
- be designed and laid out, and incorporate facilities, to help create sense of community and so add value to other, more established, neighbouring residential areas;
- incorporate or enable the provision of a significant amount of public open space, located to encourage walking and cycling to the town centre; and,
- contribute towards improving the physical and social links between the town centre, and the residential areas east of the railway.

**TABLE 4 – MORETON-IN-MARSH: PLANNED HOUSING PROVISION**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
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</thead>
<tbody>
<tr>
<td>Station Garage &amp; F Reynolds, Station Road</td>
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<td>13</td>
<td>6</td>
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<tr>
<td>Blenheim Farm/South of Todenham Road</td>
<td>Policy 20</td>
<td>1.1</td>
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8.7.6 The overall amount of employment land at Moreton will be maintained, including the allocated site at the Cotswold Business Village. This is important in order to maintain, even increase, the town’s sustainability.

Measures to improve the attractiveness and competitiveness of the town centre will include:

- the management of town centre parking to ensure the availability of sufficient short-stay spaces;
- environmental improvements to reduce the visual impact of on-street parking in High Street, without reducing the openness of the street scene;
- traffic calming, where appropriate, to reduce the speed and impact of vehicles;
- encouraging the residential re-use of vacant upper floors of retail and other premises; and
- the promotion of low-key tourism.

8. EMPLOYMENT

8.8.1 The Cotswold Business Village, London Road, has been identified as one of the District’s main employment areas (Policy 24). The Business Village is aiming, in particular, to attract high profile office and light industrial uses in the business use class.
8.8.2 However, land to the west remains both suitable and available for extension. Once developed, this area will need to be well screened by suitable landscaping in order to lessen the impact on neighbouring housing.

**POLICY MOR.1: COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH**

[Proposals Map Inset 3]

The site, shown as Policy MOR.1, is proposed for Use Classes B1, B2 and B8 employment uses.

**NOTE FOR GUIDANCE:**

**Class B2 Use:** When making decisions on B2 uses, the District Council will have regard to the range of activities that could take place within that Use Class. Planning permission may be refused for some types of B2 uses, or conditions applied to restrict future changes of use, if this is necessary, to protect the operation of neighbouring businesses or the amenity of nearby residential properties.

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8c. Tetbury

9. TETBURY IN 2001

8.9.1 Tetbury, a sizeable market town of 5,296 people (2001 Census), has grown by some 30% over the last 25 years. It is the District’s second largest town.

8.9.2 The town sits at the junction of several roads, the most important being the A433 Cirencester - Bath route. Although by no means remote, Tetbury is sufficiently removed from other, larger settlements to have a degree of self-containment and it also acts as a local centre for the surrounding rural area.

8.9.3 Everyday facilities include secondary and primary schools, a sports centre, library, banks, doctor and dental surgeries, a local trust hospital, a large out-of-centre supermarket and a reasonable range of shops. The provision of a long-stay car park has enabled better management of parking in the town centre, although more needs to be done in this respect. The regeneration of the adjacent former railway land, close to the town centre, will provide more community facilities if and when funds become available.

8.9.4 Tetbury has several small industrial areas, which together with hotels, restaurants and retail outlets, provide a moderate level of employment opportunities for local people. Tetbury has a growing tourist industry, evidence of the latter being the number of antique shops, galleries, restaurants and hotels in the town centre. By and large, the town centre is vital and viable, although it does have a run down appearance in some of the peripheral retail areas, made worse by vacant, former manufacturing sites.

8.9.5 The town, however, is only moderately served by bus services and lacks a railway. The nearest station, Kemble, is six miles away and provides an important link to Swindon and Gloucester as well as other more distant locations. About 60% of the economically active population travel less than 3 miles to work.

8.9.6 Through traffic, particularly heavy goods vehicles, is a long-standing issue in Tetbury. A bypass proposal was abandoned in 1995 and a weight restriction subsequently introduced in the town centre. This has reduced, though not eliminated, the problem. There is no realistic likelihood of a bypass being built in the foreseeable future.

8.9.7 The Cotswolds AONB designation covers the whole of the Tetbury area. Much of the surrounding landscape is of high quality, particularly to the south, east and west, where steep valleys have created a natural edge to the town. Apart from the Berrells Road area, the town has developed within these physical limits. As a result, modern Tetbury has
grown into the flatter landscape to the north of the town, between Chavenage Lane and Cirencester Road.

8.9.8 Tetbury was an important market town in the medieval period. The plan of the medieval settlement, including its Burgage plots and the two market places, is well preserved in the layout of the existing settlement. The large earthwork underlying the southern part of the town, which is scheduled as an ancient monument, may be evidence of much earlier settlement on the site of Tetbury.

8.9.9 The historic core of the town, which is a Conservation Area, has a concentration of listed buildings and has minimal scope for redevelopment.

10. TETBURY IN 2011

8.10.1 By 2011, Tetbury will be more self-sufficient and its role as a local service and employment centre for the surrounding rural area will be stronger. The town centre’s attractiveness and the range of community facilities will have been enhanced, so that, together with the supermarket, the town competes more successfully with other, similar, centres in the area. Whatever can be done to ameliorate the impact of through traffic in the town, will have been done.

11. DEVELOPMENT STRATEGY

8.11.1 Tetbury is designated in this Local Plan review as a Principal Settlement. The town’s degree of self-sufficiency, scope to create jobs and planned improvements in community facilities make it a suitable place to allocate a modest amount of development in a sustainable way.

8.11.2 There is a very high level of demand for affordable housing in Tetbury, and this will continue to be the case for the foreseeable future. For this reason affordable dwellings will be sought as part of any residential development in the town. The proportion of affordable housing sought may vary from site to site, depending on the nature of the site and the demand for affordable housing when it comes forward for development, but it is likely to be at, or close to, 50%.

8.11.3 Three previously developed sites have been identified within the built-up area where redevelopment for development is considered appropriate. These are at Criddle Billington (housing) and Matbro (mixed uses) on Cirencester Road; and the former Northfield garage on London Road (housing). A small greenfield site within the urban area has also been allocated on part of the allotments off Hampton Street. In addition, there will be some scope for limited infill development and for the provision of affordable housing. Planning policies will also allow for any other development essential to the social, economic or environmental well-being of the town.

8.11.4 New housing will:

- play a major part in helping to meet the need for affordable housing in the town;
- be designed and laid out, and incorporate facilities, which will help to create a sense of community and so add value to other residential areas nearby; and
- be planned to encourage walking, cycling and public transport.

### TABLE 5 – TETBURY: PLANNED HOUSING PROVISION

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVIOUSLY DEVELOPED SITES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Former Northfield Garage, London Road</td>
<td>Policy 20</td>
<td>0.50</td>
<td>15</td>
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</tbody>
</table>
8.11.5 Land for further employment growth will still be provided adjacent to Tetbury Industrial Estate as well as part of the mixed use developments on the brownfield sites listed in 8.11.3. Again, landscaping will be required as will provision to encourage walking, cycling and the use of public transport to work.

8.11.6 Tetbury’s historic heritage will be preserved and enhanced, whilst allowing for modest development. The provision of leisure, education, and recreational facilities for all ages, in particular the young, is a key objective. Affordable housing for local people should be developed so that the town can continue to thrive. Traffic management and reduction is a priority for the town to make it a safer, more pleasant, place to work live and visit.

8.11.7 Specific measures to improve the attractiveness and competitiveness of the town centre, which will be addressed by the District, Town and County Councils in partnership with other local agencies, are likely to include:

- traffic calming to reduce the speed and impact of vehicles;
- environmental improvements in the town centre;
- improvements to the pedestrian links between the town centre, the regenerated railway yard area, and the supermarket;
- the management of town centre parking to ensure the availability of sufficient short-stay spaces;
- encouraging the residential re-use of vacant upper floors of retail and other premises;
- promoting tourism.

12. DEVELOPMENT SITES

Former Matbro site, Tetbury

8.12.1 The site lies on the northern side of Tetbury, between housing at Northfield Close and Tetbury Industrial Estate. The western end of the site fronts the A433 London Road, opposite housing at Shepherd’s Mead, while the eastern end can be accessed from Cirencester Road. Although located about half a mile from the town centre, the site is well positioned in relation to employment, leisure facilities, schools and the supermarket.

8.12.2 The site, currently derelict but not cleared of the former industrial buildings, is proposed for a mix of residential and Class B1 employment uses. The former would occupy about 80% (1.62 ha) of the site from London Road to the end of Northfield Close. The employment element (0.38 ha) would be developed at the Cirencester Road end of the site and provision for small business start-up units would be desirable. This would provide an opportunity to improve the appearance of the entrance to the employment land while increasing the diversity of employment land available within Tetbury. Given the distance from the town centre, better links for pedestrians and cyclists between the site and the centre is a matter that needs to be addressed. So, too, is the need to examine the potential for improving public transport links.

8.12.3 The inadequacy of existing health facilities has emerged as a matter of concern to be addressed if this and other Policy 20 sites were to be developed. Funds (in proportion to
the scale of the development) will therefore be sought for the further development of existing facilities in the town centre.

8.12.4 In order to help provide improvements to local schools to cope with the resulting, increased demand arising from the new housing, financial contributions will be also be sought from the developers.

8.12.5 The former Matbro site is prominently located on two of the main approaches to Tetbury and next to existing Class B2 uses. Development of the site will require the highest design standards, with particular attention given to landscaping and the treatment of the London Road and Cirencester Road frontages, and neighbouring uses.

8.12.6 The implications of all these issues need to be considered carefully through a master plan, particularly given the mixed use nature of the site and its proximity to neighbouring developments. This will be prepared by the developers in conjunction with the County, District, and Town Councils and the local community.

8.12.7 Assuming that a net average density of between 30 and 40 dwellings per hectare is achievable, this 2 hectare site could yield between 50 and 65 dwellings.

POLICY TET.1: FORMER MATBRO SITE, TETBURY
[Proposals Map Inset 4]
The Former Matbro Site, shown as Policy TET.1, is allocated for a mix of residential and Class B1 employment development, subject to the following criteria being met:

(a) the residential development shall be adjacent to Northfield Close and accessed from London Road;
(b) the employment element shall be accessed from Cirencester Road;
(c) proposals for a network of attractive, safe, well-lit pedestrian and cycle routes through the development, linking the site to bus stops, play areas and schools, and feeding into routes to the town centre, and the supermarket, including measures for off-site improvements along the routes;
(d) proposals for bus stops in or adjacent to the site, together with an agreed contribution towards improved bus services within Tetbury and from Tetbury to Cirencester and Kemble;
(e) contributions for enhanced community and health facilities elsewhere in Tetbury;
(f) proposals for public open spaces and other public areas, including adequate provision for children's play and informal recreation by older age groups, either within or closely accessible to the development, together with the proposed arrangements and funding for their future maintenance; and
(g) appropriate financial and/or in-kind contributions to enable the expansion and/or improvement of educational facilities to meet the demand likely to be generated by the development.

NOTES FOR GUIDANCE:

1. A Master Plan for the development shall have been prepared by the developers in close collaboration with the community the District and Town Councils and the County Highways Authority, and shall have been formally approved by the local planning authority prior to the determination of any planning application for the development. All the measures provided for in the master plan shall have been secured before planning permission for any of the residential development is given. The master plan shall also have incorporated archaeological, landscape, ecological, groundwater, noise, pollution, surface water drainage and traffic impact assessments of the development.

2. Affordable Housing: Provision should include shared ownership, low cost open market housing and affordable rented dwellings, according to need.
3. **Employment Uses**: Provision for small business start-up units would be desirable along the Cirencester Road frontage of the site. This would provide an opportunity to improve the appearance of the entrance to employment land and also increase the diversity of employment land available within Tetbury.

4. **Health Facilities**: Funds should be provided by the developers for improving existing facilities in the town centre in consultation with the Primary Care Trust.

5. **Open Space / Recreational Facilities**: The exact nature of the provision would need to be worked up in close consultation with Tetbury Town Council.

6. **Educational Contributions**: These will be based on the numbers of houses allocated and the capacity of local schools at the time of development.

7. **Landscaping**: Proposals for landscaping shall be drawn up in consultation with the District Council and implemented in advance of any works starting on the site.

### Hampton Street Allotments

8.12.8 This allocation is proposed for residential development on half of the Hampton Street allotments, which are well within the urban area and have become largely underused. Half of the site would be retained as allotments, with the overall layout of the site being determined through detailed design.

8.12.9 Any remaining allotments still in use on the area to be developed will have to be transferred to that area of allotments to be retained. It appears that there would be capacity to achieve this without any overall loss of actively used allotments. This would comply with other policies within the Local Plan.

8.12.10 With careful design, opportunities exist to create high quality development along the Hampton Street frontage and improved access to the primary school. This allocation also has the benefit of being close to the secondary school, a local shop and is within easy walking / cycling distance of the town centre.

8.12.11 Given the demand for affordable housing within Tetbury, it is considered reasonable to require at least 50% of the 20-25 dwellings expected to come forward on the site to be low cost open market and affordable rented housing.

8.12.12 Careful treatment of the design and landscaping of the eastern boundaries of the site will also be necessary to take account of views from St. Mary’s primary school into the site.

### POLICY TET 2: HAMPTON STREET ALLOTMENTS

[Proposals Map Inset 4]

The site shown as Policy TET 2 is allocated for residential development subject to retention of at least 50% of the site area as allotments and the following criteria being met:

(a) before development takes place, any currently used allotments within the area to be developed shall be transferred to the area to be retained as allotments;

(b) attractive, landscaped frontages to Hampton Street and St. Mary’s Primary School shall be provided; and

(c) attractive, well lit, pedestrian and cycle routes, through the development and feeding to the adjacent primary school, secondary school and town centre from the development will be provided.

### 13. EMPLOYMENT

8.13.1 Tetbury Industrial Estate, London Road, has been identified as one of the District’s main employment areas (Policy 24).
8.13.2 Additional greenfield land adjacent to the existing industrial estate is allocated in order to allow for further employment development such as small industrial, business start up or craft units. Development should be accompanied by appropriate landscaping to soften the impact of the employment area on both the London Road and Cirencester Road approaches.

POLICY TET.3: EXTENSION TO TETBURY INDUSTRIAL ESTATE

[Proposals Map Inset 4]
The site shown as Policy TET.3 is proposed for Use Classes B1, and B2 employment uses.

NOTE FOR GUIDANCE:

Class B2 Use: When making decisions on B2 uses, the District Council will have regard to the range of activities that could take place within that Use Class. Planning permission may be refused for some types of B2 uses, or conditions applied to restrict future changes of use, if this is necessary, to protect the operation of neighbouring businesses or the amenity of nearby residential properties.
9. THE OTHER PRINCIPAL SETTLEMENTS

9a. CHIPPING CAMPDEN

1. Chipping Campden in 2001

9.1.1 Chipping Campden, a town of 2,172 residents, is widely regarded as “the Jewel of the Cotswolds” because of its exceptional built environment.

9.1.2 The Cotswolds AONB designation covers the whole of the area around Chipping Campden. The town itself lies in a deep bowl, surrounded on three sides by high wolds, which provide a fine landscape backdrop. This, together with a number of exceptionally attractive open areas, has restricted development opportunities and contributed to the comparatively low levels of growth in the town in recent decades.

9.1.3 Broad Campden, a village with its own distinctive character, lies very close to the south.

9.1.4 Unlike the District’s other market towns, Chipping Campden is located away from primary routes, at the junction of several ‘B’ and ‘C’ class roads. Despite this, or, perhaps, because of it, Chipping Campden acts as a local service centre for the surrounding villages and parishes and has a bustling, workaday, atmosphere. The town has a good range of services and facilities for its size, with secondary and primary schools, a sports centre, library, banks, doctor and dental surgeries and a reasonable range of shops. The town is, however, around eight miles from the nearest hospital. An assessment of the town centre in 1999 found it to be in a good state of health commercially.

9.1.5 There are a number of builders’ yards, garages and other small businesses within and adjacent to the town centre, but the main employment areas lie about a mile to the east of the town, around the site of the former railway station. One of these is The Campden and Chorleywood Food Research Association, one of the District’s largest employers.

9.1.6 Although the town is popular with ‘day trip’ coach operators, tourism is relatively low-key compared with Bourton-on-the-Water, and is spread throughout much of the year. Whilst antique shops are less numerous than in Stow-on-the-Wold and Tetbury, Chipping Campden does have its share, and the tradition of Arts and Crafts work and retailing continues here. The town also has a range of tea rooms, restaurants, hotels and specialist, independent retailers. Tourist spending undoubtedly helps to sustain some of the other, everyday shops and facilities.

9.1.7 Chipping Campden has relatively limited local bus services, hence there is heavy reliance on the car. Although the town no longer has its own railway station, there is a possibility that it may be reopened in the foreseeable future. Currently, the nearest stations are at Honeybourne and Moreton-in-Marsh, each about four miles away.

9.1.8 In terms of travel-to-work, the town is reasonably self-contained, with around 50% of the economically active population of Campden-Vale Ward travelling less than 3 miles to work. However, Stratford-upon-Avon, Warwick, Evesham and businesses in the Vale of Evesham are within easy driving distance.

9.1.9 Chipping Campden is widely regarded as one of the most outstanding small towns in Britain in terms of its listed buildings, architecture and setting. A further reminder of the town’s medieval origins is the many burgage plots (long, narrow strips of land running at right angles to the main street) on both sides of the High Street. Throughout the UK, only Sandwich (Kent) has a higher density of listed buildings. Chipping Campden is also one of the clearest surviving examples of a linear medieval new town. The historic core of the town, which comprises an extensive Conservation Area, includes virtually unbroken
frontages of listed buildings extending for nearly half a mile along both sides of the gently curving main street. Clearly, there is minimal scope for redevelopment here, although limited opportunities may exist beyond the town centre.

9.1.10 In response to long-standing local concerns, the 1999 Local Plan proposed a car park at Wolds End Orchard to create the opportunity to remove long-stay parking from the town centre. However, subsequent surveys have indicated that the community’s views on this proposal are split. Tourist coaches have caused congestion and other problems in the town centre, and a traffic order is in place prohibiting them from certain parts of, and routes into, the town.

2. Chipping Campden in 2011

9.2.1 By 2011 Chipping Campden’s role as a provider of facilities and services to the surrounding rural area will have been maintained, but there will have been only a small amount of new development. The town’s timeless market town charm and high architectural quality will have remained unchanged and, where possible, it will have been enhanced.

9.2.2 Opportunities will have been taken to improve traffic management in the town centre and a car park may have been provided at Wold’s End Orchard.

9.2.3 Tourism will continue to be very important to the town’s economy. The number of day visitors will be at about the same level as in the 1990’s, yet staying visitors will have increased.

3. Chipping Campden Development Strategy

9.3.1 Chipping Campden is identified in this Local Plan review as a Principal Settlement, owing to the important role it plays in providing services for the surrounding rural area rather than it being considered suitable as a location for significant, additional development.

9.3.2 There is a very high level of demand for affordable housing in Chipping Campden, and this will continue to be the case for the foreseeable future. For this reason affordable dwellings will be sought as part of any residential development in the town. The proportion of affordable housing sought may vary from site to site, depending on the nature of the site and the demand for affordable housing when it comes forward for development.

9.3.3 The built heritage and landscape setting of the town are of great importance, not just to its tourism industry, but also to local people. The need to protect this heritage limits the potential for further development. However, two previously developed sites have been identified within the built-up area where redevelopment for mixed uses are considered appropriate. These are the former builders’ yard in Sheep Street and Cutts Garage. In addition, there will be some scope for limited infill development and for the provision of affordable housing, while planning policies will allow for other development essential to the social, economic or environmental well-being of the town.

9.3.4 Moreover, largely because of the small residual District-wide housing requirement, there has been no need to identify greenfield sites beyond the town’s existing built-up area.

### TABLE 6 – CHIPPING CAMPDEN: PLANNED HOUSING PROVISION

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
</tr>
</thead>
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<tr>
<td>Former builder's yard</td>
<td>CHI.1</td>
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<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Cutts Garage</td>
<td>CHI.2</td>
<td>0.6</td>
<td>25</td>
<td>12</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>0.93</td>
<td>35</td>
<td>17</td>
</tr>
</tbody>
</table>
9.3.5 Opportunities for sustaining and improving the town centre’s vitality and viability will be pursued, including:

- proposals to reduce the dominance of vehicles, especially tourist coaches;
- retention of the proposal for a car park at Wold’s End Orchard;
- a pedestrian route between Back Ends and High Street, as and when the opportunity arises;
- sensitive, unobtrusive schemes to improve further the appearance of the public realm;
- encouraging the residential re-use of the vacant upper floors of retail and other premises;
- provision for the redevelopment of sites within or adjacent to the town centre for mixed uses, so long as this is consistent with the conservation of the town’s historic built environment, including retaining the character of the many burgage plots; and
- promoting low-key tourism, with the emphasis on longer-stay visitors.

9.3.6 Development of any open spaces which are important to the town’s character, setting or appearance will be strongly resisted. This includes protecting the 400 metres of open countryside separating the town and Broad Campden. Conservation and enhancement of the town’s historic built environment, including at Westington, remains a top priority.

9.3.7 The Council will maintain its support for the proposed re-opening of the railway station. Should this occur, the development strategy will be reviewed, although the protection of the town’s exceptional built environment will remain the highest priority.

4. Development Sites

Former Builders’ Yard, Sheep Street

9.4.1 This previously developed site was used mainly as a builders’ yard, though parts of it are used for associated parking and storage areas. The yard includes several small buildings, including two dilapidated stores that were listed as being of architectural and historic interest. The allocation deliberately excludes Guild Cottage, which would otherwise fall within the south-western corner, in order to help protect that property’s residential amenities.

9.4.2 The site was identified in the Urban Capacity Study (July 2001) as being suitable for housing development. Planning permission has already been granted, in principle, for a nursing home.

9.4.3 Given its close proximity to the town centre, the site is considered suitable for a mix of residential and employment uses, without necessarily precluding the possibility of the nursing home being developed. Such a mix of uses would contribute to the vitality and viability of the town centre, meet demand in the town for small business premises and help to secure appropriate uses for the listed buildings.

9.4.4 The site’s access onto the narrow Sheep Street is not ideal and any redevelopment scheme should aim to secure an improvement whilst respecting the character of the street.

9.4.5 The site includes a number of listed buildings and lies wholly within the town’s exceptional Conservation Area. The design and layout of development should, therefore, be of the highest quality and the opportunity taken to remove any buildings or structures not of historic or architectural interest, which detract from the area’s appearance.

9.4.6 The watercourse of The Cam runs close to the northern boundary. Parts of the site may be contaminated due to the site’s previous uses.
POLICY CHI.1: FORMER BUILDERS’ YARD, SHEEP STREET, CHIPPING CAMPDEN
[Proposals Map Inset 5]
Land at the former builders’ yard, Sheep Street, shown as Policy CHI.1, is allocated for a mix of residential development, including Use Class C2 institutional residential, and Use Class B1 employment uses, subject to the following criteria being met:

(a) the existing pedestrian and vehicular access points to the site from Sheep Street are sensitively improved; and
(b) buildings on the site that detract from the character and appearance of the Conservation Area shall be demolished.

NOTES FOR GUIDANCE

1. Appropriate Uses: The northern half of the site would be most appropriate for B1 employment uses. This would help to consolidate and complement the employment activities operating at The Guild. Residential uses would be more appropriate on the southern half of the site as this would help to minimise the impact of the development on the adjacent residential properties.

2. Design: Proposals should be carefully designed to a high standard that responds sensitively to the surrounding residential uses, The Guild, the adjacent protected open space, the watercourse, the Conservation Area, the listed buildings and their settings. Advice on these matters should be sought from the District Council. The advice of the Environment Agency should be sought in relation to the impact of proposals on the adjacent watercourse.

Cutts Garage, High Street/ Sheep Street

9.4.7 The Cutts Garage site is located in the town centre and has frontages onto High Street and Sheep Street. It is used mainly as a commercial garage with an associated parking/servicing area, though the site also includes some retail and residential uses.

9.4.8 The site was identified in the Urban Capacity Study (July 2001) as being suitable for housing development. The High Street frontage was also included in the groups of shops identified in the Study as having opportunities for residential use on upper floors.

9.4.9 The site’s prime, central location, however, makes it ideal for a mixed use development, including small business units, retail and residential uses, but the precise details of the mix will be determined in the context of a planning application. Redevelopment with a mix of uses would contribute to the vitality and viability of the town centre. An element of private car parking, linked to specific users generated by the site’s redevelopment, will be appropriate in order to avoid exacerbating demand for on-street parking in the town centre.

9.4.10 The majority of the site, which includes some listed buildings, lies within Chipping Campden’s exceptional Conservation Area. The design and layout of development should, therefore, be of the highest quality.

9.4.11 A watercourse passes through the site and a public footpath adjoins the site, these could beneficially be enhanced as part of a redevelopment proposal. There is also an opportunity to create a new pedestrian link through the site. There are currently two vehicular access points, off High Street and Sheep Street. In order to avoid unnecessary conflict between vehicles and pedestrians, it would be desirable to retain only the latter as a vehicular access with pedestrian access from High Street.

9.4.12 Parts of the site may be contaminated due to the existing use.
POLICY CHI.2: CUTTS GARAGE, CHIPPING CAMPDEN
[Proposals Map Inset 5]
Land at Cutts Garage, shown as Policy CHI.2, is allocated for a mix of retail, residential and Use Class B1 employment uses, including on-site car parking, subject to the following criteria being met:

(a) the proposed development incorporates visual improvements to the watercourse that crosses the site;
(b) retail uses are retained at ground floor level on the High Street frontage;
(c) a pedestrian link is created through the site from High Street to Sheep Street; and
(d) the only vehicular access to the site being from Sheep Street.

NOTES FOR GUIDANCE

1. Design: Proposals should be carefully designed to a high standard, which responds sensitively to the surrounding area, particularly the Conservation Area, and the listed buildings and their settings. Advice on these matters should be sought from the District Council. The advice of the Environment Agency should be sought in relation to the impact of proposals on the watercourse and the opportunities for its enhancement.

2. Car Parking: It is essential that the parking needs generated by the site’s redevelopment should, in total, be accommodated within the site.

3. Pedestrian link: The link required by criterion (c) should be open for public use at least during normal business hours, and preferably at all times

5. Other Issues

Car Parking

9.5.1 Large numbers of traders, shoppers, residents and visitors drive into Chipping Campden and compete for the limited number of parking spaces. A resulting need has emerged for the provision of an off-street car park.

9.5.2 Primarily because of the lack of off-street car parks, parking is permissible for unlimited periods throughout most of the town centre. Long-stay parking causes inconvenience to the many people who wish to park for short periods in order to go about their business.

9.5.3 Unnecessarily concentrated levels of parking, particularly by coaches, detract greatly from the appearance of this outstanding conservation area. Chipping Campden’s reputation for having one of Britain’s most celebrated historic town centres is undoubtedly its biggest ‘draw’ for discerning visitors. The economic implications of this should not be under-estimated.

9.5.4 In conservation terms, the town centre’s appearance would undoubtedly benefit from a reduction in the number of on-street parking spaces. Without some form of permit system, however, such a measure would be unfair to many people, particularly those town centre residents who do not have their own parking space. The loss of on-street parking spaces could also seriously harm the viability of certain businesses.

9.5.5 The aim should be to redirect those long-stay vehicles that do not need to be parked on-street to a car park. The most acceptable site is at Wold’s End Orchard. The main advantage of this 1.2 hectare (2.9 acre) site is its direct access from Aston Road, the busiest route into the town. Although on the fringe of the town centre, the site is no more than 600 metres walking distance from the Town Hall. The Highways Authority agrees with the principle of providing a car park here.
9.5.6 The provision of long-stay parking spaces would enable more versatile short-stay parking regime (i.e. for three hours or less) to be introduced throughout the town centre ‘core’ during normal working hours. This would make more parking spaces available throughout the day as there would be a regular turnover of vehicles. Because on-street spaces would be used more efficiently, it is anticipated that fewer cars would be parked in the town centre at any one time. This, in itself, would result in a visual improvement by reducing the dominance of the motor car in the street scene. On-street parking restrictions may be introduced without the provision of an off-street car park. If introduced, restrictions should be part of an integrated congestion management scheme to be agreed between the Town, District and County Councils, and public consultation should be an integral part of that process.

9.5.7 It is acknowledged that convenient short-stay parking throughout High Street is essential to help maintain the town’s thriving economy. The primary intention of proposing a car park is to reduce long-stay, on-street parking and, especially, coaches from the overcrowded town centre. Indeed, a total prohibition on coaches in parts of the town centre could be considered once spaces have been provided in the car park to accommodate them. This, together with restricted hours parking throughout the town centre, would achieve an environmental improvement. It may not be necessary to extend such restrictions significantly beyond the main business ‘core’, nor to extend the hours of restriction beyond the normal working day. However, a scheme for specified users of on-street spaces would need to be given full consideration.

9.5.8 The effectiveness of on-street parking restrictions in reducing the ‘volume’ of vehicles parked in the town centre will need to be carefully monitored. It may be necessary to consider further measures if it is found that this objective is not being satisfactorily met.

POLICY CHI.3: CAR PARK, CHIPPING CAMPDEN
[Proposals Map Inset 5]

The site at Wold’s End Orchard, shown as Policy CHI.3, is allocated for a public car and coach park. A sensitively designed landscaping scheme should front the site along Aston Road and Back Ends.

NOTE FOR GUIDANCE

Design: The sensitive nature of the site means that the visual impact should be kept to an absolute minimum. Natural features should, wherever possible, be retained to help the car park blend in with the surrounding area. Much of the existing vegetation could be reinforced, while the car park itself could advantageously be designed ‘around’ the existing ridge and furrow contours. It is imperative that the overall scheme should be designed to the highest standards and that the site’s natural capacity should determine the number of spaces. Entry and exit would be from and to Aston Road. A Development Brief (June 1998) sets out the main design issues to be addressed.

Railway Station

9.5.9 The Worcester to Oxford railway, known as the Cotswold Line, passes a mile to the east of Chipping Campden. There has been local pressure for re-opening the station and the District Council is keen to encourage this for environmental, economic and social reasons. A study in 1991 on the potential for re-opening former rail stations in Gloucestershire, concluded that this former station could be re-established and run at a profit.

9.5.10 The re-opening of Chipping Campden railway station is identified as a priority in the Gloucestershire Structure Plan and is also included in the Gloucestershire Local Transport Plan. It is also safeguarded under Policy 36 of this Local Plan.
9b. FAIRFORD

6. Fairford in 2001

9.6.1 Fairford is one of the five largest towns in the District. Located nine miles east of Cirencester on the A417, the town is within commuting distance of the Thames Valley and many other employment locations.

9.6.2 Most of Fairford’s modern development has taken place to the east of the town centre and comprises a number of housing estates. There is a shortage of affordable housing to meet local needs.

9.6.3 The town has a reasonable range of local employment opportunities. These include some service sector jobs in the town, and other employment at industrial areas to the east and south of the town, at Whelford Road and Horcott Road. There are also employment opportunities in tourism; at the neighbouring RAF base; and in industries related to gravel extraction.

9.6.4 The town is fairly self-contained in terms of its range of services, facilities and employment opportunities, with about 60% of the economically active population of Fairford Ward travelling less than 3 miles to work. Many of Fairford’s residents commute to larger employment centres, particularly Swindon and Cirencester.

9.6.5 Fairford is moderately served by public transport. The nearest railway station is at Swindon, over 10 miles to the south.

9.6.6 The town does not attract as much longer distance passing trade as some of the District’s other settlements.

9.6.7 Since 1998, Fairford has lost several shops through change of use to housing resulting in some loss of vitality. The High Street now has a mix of retail outlets interspersed with residential and commercial properties.

9.6.8 However, despite the loss of shops, Fairford remains an important local service centre for surrounding parishes. The town has retained its weekly market and has a reasonable range of community facilities, including primary and secondary schools, a medical centre, leisure centre, library, sports and social clubs, and a community centre. Indeed, Fairford has many of the facilities that neighbouring Lechlade lacks, though the latter has a greater variety of everyday shops.

9.6.9 A mile or so to the south of the town, the RAF Fairford base has had a major refurbishment of its runway. The base, leased to the USAF (and still used by NATO as a strategic stand-by airfield), has a much reduced personnel as a result of the peace dividend of the early 1990s. It is also home to the annual Royal International Air Tattoo, which attracts vast numbers of visitors during July. Over the years, a good variety of restaurants, take-aways and hostelries have become established in the town.

9.6.10 The historic core of Fairford, mostly designated a Conservation Area, is centred around the Market Place, which itself is lined with an almost continuous frontage of listed buildings. There is relatively little scope for redevelopment within the historic core.

9.6.11 Fairford is surrounded by water meadows and the pastoral valley setting of the River Coln, which flows through the town towards the broad Thames vale to the south east. A Special Landscape Area, including extensive landscaped parkland lies to the north of Fairford. This, together with the extensive floodplain meadows to the west and south, significantly limits the scope of the town to accommodate much further growth without causing a potentially adverse impact on its character and setting.

9.6.12 Further to the south and east, the landscape has been greatly altered by extensive sand and gravel excavation and subsequent restoration. Several areas of worked-out excavations have already been transformed into water-based leisure uses and these are
the beginnings of the eastern section of the Cotswold Water Park. As the Water Park grows, so too will related local tourism and employment opportunities.

7. Fairford in 2011

9.7.1 By 2011, Fairford will have consolidated its role as a local service and employment centre for the surrounding rural area. The town centre’s attractiveness and the town’s range of community facilities will have been maintained. The town will continue to be sustainable and vibrant.

9.7.2 The town should not, however, have been allowed to stagnate through lack of development and change. Any new development will have been modest, located so as to minimise its impact, and geared towards the maintenance of local services and meeting the specific needs of the community, including maintaining the mixed commercial and residential uses in the town centre. Opportunities for improvements to the public realm, especially in the Market Place, will have been taken and carefully handled so as to maintain the character of the area and not detract from the setting of its listed buildings.

8. Fairford Development Strategy

9.8.1 Because of the town’s role in providing services to the local population, Fairford is designated in this Local Plan review as a Principal Settlement.

9.8.2 Owing to the significant levels of out-commuting and comparative lack of services and facilities, the town, despite its size, is not a suitable location for significant development allocations. Largely because of this and the small residual District-wide housing requirement (see Policy 18), there has been no need to identify greenfield sites beyond the town’s existing built-up area.

9.8.3 Housing development, therefore, will be restricted to sites within the existing urban area. In addition, there will be some scope for limited infill development and for the provision of affordable housing, while planning policies will allow for other development essential to the social, economic or environmental well-being of the town.

TABLE 7 – FAIRFORD: PLANNED HOUSING PROVISION

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coln House School</td>
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<td>5</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>0.5</strong></td>
<td><strong>10</strong></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>

9.8.4 The existing employment areas are considered adequate to meet foreseeable needs and no further sites need to be allocated.

9.8.5 Compared with other larger settlements in the District, Fairford has a smaller tourism base and both the town and its commercial ‘core’ are slightly off the beaten track. That said, with appropriate promotion, there may be opportunities to gain visitors to the town from the growing number of users of the developing eastern section of the Cotswold Water Park.

9.8.6 Fairford’s role is very much as a local service centre and efforts need to be directed towards attracting residents to use their local shops and services rather than facilities elsewhere. Realistically, the aim should be at least to maintain the town’s current offer. The town centre has a number of factors in its favour, notably its pleasant historic environment and the restaurants and take-aways.
9.8.7 Measures to improve the attractiveness and competitiveness of the town centre will include:
- resurfacing the Market Place car parking area;
- creating a pavement on the western side of Market Place, extending to the post office, south of Market Place;
- introducing a crossing point at the southern end of High Street;
- exploring the use of a shopfront grants scheme;
- encouraging the residential re-use of vacant upper floors of retail and other premises; and
- promoting the town centre locally and in association with tourism in the eastern section of the Cotswold Water Park.

9.8.8 These initiatives could be brought together through an externally funded town action plan, which would examine Fairford’s economic, environmental, commercial, social, transport and access issues.

9.8.9 Measures for improving sustainable transport links with Lechlade and surrounding parishes will be explored, eg. improved bus services and cycle routes.

9c. LECHLADE-ON-THAMES

9. Lechlade-on-Thames in 2001

9.9.1 Lechlade-on-Thames sits at the crossroads of the A417 and A361, eight miles north of Swindon at an historic crossing point on the River Thames. Located in the south-eastern extremity of the District, it is not surprising that residents look to the neighbouring Counties of Wiltshire and Oxfordshire as much as to Gloucestershire for employment and higher order services and facilities. Lechlade has increasingly become a ‘dormitory’ settlement. Nevertheless, the centre is a lively place.

9.9.2 Situated in the attractive, though flat, landscape of the Upper Thames, Lechlade’s history, character and setting have been greatly influenced by the river. The extensive water meadows and low-lying land around the town have considerable nature conservation, archaeological and historic landscape interest. Many of these areas lie within the river’s floodplain - another factor which constrains development.

9.9.3 The town has experienced a near 50% increase in its housing stock since the mid-1970s, most of the development having taken place to the north and west of the town centre. Its population in 2001 was 2,859. The pace of residential development has not, however, been accompanied by comparable growth in local employment. Apart from town centre businesses, there are few employment opportunities in Lechlade itself. The former station site, allocated for employment use since the late-1980s, has not yet been developed. Around 44% of the economically active population of Kempsford-Lechlade Ward travel more than 3 miles to work.

9.9.4 Lechlade has a modest level of everyday facilities, including a primary school, library, bank, doctor and dental surgeries, and a range of shops. A garden centre lies to the west of the town. However, the nearest secondary school, sports centre and hospital are all located at Fairford, four miles to the west. Taken together, the two towns provide a reasonable level of services and facilities for the surrounding rural area, but links between them are almost exclusively by car, buses being relatively infrequent for quick visits and cycling on the A417 is not safe. Neither of the towns has a major supermarket.

9.9.5 Lechlade has a growing tourism industry, related largely to boating activities, walking and the popularity of the riverside, through which passes the Thames Path National Trail. Many people visit Lechlade because of its position at the head of navigation on the River Thames. It is near the confluence of the Thames and Coln and near where the Thames and Severn Canal joins the River Thames. The eastern section of the Cotswold Water Park and Swindon Borough Council’s Riverside Country Park are nearby. The town’s popularity has led to the establishment of a growing number of antique shops, galleries and non-food retailers. Local residents, farming trade and tourism
all contribute to the town centre’s fairly good commercial state of health. The Water Park, Canal and National Trail all have great potential to develop further to the benefit of the town’s burgeoning tourist trade, and provide recreational opportunities for local people.

9.9.6 Lechlade is moderately served by bus operators. However, the private car is, understandably, the main means of travel for most residents’ journeys. Lechlade no longer has a railway, the nearest station being at Swindon.

9.9.7 The partial bypass of the town on its western side is proposed as part of the Cotswold Water Park Eastern Spine Road scheme, included in the Gloucestershire Local Transport Plan.

9.9.8 The historic parts of the town fall within a Conservation Area. A scheme to improve the public realm, including surfaces and street lighting, was partially completed in 2000 and may be extended to the Market Place in due course. There are also tentative proposals to create a new off-street car park near to the town centre. The historic riverside area also has considerable potential to be regenerated and improved.

10. Lechlade-on-Thames in 2011

9.10.1 By 2011, Lechlade will have increased, albeit modestly, the range of facilities and employment opportunities, largely as a result of investment in the public realm, the regeneration of the riverside area, investment in the Cotswold Water Park and the restoration of the canal. There will also have been some modest development, over and above existing commitments, notably for affordable housing, to meet the needs of local people and help maintain the community.

11. Lechlade-on-Thames Development Strategy

9.11.1 Lechlade is identified in this Local Plan review as a Principal Settlement largely because of the role it performs in providing services for the townspeople and surrounding rural area, particularly in conjunction with Fairford. Lechlade’s scope to accommodate significant further development during this Plan period is, however, relatively limited.

9.11.2 The large amount of out-commuting from Lechlade is unlikely to be reduced without the allocation of employment land. For this reason, the Old Station Site is proposed for mixed use development for residential and employment uses.

9.11.3 Several sites identified in the Urban Capacity Study were considered appropriate for residential development. However, these were too small to allocate individually in the Local Plan but may come forward as ‘windfall’ sites. The provision of affordable housing on these and other suitable sites will be encouraged to help meet local housing needs.

**TABLE 8 – LECHLADE: PLANNED HOUSING PROVISION**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>POLICY REF.</th>
<th>AREA (HA)</th>
<th>CAPACITY</th>
<th>AFFORDABLE HOUSING REQUIREMENT</th>
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</thead>
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<td>Riverside Area</td>
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<tr>
<td>Old Station Site</td>
<td>LEC.2</td>
<td>1.3</td>
<td>40</td>
<td>20</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>1.8</strong></td>
<td><strong>50</strong></td>
<td><strong>25</strong></td>
</tr>
</tbody>
</table>

9.11.4 Development will not be allowed where it would be at risk of, or exacerbate, flooding, or where it would adversely affect archaeology, nature conservation or the town’s landscape setting.

9.11.5 Measures for improving sustainable transport links with Fairford will be explored, including improved bus services and cycle routes.
9.11.6 Measures to improve the attractiveness and competitiveness of the town will include:
- policies and proposals to encourage the regeneration of the riverside area;
- the re-introduction of a proposed small car park at Wharf Lane;
- if practical, the provision of additional off-street parking;
- provision for the sensitive redevelopment of sites within or adjacent to the town centre for mixed uses, consistent with the aim of conserving the town’s historic environment;
- the improvement of the public realm, particularly in the Market Place;
- subject to the bypass being built, seeking measures to reduce further the dominance of motorised vehicles; and
- encouraging the residential re-use of vacant upper floors and other premises.

12. The Riverside Area

9.12.1 The Riverside Area, which sits alongside the River Thames at its highest navigable point, includes the Free Wharf, boat hire facilities, a restaurant, some retailing and a repair yard. The old boat yard has historic, and potential archaeological, interest, though it is currently surrounded by inappropriate, poorly designed buildings. To the west of the boatyard is a marina. The site is near to the town centre, the River Thames, and the Riverside Country Park (which, like the Thames National Trail, is situated on the Wiltshire bank of the river). Immediately to the east of the site, the historic Ha’Penny Bridge carries A361 traffic over the River Thames. The entire site lies within Lechlade Conservation Area.

9.12.2 The Riverside Area has considerable redevelopment potential for a mix of tourism and leisure uses. It may be appropriate to include some residential development provided it does not predominate any scheme. There may, equally, be an opportunity to incorporate a hotel within a redevelopment on part of the site. Whatever the mix of uses, it will be essential for the redevelopment to complement and enhance the boatyard, Free Wharf and the riverside generally.

9.12.3 The redevelopment of the Riverside Area presents an excellent opportunity to enhance this natural asset to the town and to remove a number of inappropriate buildings and structures which detract from its character and appearance. The area has more potential to boost the local economy than any other site in Lechlade.

9.12.4 The policy therefore aims to promote the improvement of the site both for the benefit of the town’s vitality and viability and the enhancement of its riverside setting. There is potential, moreover, to achieve better pedestrian and cycle links to the site from the town centre, the Thames Path and the Country Park, the latter via a new footbridge across the River Thames.

9.12.5 This site is within the indicative floodplain of the River Thames. Careful design of proposals for its redevelopment will be needed to avoid risks to potential occupants and users of buildings on the site, loss of flood storage area and impedance of flood flows. Compliance with Policy 6 in these respects will be particularly important.

9.12.6 The Free Wharf, located at the foot of Bell Lane, formed a river crossing long before the construction of Ha’Penny Bridge and the present-day wharves and warehouses. It is owned and maintained by the Town Council for the free launching of boats, and serves as a common-law right of access to the Thames. Given this, the Free Wharf is historically appropriate for the location of a new footbridge to provide better links from this area into the town.

9.12.7 Given the unique opportunities afforded by this site, its relatively limited scale, and the availability/ potential for parking nearby, on-site parking should be kept to a minimum.

9.12.8 Access into the site from Thames Street is inadequate and will require improvement.

9.12.9 Surfacing within the site, including Bell Lane which links the site with the town centre, is poor. Redevelopment offers an opportunity to raise standards of hard landscaping in keeping with the site’s location in the Conservation Area. Indeed, the site’s
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
9.13.2 Despite the site having been actively marketed, no employment uses have been secured. However, as part of the review of the adopted Local Plan, it has become evident that a mixed-use redevelopment of the site could secure a number of identified community benefits as well as helping to address out-commuting from the town. There is strong local desire to see the bridge fronting the site removed, the road re-graded and appropriate pedestrian facilities provided. An employment allocation alone will not generate sufficient land value to accommodate the desire for highway improvements and those improvements do not form part of the Local Transport Plan's identified programme of works.

9.13.3 It is, therefore, proposed that the old station site be allocated for mixed use development for Use Class B1 and residential uses, including live-work units.

9.13.4 Any proposal for the development of this site should address the need to improve access, which will include the removal of the existing bridge.

POLICY LEC.2: OLD STATION SITE, LECHLADE
[Proposals Map Inset 7]
The site, shown as Policy LEC.2, is allocated for a mix of residential development and Use Class B1 employment uses, subject to the following criteria being met:

(a) The proposed development incorporates improvements to the A361 along the site frontage, including the removal of the former railway bridge, re-grading of the highway and provision of pedestrian footways to an appropriate standard;

(b) The provision of home working units and an appropriate proportion of affordable housing shall have been secured within the mix of any proposed residential development;

(c) A link, suitable for use by walkers as well as cyclists, being provided to the Oxfordshire Cycleway.

14. Other Issues

Car Parking

9.14.1 Lechlade has two small car parks, at the Market Place and behind the Memorial Hall. The latter is outside the town centre and used mostly in association with the hall and recreation ground. On-street parking dominates the western side of Burford Street and spreads into Sherborne Street.

9.14.2 For a number of years, car parking facilities and traffic management have been considered by local people as important issues that need to be addressed. The Town Council's Action Plan for 2002 sought the provision of adequate and convenient short-stay parking to help meet its objective of fostering viability, and increasing retail and other business in Lechlade.

9.14.3 Land at Wharf Lane is allocated as an off-street public car park for around 50 spaces. The site is close to the town centre, and Shelley’s Walk provides a pleasant footpath link between them. The car park would also benefit the nearby primary school, as it would enable parents to drop children off and collect them safely without having to cross or park on a busy road. The car park would complement the wider proposals for the town centre, and help to meet the need for car parking provision from the proposed regeneration of the riverside area.

9.14.4 As the site is located at the eastern edge of Lechlade, appropriate design and landscaping would be necessary in order to help screen cars on that approach to the town.
POLICY LEC.3: CAR PARK, LECHLADE-ON-THAMES

[Proposals Map Inset 7]

The site, shown as Policy LEC.3, is allocated for a public car park. An archaeological assessment of the site will be required along with the highest standards of design, materials and landscaping.

Lechlade Relief Road

9.14.5 The Gloucestershire Local Transport Plan proposes a relief road for Lechlade, linking the A361 and the A417 to the north and west of the town respectively. The scheme is included in the Gloucestershire Structure Plan Second Review. The relief road forms part of the wider highway improvement scheme for the Cotswold Water Park Eastern Spine Road. The road would form a partial bypass of the town centre, relieving traffic, including many lorries, which pass between the Cotswold Water Park area and destinations to the north and towards Oxford.

9.14.6 A protected corridor west of Lechlade, within which the relief road would be built, has been designated by the Highways Authority. The corridor is indicated on the Proposals Map. The Highways Authority will implement the road scheme in the period up to 2011, subject to the availability of resources and to environmental appraisal. This is a most sensitive archaeological area, therefore further investigation of the corridor will be required.

9.14.7 Development which would prevent or impair the implementation of the relief road will not be permitted. Policy 36 ‘Sustainable Transport Network’ safeguards the corridor.

Cemetery

9.14.8 The Town Council has identified the need to extend the cemetery during the Plan period. An area of land to the west of the existing cemetery, which avoids the Scheduled Ancient Monument, is reserved for an extension. As this is a sensitive archaeological area, any application must comply with Policy 12 ‘Sites of Archaeological Interest’. A footpath, which currently crosses this area of land, must be accommodated should the cemetery be extended.

POLICY LEC.4: LECHLADE CEMETERY

[Proposals Map Inset 7]

Land, shown as Policy LEC.4, is allocated for an extension to the cemetery. The existing right of way and access to land to the west, running across the southern part of Policy LEC.4, must be protected. An archaeological assessment of the site will be required before the grant of planning permission for the change of use.

9d. NORTHLEACH

15. Northleach in 2001

9.15.1 Northleach, with a population of 1,855, is the smallest town in the District. However, it has been a market town for centuries and still functions as a limited service centre for one of the more sparsely populated parts of the District.

9.15.2 Northleach lies at the heart of the Cotswolds AONB. The town has developed along the valley of the River Leach and, in places, development has crept some distance up the steep valley sides, especially to the north. The openness of the River Leach valley to the south, provide an attractive, rural setting for the town.

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
9.15.3 Once a busy town on the A40, located adjacent to its crossing of the A429 (Fosse Way), Northleach was bypassed in 1984. Since then, the town has experienced a significant amount of residential development for a settlement of its size. Between 1981 and 1991, the population increased by 32%.

9.15.4 The pace of growth has not, however, been matched by employment development or the maintenance of community facilities. Since the 1980s, the town has lost its secondary school, hospital and bank. By 2001, 35% of the economically active population travelled more than 3 miles to work. Nevertheless, since the mid 1990s, commercial activity has picked up. The community is slowly adjusting to the changes that have taken place and the opening of the Westwoods Centre and tentative plans for a new health centre are welcomed.

9.15.5 Because of its location near the junction of two major routes, Northleach is well served by buses, with reasonably frequent services to other centres. However, the town is over 11 miles from the nearest railway stations, at Kingham and Moreton-in-Marsh, and a similar distance from Cheltenham.

9.15.6 Today, the town has a modest level of everyday facilities, including a primary school, a community centre, a doctor's surgery, and a handful of shops. Northleach is well removed from the larger employment centres, Bourton-on-the-Water being five miles to the north, and Cirencester ten miles in the opposite direction. Many in the town also commute to Cheltenham, Gloucester, Witney or Oxford. Employment in the town is mostly in services, often related to tourism, though there is a small, successful employment area, and some local building firms.

9.15.7 The Market Place has recently been the subject of a scheme to improve its appearance.

9.15.8 The historic core of the town, a Conservation Area, is characterised by numerous listed buildings and the layout of the burgage plots. There is little scope here for redevelopment.

9.15.9 In early 2003, the Cotswold Heritage Centre was closed; the future use of the building and site is currently under review. At this stage it is not considered appropriate to impose a site-specific policy on the building, as this could prove restrictive on future development proposals. However, the Council will work closely with the Town Council and local residents to achieve a use for the site that benefits the community.

16. Northleach in 2011

9.16.1 By 2011 Northleach will have remained a very attractive, small town providing services for its population and the surrounding, sparsely populated, rural area. The Market Place will have been further improved and this, together with continued, small scale but valued, commercial development, will have led to a modest growth in the town's tourist trade. There will, however, have been little development other than limited infill and redevelopment, and affordable housing. A suitable use for the former Cotswold Heritage Centre will have been secured and there will have been some improvement in the town's community facilities.

17. Northleach Development Strategy

9.17.1 Northleach is designated in this Local Plan review as a Principal Settlement because of its role in providing some services for the surrounding rural area, rather than because of its scope to grow further.

9.17.2 The community still needs time to come to terms with the rapid growth of the 1980s and 1990s. It also has to be recognised that, without a substantial growth in employment opportunities in the town, residential development in the town is likely only to lead to more commuting to other centres.
9.17.3 There will, therefore, be no allocations of land for housing or employment development at Northleach in the Plan period. Allowance will be made for infill development, the redevelopment of existing sites where this would be beneficial, and other development where it can be clearly shown to be essential for the social, economic or environmental wellbeing of the town (eg affordable housing).

9.17.4 Measures to improve the attractiveness and competitiveness of the town centre will include:
- provision for the redevelopment of sites within or adjacent to the town centre for mixed uses, consistent with the aim of conserving the town’s historic environment, including the burgage plots;
- monitoring and, if necessary, reviewing town centre parking arrangements; and
- encouraging the residential re-use of vacant upper floors of retail and other premises.

9e. SOUTH CERNEY

18. South Cerney in 2001

9.18.1 South Cerney has grown rapidly over the past 30 years to become one of the largest settlements in the District, with a parish population of 3,033 in 2001. It has a good social mix, with an above average proportion of younger people compared with other, similar sized settlements in the District. Despite its large population, it has retained its essentially village character.

9.18.2 Surprisingly for such a large village, South Cerney is served entirely by ‘C’ class roads. Nevertheless, it is close to the Cotswold Water Park Western Spine Road, which has direct access onto the A419 Swindon - Gloucester trunk route. The village also lies just four miles south of Cirencester. Largely for these reasons, and despite having a substantial employment site within the village, South Cerney has become something of a ‘dormitory’ settlement for people who work primarily in Cirencester and Swindon.

9.18.3 Historically, South Cerney has never functioned as a market town. Therefore, most of its facilities and services have evolved over recent decades to meet the needs of the growing population. The village has a primary school, doctor and dental surgeries and a limited range of everyday shops. The school has ample capacity for more pupils.

9.18.4 Broadway Lane Industrial Estate is the District’s second largest employment area after Love Lane at Cirencester. The site, which developed extensively during the 1990s, still has land with planning permission for further employment development. The Cotswold Water Park offers other local employment opportunities both in mineral extraction and related product manufacture, and in tourism and leisure, notably at Cotswold Hoburne. Many of the latter jobs are, however, seasonal. Other than the church, the village itself has no tourist attractions, although the pubs and shops benefit from the ‘spin-off’ of day and longer-stay visitors to the Water Park.

9.18.5 Despite being located away from the main road network, South Cerney is moderately served by buses, with regular services to Cirencester, Swindon and Cheltenham. The nearest railway station is four miles away, at Kemble.

9.18.6 South Cerney lies within a broad vale formed by the upper reaches of the River Thames. It is a particularly flat, low-lying area. Extensive parts of the village fall within the floodplain of the River Churn and certain areas have experienced flooding, notably High Street, Station Road, School Lane and Berkeley Close.

9.18.7 The South Cerney area is not constrained by protective landscape designations. The village is, however, located within the western section of the Cotswold Water Park, an area rich in sand and gravel deposits. Former sand and gravel workings, many of which are now lakes, lie immediately to the south and east of the village. These have led to the creation of extensive areas of nature conservation interest, and there is considerable scope to increase biodiversity further.
9.18.8 South Cerney has two conservation areas, covering much of the northern and central parts of the village, and Upper Up. Although there are only scatterings of listed buildings within these areas, the conservation areas’ essential character comprises loosely-knit development with open spaces which afford views and settings for the buildings. There is minimal scope for development or redevelopment within these areas.

19. South Cerney in 2011

9.19.1 By 2011 South Cerney will have retained its village character, with facilities, services and an employment area that continue to serve the local population. Modest development will have helped to retain the village's existing facilities and may have contributed to investment in some new or improved facilities. Progress towards the restoration of the Thames and Severn Canal will be well under way. Sustainable transport links, especially cycle routes to Cirencester and into the Water Park, will have been improved.

20. South Cerney Development Strategy

9.20.1 South Cerney is designated in this Local Plan review as a Principal Settlement largely because of its substantial employment area at Broadway Lane and its significant population.

9.20.2 Despite the existence of the employment area, South Cerney is a less sustainable location for significant development allocations than most of the District’s Principal Settlements. Indeed, the Urban Capacity Study found no sites within the built-up area suitable to allocate for residential or mixed uses. Largely because of these factors and the small residual District-wide housing requirement (see Policy 18), there has also been no justification for identifying sites beyond the village's existing built-up area. There may, however, be some scope for limited infill development and for the provision of affordable housing, while planning policies will allow for other development essential to the social, economic or environmental well-being of the village.

9.20.3 Broadway Lane Industrial Estate has been identified as one of the District’s main employment areas (Policy 24). There is a sufficient supply of undeveloped employment land at Broadway Lane without considering the need for further allocations.

9f. STOW-ON-THE-WOLD

21. Stow-on-the-Wold in 2001

9.21.1 Stow is a compact town with a 2001 population of 2,053. The number of residents has remained fairly static over the last 20 years.

9.21.2 The town sits on a hill top at the junction of seven roads, including the A429 (Fosse Way), but none of these passes through the town's large, historic Market Place.

9.21.3 The Cotswolds AONB designation covers Stow and the surrounding countryside. The prominence of its position in a protected landscape of high quality explains why less development has occurred at Stow than the District’s other towns in recent years. Development has not crept down the sides of the hill except to the east, where it detracts to an extent from the town’s setting.

9.21.4 Stow is moderately served by bus services, but lacks a railway, the nearest stations being at Moreton-in-Marsh and Kingham, each about four miles away.

9.21.5 The larger, neighbouring settlements of Moreton-in-Marsh and Bourton-on-the-Water are within ten minutes’ drive to the north or south along the A429. Despite this, Stow has a reasonable range of everyday facilities, including a primary school, library, banks, doctor and dental surgeries, as well as a good range of food shops, including a major supermarket just off the Fosse Way but within walking distance of the town centre.
This store attracts shoppers from the surrounding rural area and has helped improve sustainability in this part of the Cotswolds. The town, however, lacks some of the higher order everyday facilities, such as a secondary school, hospital or sports centre.

9.21.6 Stow is a well known tourist destination, boasting an unusually large concentration of antique shops and galleries, as well as several restaurants and hotels. It is a well established ‘base’ for visitors to the north Cotswolds. There can be little doubt that the tourist trade helps to maintain some shops and services for local people.

9.21.7 Stow is the home for the bi-annual Travellers’ fairs held on a field in neighbouring Maugersbury parish.

9.21.8 While there is a significant amount of employment in the many small businesses in the town, especially related to tourism, there is no employment area for the location of new industrial or business use class development.

9.21.9 Nevertheless, Stow is one of the most self-contained settlements in the District, with around 60% of the economically active population travelling less than 3 miles to work.

9.21.10 The historic core of the town, which is a Conservation Area, has an extensive concentration of listed buildings and little scope for redevelopment.

9.21.11 A significant number of lorries currently pass along the A429 Fosse Way to the west of the town centre. Advisory routing has been introduced within Gloucestershire to divert lorries travelling between Evesham and Oxford and away from the A44 through Bourton-on-the-Hill and Moreton-in-Marsh. This may have drawn more lorries onto both the A429 and the A436 Oddington Road.

9.21.12 Maugersbury, a small village with its own rural character, lies a very short distance to the south east of Stow. It has no services or facilities of its own.

22. Stow-on-the-Wold in 2011

9.22.1 By 2011, Stow will have remained a very attractive, lively, reasonably self-contained town, providing services for its own population and the surrounding parishes. The town’s exceptional hill-top setting will have been protected. Tourism will continue to flourish and it will have maintained its reputation for high quality specialist shops, antiques, galleries and tourist accommodation. This will have been helped by some improvements to the public realm in the town and by careful marketing. As a result, the town centre, together with the supermarket, will have continued to thrive. The town’s community facilities will have been maintained and, possibly, improved. There will, however, have been little development other than limited infill and redevelopment, and some affordable housing.

23. Stow-on-the-Wold Development Strategy

9.23.1 Stow is designated in this Local Plan review as a Principal Settlement, largely because of its role in providing for the retailing needs of the wider rural area, and some of the essential services to a more localised catchment, rather than as a location for more development.

9.23.2 The landscape setting and built heritage of Stow are of great importance both to the town’s many visitors and to local people. The need to protect these assets limits greatly the potential for development. Moreover, opportunities do not exist for any significant increase in employment in the town. Therefore, additional housing, particularly if it is unsuitable for local people, would be very likely to lead to more commuting to other centres. There is also only a small residual requirement for more housing in the District.

9.23.3 There will however, be some scope for limited infill development within the town and for the provision of affordable housing, while other planning policies will allow for other development essential to the social, economic or environmental well-being of the town.
9.23.4 Measures to further enhance the town’s setting in the landscape will be a priority, together with the conservation and enhancement of the town’s historic built environment.

9.23.5 Opportunities for sustaining and further improving the town centre’s vitality and viability will be pursued, including:
- sensitive schemes to enhance the appearance of the public realm;
- encouraging the residential re-use of any vacant upper floors of retail and other premises;
- provision for the redevelopment of sites within or adjacent to the town centre for mixed uses, so long as this is consistent with the conservation of the town’s historic built environment; and
- promoting tourism, with an emphasis on longer-stay visitors.

9.23.6 Development of the surrounding countryside and open spaces that are important to the town’s setting, character or appearance will be strongly resisted. This includes protecting the undeveloped area between the town and Maugersbury.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
10. RURAL SETTLEMENTS

1. RURAL SETTLEMENTS IN 2001

10.1.1 About half of the District’s population live in the rural areas beyond Cirencester and the nine Principal Settlements. The majority live in 150 or so villages, most of which are small and have only a basic level of community facilities and services. Although most of the District’s settlements possess a village hall/meeting place and a church, many lack a shop, post office, pub or primary school. Some have none of these facilities.

10.1.2 A number of rural settlements have experienced little growth in recent times, particularly ‘estate’ villages such as Beverston and Yanworth, where hardly any new dwellings have been built since the mid-1970s. Most parishes, though, have experienced a significant increase in the number of dwellings, typically between 25% and 40% over the past 25 years.

10.1.3 Whilst development in certain villages may have brought about some social and economic benefits, this is not always the case. In the 1980s, for example, Coates experienced significant housing growth, only to be followed by the closure of the village school which the new houses were intended to support.

10.1.4 Many long-established Cotswold villages have experienced a steady decline in their services, facilities, public transport and rural employment, together with the loss of local people. The decline in rural jobs, services and facilities has forced many residents to travel significant distances for their everyday needs. Some of the larger villages, on the other hand, have retained many of their services and facilities.

10.1.5 Public transport provision throughout the District is patchy. The most frequent bus services are generally limited to the main routes, such as the Fosse Way, and these are primarily geared towards serving the larger towns. Many villages lack even a daily bus service and so residents are almost wholly reliant on cars, taxis or lifts. Kemble is the only village with a railway station.

10.1.6 The long-standing decline in agriculture has reduced rural employment opportunities. Although some barn complexes have been usefully converted to business or tourism use, and some settlements have their own employment areas or are relatively close to other job opportunities, many people travel significant distances to work. Consequently, some villages have become essentially ‘dormitory’ settlements, often providing for workers based in larger towns beyond the District. Some have high proportions of second homes or have become places to retire.

10.1.7 In the Ward of Hampton, which includes Down Ampney, Meysey Hampton and Poulton, only 17% of the population travel less than 2½ miles to work, compared with 66% at Cirencester. In Evenlode Vale Ward, which includes Oddington, Broadwell, Maugersbury, Donnington, Adlestrop and Evenlode, 46% travel more than 12½ miles to work, compared with just 20% at Cirencester.

10.1.8 The District’s rural settlements come in all shapes and sizes, ranging from places that are little more than hamlets to large villages like Blockley and Mickleton, with populations around 1,500. Historically, some villages have clustered around a green; others are strung-out along a valley; occasionally, settlements have developed on a hilltop or above a river valley. The one factor common to most of them is their environmental sensitivity, either in terms of their built or natural heritage, or, usually, both. The majority have parts designated within a Conservation Area, and these often include many listed buildings of architectural or historic interest. Rural settlements are crucial to the District’s distinctiveness and an asset not only to tourism but also to local people’s sense of place.

10.1.9 The rural character and appearance of villages often derives as much from their open spaces, greens, and gaps between buildings as from the buildings themselves. The broader landscape setting, too, is also an outstanding feature of many rural settlements,
particularly those located in the Cotswolds AONB. Sometimes development, even on a small scale, including 'infilling' has caused irreparable, if usually localised, damage to the character of rural settlements.

2. RURAL SETTLEMENTS IN 2011

10.2.1 By 2011, the rural settlements will have retained their 'village' character and appearance. None of them will have lost their important built or natural features, nor will they have grown significantly larger than they are today. As a result of measures announced in the Rural White Paper, through the actions of the District Council and mostly through the initiative of the communities themselves, villages will have retained their remaining facilities and services, while affordable homes will have been developed to help satisfy the needs of local people. They will have remained, thriving villages with a broad social and age structure, rather than 'museum pieces' for the wealthy or retired.

3. DEVELOPMENT STRATEGY

10.3.1 There will be no allocations of land for development in any of the rural settlements during the Plan period. However, where a need has been identified, affordable housing will be encouraged, subject to any overriding environmental constraints and provided the development is within or adjoins the built-up area (see Policy 21).

10.3.2 Development within rural settlements will be restricted to development that is appropriate to a rural area. This includes residential conversions of suitable buildings, sub-division or replacement of existing dwellings and housing to meet social and economic needs, including affordable housing and agricultural, forestry and other occupational dwellings (see policies 19, 21, 22, 28 and 29).
11. THE UPPER THAMES

1. THE COTSWOLD WATER PARK

11.1.1 Exploitation of sands and gravels in the Upper Thames valley began on an extensive scale in the 1920s. The area, which spreads into Wiltshire, comprises large tracts of terrace and alluvium deposits that are used as aggregates in the construction industry. The winning and processing of minerals is an important source of employment and this is likely to continue for many years.

11.1.2 The Cotswold Water Park was created in the 1960s and now extends to some 10500 hectares (40.5 square miles), comprising 132 man-made lakes totalling 1000 hectares. The Park is internationally significant for its nature conservation interest. It is also of regional significance for water-based sport, recreation and tourism. Not surprisingly, the area attracts many long-stay and day visitors. About 70% of the Cotswold Water Park falls within Cotswold District, with the remaining 30% in Wiltshire.

11.1.3 The designated area of the Water Park extends from the South Cerney, Somerford Keynes and Ashton Keynes area, through Down Ampney, Cricklade and Marston Meysey eastwards to Fairford and Lechlade. A Joint Committee including the relevant county and district councils, was first formed in 1967, in order to promote the development of the recreational opportunities of the derelict gravel pits. Day-to-day practical management of the Water Park is carried out by the Cotswold Water Park Society Limited, a not-for-profit company with charitable status, which was set up in 1997.

11.1.4 Passing through the Water Park are the River Thames, the only navigable river in Cotswold District, the line of the former Thames and Severn Canal, and the Thames Path National Trail. In addition there are many local networks of footpaths, bridlepaths and cycle routes that form important routes for local communities and visitors alike.

11.1.5 Exploitation of gravels in the Water Park has revealed exceptionally diverse fossil fauna of the Jurassic period, some of which were previously unknown in the U.K. These have a high educational value. The archaeological importance of the area is demonstrated through the existence of prehistoric and Roman settlements.

11.1.6 The water table in the Upper Thames valley is high and the water flowing through the sand and gravel deposits is unpolluted. Excavated areas fill naturally with water, creating lakes that have established a high ecological value.

11.1.7 The resultant landscape is unusual in its extent and unique in the District, taking on a wetland appearance, which ranges from derelict waste-strewn pits left untended following mineral extraction, to strikingly beautiful lakes with maturing vegetation around their margins. In its extent, variety and potential, the Cotswold Water Park is comparable to The Norfolk Broads, which has National Park status.

11.1.8 Mineral extraction will continue in the South Cerney section of the Water Park during the Plan period. However, the major concentration of mineral working will be in the eastern section of the Water Park. Mineral working in the area north of Kempsford has now started. Further extensive resources exist to the west, around Down Ampney spreading into Wiltshire. The potential of this central section as a longer-term resource area has particular implications for the highway network, including the upgrading of the Eastern Spine Road linking the A417 and A419. This, together with the improved A419 and the potential restoration of the Canal should provide the link between the eastern and western parts of the Water Park.

11.1.9 The increasing pressures for development in the area have inevitably followed the completion of mineral winning and restoration to lakes. As the mineral operators move out, so the after-users move in. The long timescale of sand and gravel winning over such an extensive area leads to a landscape that is in an almost continual state of evolution.
11.1.10 As a habitat, the Water Park as a whole is of international nature conservation importance. Lowland hay meadows at Clattinger Farm and North Meadow are candidate Special Areas for Conservation under the EU Habitats Directive. The Water Park is also of national importance for wintering birds, breeding birds and aquatic plants. A core area SSSI for aquatic plants and marl waters has been notified by English Nature to protect those interests. In addition, there are several SSSI’s covering unimproved meadow habitats, which are a rare and declining resource, including several rare species. Moreover, the Water Park is both regionally and locally important as a habitat for dragonflies and damselflies, mammals, birds, algae and other freshwater flora and fauna.

11.1.11 It is important that the total sum and diversity of wildlife and natural features of the Water Park is at least sustained and, preferably, increased. One major threat to this is development which has the potential to conflict with nature conservation. However, this need not necessarily be the case if development is well planned. The nature conservation importance of the Water Park and related areas as a whole must at least be maintained. To assist in achieving this aim, the Cotswold Water Park Joint Committee published its Biodiversity Action Plan (BAP), to cover the period 1997-2007. The BAP, which identifies habitats and species of conservation concern, with action plans to address these concerns, has been adopted as Supplementary Planning Guidance. Copies can be obtained from the Council or the Water Park Society.

11.1.12 Over the years, the lakes, mostly owned by the mineral operators, have become used by a variety of private sports clubs for a range of water-based recreational and sporting activities. A few areas have been developed as country parks or public access and picnic areas managed by the Water Park Society on behalf of the Joint Committee. Public footpaths and bridleways in the area have also gradually been improved and developed. Activities tend to take place on the larger lakes so that nearly half the water area has some active use. However, several lakes remain unrestored, unused and with no apparent management or care; their landscape, nature conservation, recreation and tourism potential unrealised.

11.1.13 More recently, the trend in the Water Park has been towards tourism-related developments, particularly for different types of accommodation. Such tourism development can act as an alternative to the traditional ‘honey pots’ of Bourton-on-the-Water and Stow-on-the-Wold. Caravan parks and groups of holiday lodges set around lakes have been joined by holiday villages of purpose-built second homes and proposals for hotels. The majority of development that has taken place has been in the western section of the Water Park, near the Western Spine Road. The point has been reached where further, chalet development in that area would harm its character, hence further such development there will be resisted.

11.1.14 The Joint Committee has improved Keynes Country Park into the most popular and publicly accessible facility in the area, with children’s beaches and play areas. Neigh Bridge is a quieter country park. The development of a country park in the eastern section of the Water Park is also an aim of the Joint Committee.

11.1.15 A variety of sports clubs operate in the Water Park, with a range of activities, including coarse and game fishing, sailing, windsurfing, water skiing and, jet-skiing. Gloucestershire County Council Education service has developed a training centre lake where children and young people can receive instruction in a variety of water-based recreational activities.

11.1.16 Development can be a source of concern for the residents of settlements within the area. Originally an agricultural area, the rich upper Thames valley meadows supported numerous farms and small villages. As the farmland has diminished, the settlements have remained, in parts seemingly isolated amid a sea of water-filled pits. The impact of change, including the concerns of those who live in the settlements, must be taken carefully into account when development proposals are considered for these lakes.

11.1.17 The need for investment in the area should not be an excuse for allowing unacceptable developments, but it can bring opportunities and benefits, and these too, must not be overlooked. The environment of the Water Park, so much valued by local people and visitors alike, is essentially man-made and requires long-term investment in
management to sustain and enhance its ecological and recreational value. To assist in achieving these aims the Joint Committee includes specific projects in its Strategy for the Water Park, which this Council has adopted as Supplementary Planning Guidance.

11.1.18 One of the intentions of the Joint Committee has been to seek to raise quality standards of new development in the Water Park. Recent developments have shown what can be done when there is a commitment to quality on the part of landowners, developers, local authorities and the Environment Agency. Some developers, recognising the need for countryside management in the Water Park, have been willing to enter into planning obligations to contribute towards this. Restoration and habitat creation techniques are now much improved, with advice available in the Cotswold Water BAP and from the Water Park Society. The importance of establishing adequate lake margins, suitably graded and planted to suit the needs of wildlife, is widely appreciated, adding not only to the visual improvement of sites, but also to their potential for informal recreation.

Water Park Policies

11.1.19 Gloucestershire Structure Plan Policy NHE.8 requires proposals for development in the Cotswold Water park to be considered in the context of all the relevant objectives. These include: natures conservation interests; minerals extraction and beneficial after-use of worked sites; facilitation of a wide range of recreation and tourism opportunities; and protection of the integrity of existing villages and rural communities.

11.1.20 The Gloucestershire Minerals Local Plan, which has county-wide coverage, was adopted in April 2003. It identifies Preferred Areas for sand and gravel extraction to the north of Shorncote, at Cerney Wick, Kempsford/Whelford and west of Fairford. The Cotswold District Local Plan provides the planning policies for after-use, recreation, tourism, water-sports and nature conservation.

11.1.21 Cotswold District Council has adopted a two-part approach to deal with the highly complex, and often conflicting, after uses following mineral extraction in the Water Park. This requires all development to comply fully with policies, which consider various, but equally important, aspects of the potential impact of proposals. Particularly important is the need for development:

- to meet certain, broad, Water Park principles, including: nature conservation; protection of settlements; landscape enhancement; sport, recreation and tourism; design; and the role of the private sector; and then
- to be broadly compatible with the Water Park zones, published separately as Supplementary Planning Guidance, which define levels of intensity of use based on ease of access, proximity to settlements and the protection of quieter areas.

The Broad Principles

11.1.22 Throughout the Water Park, any development that takes place, and any use of water or land that is proposed, must comply with certain basic principles.

(a) Nature Conservation

11.1.23 The Cotswold Water Park is an extensive system of man-made habitats. There is the capacity for like-for-like habitat replacement on a limited, and strictly controlled, basis, habitat enhancement, and the creation of new habitats not yet represented in the Park. The latter is especially relevant in the central section.

11.1.24 The whole of the Cotswold Water Park is acknowledged to be a key site for nature conservation. English Nature has defined precisely the area of national importance for wintering birds and breeding birds, to be safeguarded through Local Plan policies. The aim must be to at least maintain, and preferably increase, the total sum of wildlife and natural features in the Water Park, so that future generations can benefit from a wildlife resource that is equivalent to, or greater, than that which we now enjoy.

11.1.25 This does not require that all features of nature conservation importance remain the same, or necessarily in the same location, but the level of nature conservation value as a whole must at least be maintained. Implementation will involve assessing the potential
impact of a development proposal on the existing wildlife resource, particularly wintering and breeding bird numbers. Mitigation measures may include zoning development in time and space and, in exceptional cases, provision of alternative habitat. Most development proposals will require a full assessment of the nature conservation value of the site and the possible impact of the development in order to guide and inform this process.

(b) Protection of Settlements

11.1.26 The protection of the appearance and environment of settlements within the Water Park is a fundamental consideration. The impact of development, whether individually or cumulatively, in areas where people live, will therefore, be evaluated in order to safeguard settlements.

(c) Landscape Enhancement

11.1.27 The landscape of the Water Park has changed from agriculture, through mineral-winning, to a pattern of lakes and intervening dry land, with hedgerows and regenerating vegetation. The improvement of the appearance and landscaping of the area, and creation of a new landscape character, paying particular regard to topography, indigenous species and the setting of the lakes and settlements, is an important benefit to be obtained from any development. This will play an essential future role in the success of the area for recreation, tourism and nature conservation.

11.1.28 Development of land areas needs to avoid over-development and landscape denigration. By keeping a sensible, reasonably generous, proportion of land within sites free from development and dedicated to landscaping, the improvement of the appearance of the area will gradually occur.

(d) Sport, Recreation and Tourism

11.1.29 There is a requirement for the continuing provision of appropriate and sustainable sport, recreation and tourism in the Water Park, which is both quiet and non-polluting. An example is a water ski tow facility, for which there is a well-defined need.

(e) Design

11.1.30 New land and water-related uses may require new buildings. The existing villages and farmsteads display traditional Cotswold architecture, but there is no strong architectural tradition for the lakeside landscapes of the Water Park itself. The opportunity should be taken in every development to raise the standards of layout, design, materials and landscaping. New buildings for recreation, tourism and water sports must be of a high standard. They could begin to develop their own style - not necessarily in the Cotswold idiom - suited to waterside locations and set in extensive landscaping.

(f) The Role of the Private Sector

11.1.31 The Water Park continues to evolve, with development tending to be led by the private sector. Because of the differing timescales of mineral working operations and subsequent after-use developments, the opportunities for large-scale comprehensive development are limited. It is important that attention is paid to the areas between the individual development projects and to the care and image of the Water Park as a whole, including the road verges, overall maintenance, signing, interpretation, ranger services, footpaths, bridleways and publicly accessible areas. In the Water Park, which functions as a single entity, development for recreation, leisure and tourism should be considered in the wider context of the Park as a whole and not just individual sites. The environmental impact of increased numbers of visitors to the Water Park, created by such development, requires environmental management and improvement. Each development should contribute to the overall vision for the Park and its day-to-day maintenance.

11.1.32 The success of leisure, sporting and tourism businesses will, to a large extent, depend on, and benefit from, the image, appearance and management of the area as a whole. Development and new land uses which are acceptable will, therefore, be required to

The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
contribute towards the overall management of the whole Water Park area. Some operators and prospective developers have already acknowledged this concept. Management of visitors and wildlife habitats will need to be co-ordinated, and the Joint Committee's activities should be developed to achieve this with help from the private sector. It requires a long term financial commitment.

**POLICY UT.1: COTSWOLD WATER PARK**

[Proposals Map Inset 11 and 11A]

Within the Cotswold Water Park, shown on the Proposals Map and relevant Insets, proposals for nature conservation, water-based sport, recreation, tourism, and other development which accords with the policies of this Plan, will be permitted if the following criteria are satisfied:

(a) the maintenance or enhancement of the nature conservation importance of the Water Park, particularly in relation to the lakes and associated habitats listed in the Cotswold Water Park Biodiversity Action Plan, which may involve measures to enhance the long term conservation value of a site that is the subject of an application for planning permission or other land and/or water within the Water Park;

(b) where appropriate, habitat enhancement and the creation of new habitats, which may involve measures to enhance the long term conservation value of a site that is the subject of an application for planning permission or other land and/or water within the Water Park;

(c) the retention and, where appropriate, the enhancement of existing landscape features that contribute to the character and/or appearance of the site subject to an application;

(d) the design and siting of new buildings being sympathetic to the character of the area and avoiding harm to the landscape;

(e) the development having a direct relationship to the use of the Water Park for nature conservation, water-based sport, tourism and recreation;

(f) the prevention of the over-dominance of one particular activity, or type of provision, or the significant reduction in the choice of sites available for uses and activities that are not adequately provided for within the Cotswold Water Park; and

(g) the provision of appropriate contributions towards the maintenance of the nature conservation importance of the Water Park, habitat enhancement and the creation of new habitats, and the overall management of the Water Park.

**NOTES FOR GUIDANCE:**

1. **Nature Conservation Importance:** Development proposals must demonstrate that they will not reduce wintering and breeding bird numbers, or adversely affect any other important wildlife or natural feature. Alternatively, development proposals must compensate for any potential reduction in wintering and breeding bird numbers, or loss of wildlife and natural features. In such cases, it will be necessary to ensure that new or enhanced areas of replacement habitat are provided, such that the nature conservation value of the area as a whole will not, at any time, be diminished by the proposed development.

   However, enhancement of the nature conservation resource cannot be used to justify a development that would otherwise be unacceptable due to its detrimental impact. English Nature has identified lakes which comprise the area of national importance for wintering birds, and which may have regional importance for breeding birds. Details are included in the Cotswold Water Park Biodiversity Action Plan, which is published as Supplementary Planning Guidance.

   The nature conservation value of the Water Park is a dynamic resource. Therefore, any other lakes identified by English Nature during the lifetime of this Plan will also be covered by this policy. Many lakes in the Water Park meet the criteria for SSSI designation and English Nature has notified a core area SSSI for aquatic plants and marl waters. English Nature has also notified a consultation area in line with Circular 1/92, requiring this Council to consult English Nature on planning applications within that area. The Water Park does not, at present, qualify for consideration as a Special Protection Area or Ramsar site, though this may change in time. This
Policy will be applied with equal force, irrespective of whether, or when, those designations take place.

2. **Information Accompanying an Application:** As development in the Water Park needs to address a complex and sensitive range of issues, the Council is likely to require a significant amount of detailed information to accompany applications. However, this will not always require the preparation of a full environmental assessment or a formal environmental statement. Much will depend on the scale and likely impact of the development and the site in question. Reference should be made to Policy 4 (Environmental impact) and to the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999.

Advice should be sought from the District Council on the matters to be covered. Key issues are likely to include the impact of development, whether in its own right or cumulatively, on nature conservation interests; noise; traffic; landscape impact; archaeology; water quality; hydrological issues; access to pedestrian/bus/cycle networks and the impact on the locality, including settlements.

The Institute of Environmental Assessment is able to provide quality control of consultants through its membership.

3. **Appropriate Contribution:** A contribution will only be sought where the impact of the proposal has a direct affect on the Water Park, thereby meeting the test of reasonableness set out in Circular 1/97. Much will depend on the nature and scale of the proposal. As a general guide, one per cent of the capital budget of the development project should be earmarked (contract sum), although this is not a hard and fast rule. Contributions may well be 'in kind' and could include additional off-site landscaping work or interpretation material or sporting and recreation facilities. Any on-site landscaping or improvements to public access, or the upgrading of the existing rights of way required in connection with the development would not be counted towards this additional contribution. It should be seen as a contribution to the wider, mainly off-site, benefits of the Water Park as a whole, as an area of recreation, leisure, tourism and nature conservation. The Cotswold Water Park Society has been established to undertake such work. However the Society may not always be the most appropriate body to implement nature conservation measures.

4. **Supplementary Planning Guidance:** The District Council has published supplementary planning guidance for the Cotswold Water Park. This is based on a system of zoning by intensity of use, to assist in the preparation of development proposals. The guidance has been tested through the Local Plan inquiry process and will be a material consideration in determining planning applications in the Water Park.

5. **Overall Management of the Water Park:** This includes the types of improvements set out in the Cotswold Water Park Strategy, for example, improvements to existing, or the creation of new, rights of way and cycleways, landscape restoration and improvement, other features or facilities to maintain or enhance the Water Park's function or operation as an area for nature conservation, water sports, recreation and tourism.

### 2. SETTLEMENT PROTECTION BOUNDARIES

11.2.1 The settlements in the Water Park derive much of their attraction from their landscape setting. Protection boundaries have, therefore, been defined around settlements to protect residential amenities and the landscape settings from disturbance caused by the more disruptive after-uses. Minerals Local Plans prepared by Gloucestershire and Wiltshire County Councils define similar boundaries to deal with the disturbance and disruption caused by mineral working and restoration.

11.2.2 The boundaries are defined by natural features wherever possible, and vary in extent depending on topography, landscape, the presence of natural features and the existence of, or outstanding consent for, mineral winning operations. Development some distance away could have an impact in terms of noise, traffic generation, pollution or visual intrusion.

11.2.3 Settlement protection boundaries at Cerney Wick, Down Ampney, Dunfield, Kempsford, Lechlade and South Cerney adjoin the boundary with Wiltshire. In addition, a boundary has been defined to cover land within Cotswold District to help protect the Wiltshire village of Marston Meysey.
POLICY UT.2 : SETTLEMENT PROTECTION BOUNDARIES
[Proposals Map Insets 6, 7, 9, 11 and 11A]

Within the Settlement Protection Boundaries indicated on the relevant Proposals Map Insets, amelioration measures, such as tree planting and bunding, which protect residential amenities and enhance the landscape setting of settlements, will normally be permitted. Proposals for sport, recreation and tourism, allowed in principle in parts of the Water Park by Policy 19 and Policy 26, will not be permitted within Settlement Protection Boundaries if they would damage residential amenities and the setting of a settlement.

NOTES FOR GUIDANCE

Settlements: Boundaries have been defined around Cerney Wick, Down Ampney, Dunfield, Fairford and Horcott, Kempsford, Lechlade, Marston Meysey (Wiltshire), Poole Keynes, Shorncote, Somerford Keynes, South Cerney and Whelford.

3. THE THAMES AND SEVERN CANAL

11.3.1 The Thames and Severn Canal opened in 1789, completing the navigation between the two rivers via the earlier Stroudwater Canal. Following years of decline, the canal was formally abandoned by Acts of Parliament in the early 1930s. Inevitably, deterioration followed, coupled with the selling of land occupied by the canal, the removal of bridges and locks, and the infilling of lengths of the waterway to facilitate a return to agriculture, forestry and other uses.

11.3.2 Planning Policy Guidance Note 13: Transport, Annex B, paragraph 12 states that ".local authorities should identify and where appropriate protect disused waterways (by allocating the land in development plans and ensuring sites and routes are not severed by new development or transport infrastructure) where there is a reasonable degree of certainty of a restoration project proceeding, in whole or in part, within the development plan period." The Structure Plan seeks to protect disused canals that have potential for continuous transport use under Policy T.7. Policy RE.5 is specific to the restoration of the Stroudwater, Thames and Severn Canal, and the Herefordshire and Gloucestershire Canal, as navigable waterways and protects their routes where compatible with other policies.

11.3.3 In July 2001, The Cotswold Canals Partnership was launched to promote the restoration of the Cotswold Canals. The partnership includes The Waterways Trust, British Waterways, SWERDA, local authorities and the Canals Trust.

11.3.4 The launch coincided with the publication of the 'Report into the Feasibility of restoring the Cotswold Canals', prepared by British Waterways for The Waterways Trust. The feasibility study concluded that full restoration from Thames to Severn would cost £82 million and is likely to be dependent on water transfer requirements. The study also concluded that the benefits of such a restoration would be some £6.8 million visitor-spend per year and 500 full-time jobs and 1400 part-time construction jobs. The establishment of a walking link along the entire 36-mile length of the canals and individual restoration projects are also part of the first five-year phase of restoration.

11.3.5 A Conservation Management Plan is being prepared, which will identify environmental and heritage features of significance and set out policies for their conservation, management and enhancement. It will incorporate a Biodiversity Action Plan for the canal, which will deal with water quality and resource issues, and alien species, amongst other things.

11.3.6 The Canals Partnership will seek further funding from a wide range of public, private and voluntary sector sources and has support, in principle, from the Government and local MP's.

11.3.7 The District Council supports the Cotswold Canals Partnership and intends to use its planning powers to ensure that the opportunity to restore the canal is not prejudiced by
new development. The Council will work closely with the Partnership to advance the case for restoring the canal. The aim will be to secure such restoration as accords with the policies in this Plan through co-operation and negotiation with landowners, rather than by compulsion.

11.3.8 Throughout the canal’s length are a variety of structures and engineering works constructed as part of the canal, and these are essential to its function and character. Retaining walls, locks, lock-keepers’ and lengthmen's cottages, bridges, basins, portals and, indeed, the towing path itself, are part of the character of the canal environment. They must be retained and, where possible, restored if and when development takes place in their vicinity. Restoration of bridges must take account of present-day requirements.

11.3.9 For much of its course, the alignment of the canal is intact or readily discernible. In areas where the canal has effectively been obliterated, its original course is relatively easy to determine. Wherever possible, restoration should be on the original alignment, but there may be circumstances when the canal could more readily be re-created immediately alongside its original line, for example, as part of a post-extraction restoration in gravel winning areas.

11.3.10 Restoration of the canal between the Sapperton Tunnel and Siddington may not come forward before the end of the Plan period; however, the canal route and its environs still need to be protected to facilitate future restoration. The canal route from Siddington (east of Ashton Road) to Inglesham is where restoration efforts will be concentrated during the earlier part of the Plan period and needs to be considered carefully. Expressed preferences, to date, have favoured the historic route. However, a new route could be required at Kempsford to overcome local difficulties. British Waterways will identify any potential realigned route, together with the location of reservoirs, if required, to support the management of water resources.

11.3.11 Canal-side development such as canal user facilities, supporting infrastructure and offline marinas and boatyards may come forward before the end of the Plan period. Such development will be judged against Policy 19: Development Outside Development Boundaries, and other relevant policies.

POLICY UT.3: THE THAMES AND SEVERN CANAL

1. Development that would be likely to prevent or impair restoration of the Thames and Severn Canal along the route shown on the Proposals Map, or which would result in the loss of any buildings, locks or other structures associated with the canal, or which would prevent opportunities for public access, will not be permitted.

2. Any essential development that would affect the alignment of the canal will be permitted only if provision is made for its restoration on an alternative alignment, and for the restoration or improvement of the canal-side towing path and its linking to existing rights of way and local communities. In the event of any mineral extraction taking place along or adjacent to the canal, the District Council will seek to ensure that the canal and any associated structures are restored as part of the overall site restoration after extraction has taken place.

3. Where appropriate, development adjacent, or close, to the Canal will be expected to provide appropriate financial or physical contributions towards the restoration of the canal as well as its towpath.

4. Development essential to the functional operation of the canal (e.g. pumping stations, reservoirs and other infrastructure) will be permitted provided that it does not significantly harm the historic fabric of the canal or its setting, and that it accords with other relevant policies in this Plan.
5. When restoration is carried out, particular care must be taken to ensure that the overall biodiversity value is enhanced in line with both CWPBAP and GBAP targets and the Conservation Management Plan for the Canal, and that no environmental harm results from the future use of, or development associated with, the canal.

NOTES FOR GUIDANCE:

1. Essential Development: Development which cannot be located other than on the route of the canal and for which it is demonstrated, to the satisfaction of the Council, that the advantages of the development clearly outweigh those of restoring the canal along its original route.

2. Appropriate contributions: A contribution will be sought only where the proposal has a direct effect on the Thames and Severn Canal and all the tests for planning obligations set out in Circular 5/05 are met. Much will depend on the nature and scale of the proposal. As a general guide one percent of the capital budget of the development project should be earmarked (contract sum), although this is not a hard and fast rule. Contributions may well be in kind and could include additional off site landscaping work, or interpretation material for sporting or recreation facilities. Any on site landscaping or improvements to public access or the upgrading of the rights of way required in connection with the development would not be counted towards this additional contribution. It should be seen as a contribution to the wider, mainly off-site, benefits of the Thames and Severn Canal restoration.

3. Mineral Extraction: Gloucestershire County Council is the Minerals Planning Authority and, therefore, determines applications for the extraction of minerals.


5. Conservation Management Plan: British Waterways has agreed to prepare a full Conservation Management Plan for the canal’s restoration, incorporating conservation techniques for the conserving the built heritage, water quality and resource issues, as well as bio-diversity. All works during restoration and beyond, which impact on environmental, biodiversity and heritage features, should be undertaken in accordance with the policies in the Conservation Management Plan.

4. THE RIVER THAMES

11.4.1 Any proposals for development associated with the River Thames should be complementary with the Environment Agency’s Strategy for the Upper Thames. The Strategy seeks to establish an appropriate level of recreational development and use that allows the river to flourish both as a leisure resource and a diverse and rich habitat. Such proposals might include redevelopment of the wharf at Lechlade or restoration of the Thames and Severn Canal to join the Thames. Any proposals, though, should be mindful of the Agency’s concern that restoration of the Cotswold Canals should not be achieved by increasing navigation access to the Thames above Lechlade towards Cricklade.

POLICY UT.4: THE RIVER THAMES

Proposals to increase moorings and further sport and recreation development, both on and off the main channel of the River Thames, will be permitted where there is the capacity for increased activity and where the impact upon the environment is minimal and acceptable.
The Local Plan must be read as a whole. Proposals will be considered against all relevant policies.
12. OTHER ISSUES

1. Cheltenham and Gloucester Green Belt

12.1 A small part of the District, at Ullenwood in the parish of Coberley, lies within the Cheltenham and Gloucester Green Belt. Planning Policy Guidance Note 2 (PPG2) deals with green belts, and its planning principles are followed in the Structure Plan. The main functions of the Green Belt are to control the outward spread of Cheltenham and Gloucester, to make sure that the two towns remain separate, and to confirm that the designated area will remain open countryside, predominantly in agricultural use. The Green Belt was designated in 1975 and has been an important feature of all statutory plans covering that part of the County ever since.

POLICY GB.1 : CHELTENHAM AND GLOUCESTER GREEN BELT
[District-wide Proposals Map]
Within the area defined as Green Belt on the Proposals Map, development shall not conflict with the advice set out in PPG 2 and Gloucestershire Structure Plan Policy GB.1

2. Aston Down

12.2.1 Aston Down straddles the boundary between Stroud and Cotswold Districts and is wholly within the Cotswolds Area of Outstanding Natural Beauty. The majority of the 136 acre (55 hectare) site falls within Stroud District, including all the principal buildings, with about half of the airfield and four outlying hangars within Cotswold District. The runway has been in private ownership for a number of years, occupied by a gliding club.

12.2.2 The Defence Storage and Distribution Agency (DSDA) has operated a depot at Aston Down since 1999. The site has 20,500m² of storage space, mainly in the former hangers. The DSDA reviewed all its storage and distribution sites and the closure of the depot was announced in 2000. The five areas earmarked for disposal within Aston Down were marketed on behalf of Defence Estates in 2001.

12.2.3 The Council will work with Stroud District Council on the preparation of a joint policy for acceptable future uses, if any, of the site and buildings. A piecemeal development of the site will be resisted.

3. Kemble Airfield

12.3.1 The site consists of 521 acres (211 hectares) and lies on the boundary between North Wiltshire and Cotswold Districts. It is adjacent to the Cotswolds Area of Outstanding Natural Beauty and the Kemble-Ewen Special Landscape Area and is highly visible from the A433 and A429. The MoD declared the site surplus to military requirements in 1998 and it was sold in separate lots in 2001.

12.3.2 A Development Framework guiding the future of the site was agreed in 1998 by the four affected County and District local authorities together with the MoD. Cotswold District Council has adopted the development framework as supplementary planning guidance. Elements of the framework applicable to Cotswold District are incorporated into this Local Plan.

12.3.3 The local planning authorities consider that its future should be dealt with through a comprehensive proposal for the site, guided by a clear master plan indicating long-term proposals for the land and buildings. The Council will work with the other planning authorities and resist the development of the site in a piecemeal manner. The principle of allowing any new building development on such an isolated site would be on the basis of achieving some environmental benefit for the site and locality in general.
12.3.4 In seeking to make use of the aerodrome as a productive asset, the local planning authorities are aware of the need to safeguard the local amenities of the area and the visual impact that development could have on the countryside. The location of Kemble aerodrome also makes it necessary to be cautious about the extent of new employment development. Such development would inevitably lead to a dependence on the use of the car. Residential development would be particularly unsustainable.

12.3.5 Proposals for development should incorporate landscaping in keeping with the site and its surroundings, including the reduction of the visual intrusion of existing buildings. Proposals for landscaping on the site should be provided in the Master Plan. There is scope for some larger scale woodland planting on the periphery of the aerodrome, subject to allowing the continued use of the runways. Landscaping alongside the A429 and A433 will be particularly important in helping to reduce the visual impact of the existing buildings.

12.3.6 The development framework proposes land in the south eastern corner of the airfield, within Wiltshire, for business, industrial and storage development. This area comprises the main group of buildings on the aerodrome and the main access to the site. The aim is to consolidate new development here so as to avoid sporadic new development across the open countryside.

12.3.7 The framework also proposes that the majority of the airfield be safeguarded as an aerodrome.

12.3.8 The retention of the runways could complement the proposed employment uses on the site, as well as offering a potential local leisure facility. The activities undertaken on the aerodrome should avoid causing harm to the amenities of local residential areas, notwithstanding that certain uses may not require planning permission.

12.3.9 The aerodrome has severed the historic route of the Fosse Way. Therefore a public right of way is proposed around the western end of the aerodrome to link the two ends of the Fosse Way.

POLICY KE.1: KEMBLE AIRFIELD
[Proposals Map Inset 12]

1. The existing hangars at Kemble Airfield, indicated on the Proposals Map as Policy KE.1, may be re-used/redeveloped for employment purposes within use classes B1, B2 and B8, provided that there is no adverse impact on the AONB or surrounding landscape and provided any B1 use does not generate significant numbers of trips by employees. Access to Policy Area KE.1 should not jeopardise the use of the aerodrome within Policy Area KE.1/1. The areas around the existing buildings should remain open.

2. The use of Kemble Airfield as an aerodrome is safeguarded within Policy Area KE.1/1, including the retention and reuse of both runways. The change of use of the existing buildings within the safeguarded area will only be permitted where the use would not prejudice public safety and the use of the land as an aerodrome. Acceptable road access would need to be proposed as part of any planning application.

3. A public right of way is proposed around the western end of the aerodrome to link the two ends of the Fosse Way.

4. A comprehensive landscaping scheme, perhaps involving commercial forestry, provided it does not affect the safety of operations at the airfield, will be required as part of any development proposal. Landscaping should take into account the prominent views of the site and should contribute towards the overall landscaping strategy for the aerodrome.

5. A jointly prepared master plan will be sought to guide development prior to the granting of any significant planning permission for the re-use or development of the base.

6. Any new use of buildings or land within the airfield should cause no harm to residential amenity due to noise or other nuisance.

NOTE FOR GUIDANCE

Master Plan: Future use of, and development at, Kemble Airfield will need to be mindful of the Development Framework, which covers both the Gloucestershire and Wiltshire parts of the site.
## Appendix 1 - Sites of Special Scientific Interest

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## Appendix 2 - Key Wildlife Sites

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COTSWOLD DISTRICT LOCAL PLAN 2001-2011 (Adopted April 2006)

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SP02/020 Baker’s Wood SP047227
SP02/021 Guiting Wood SP070265
SP02/027 Roel Bank SP078251
SP02/029 Whittington Bank SP016210
SP02/031 Salter’s Hill A & B SP037282
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SP10/002 Oxhill Wood SP123057
SP10/003 Coneygar Wood SP129047
SP10/004 Tyning Wood SP173068
SP10/005 The Grove (South) SP148029
SP10/006 Lea Wood SP158032
SP10/007 The Grove (North) SP123061
SP10/008 Manor House Wood SP140050
SP10/009 Bratch Copse SP145079
SP10/010 Cotswold Water Park (Fairford Region) SP170000
SP10/013 Ready Token SP105047
SP10/014 Lappingwell Wood Bank SP180076
SP10/015 Leachbrook Banks SP135093
SP10/016 Ablington Downs and Lamborough Banks SP101090
SP10/017 Bryworth Railway Line GWT Reserve SP196007
SP10/018 Rack Isle (River Coln) SP115067
SP11/001 Broadwater Bottom and Venthill Bank SP135180
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SP11/004 Prison Copse SP108151
SP11/005 Aston Grove SP129184
SP11/006 Squire’s Coppice Bank SP115189
SP11/007 Sherborne Common SP183157
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SP11/009 Horseclose Copse SP196148
SP11/010 Farmington Grove SP151161
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ST99/001  Kemble Wood  ST975964
ST99/002  Estcourt Park Lakes  ST905913
ST99/004  Newton Hill Banks  ST908944
LNR  Cokes Pit, Lake 34  SU026952
SU09/001  Cotswold Water Park (South Cerney Reg.)  SU026953
SU09/002  Siddington Copse  SU041994
SU09/003  Cerneywick Copse  SU066953
SU09/004  The Folly  SU086983
SU09/005  Crane Farm and Wildmoorway Meadow  SU057975
SU09/006  Elmlea Meadows SSSI  SU078947
SU09/007  Wildmoorway Meadows SSSI  SU066973
SU09/009  Siddington Canal  SU034996
SU19/001  Down Ampney Pits  SU113954
SU19/003  Cotswold Water Park (Fairford Region)  SU176995
SU19/003/01  Warrens Cross Lakes  SU195995
SU19/004  Jenner’s Farm Field  SU179987
## Appendix 3 - Regionally Important Geological Sites

<table>
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<td>CAMPDEN TUNNEL PIT *</td>
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<td>NOTGROVE RAILWAY CUTTING *</td>
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<td>Oathill Quarry</td>
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<td>Shornmote Quarry</td>
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* Geological SSSI’s
## Appendix 4 - Parks & Gardens of Special Historic Interest

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<td>Church House, Lechlade</td>
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<td>Cirencester Park</td>
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<td>Westonbirt House and Arboretum</td>
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<td>ST 8689</td>
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[Note: Badminton, Gatcombe and Miserden Parks are only partly located within Cotswold District.]
## Appendix 5 - Scheduled Ancient Monuments

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<td>478</td>
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<td>Ampney Crusis</td>
<td>22094</td>
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<tr>
<td>Ampney St. Peter</td>
<td>22099</td>
<td>Churchyard cross in Holy Rood churchyard</td>
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<tr>
<td>Ampney St. Mary</td>
<td>22096</td>
<td>Standing cross socket stone in St. Mary’s Churchyard</td>
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<td>Ranbury Ring</td>
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<td>Roman small town at Wycomb</td>
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<tr>
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<td>251</td>
<td>Ablington camp</td>
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<td>Causewayed enclosure and settlement enclosures immediately NW of Shire Gate</td>
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<td>Round barrow 750m NE of Eastleachdowns Farm</td>
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<td>Hazleton long barrows, north and south</td>
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<td>Sites near Manor Ham Barn</td>
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<td>Bowl barrow 450m W of Lasborough</td>
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<td>Pillow mound 450m NW of Lasborough</td>
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<td>Motte castle 180m SW of Newington</td>
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<td>Halfpenny Bridge</td>
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<td>Multi-period settlement, cemetery, and ceremonial complex W of Lechlade</td>
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<td>Hull Plantations round barrows</td>
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<td>Moreton-in-Marsh (Batsford)</td>
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<td>Batsford camp (adjacent to Queen Victoria's Garden, Moreton-in-Marsh)</td>
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<td>Summerhill prehistoric site</td>
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<td>New Court Ground Roman Villa (S of new buildings)</td>
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<td>Section of White Way 820m long in Long Plantation</td>
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<td>Iron Age hillfort and Romano-British villa buildings 500m NW of Woodmancote</td>
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<td>Bowl barrow, known as Rendcomb Old Park round barrow, 300m NE of Old Park Farm</td>
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<td>Northleach with Eastington (Farmington)</td>
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<td>Bowl barrow, known as Norbury Camp</td>
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<td>Windmill Tump long barrow</td>
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<td>Bowl barrow in Inlands Plantation, 650m S of Hazleton Manor Farm</td>
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<td>Rodmarton</td>
<td>22897</td>
<td>Two bowl barrows 180m SE of Haesdown Barn</td>
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<td>Whittington Court Roman villa and old village</td>
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Whittington 28502 Churchyard cross in St. Bartholemew’s churchyard SP 0133 2064
Whittington 28860 Syreford Farm bowl barrow, 450m SW of Oxpens SP 0418 2071
Whittington 31927 Roman small town at Wycomb SP 0277 1998
(Andoversford)

Willersey 117 Willersey Hill camp SP 1140 3800 SP 1200 3890
Windrush 55 Windrush camp SP 1810 1230
Winstone 28501 Churchyard cross in St. Bartholemew’s churchyard SO 9656 0936
Withington 200 Withington Roman villa (N of Withington Woods) SP 0310 1480
Withington 31932 Foxcote Grove bowl barrow SP 0108 1736
Withington 32374 Withington long barrow, 870m SW of Woodbridge Cottage SP 0304 1415
Withington 32375 Bowl barrow, known Withington Wood round Barrow, 880m NW of Postcombe SP 0280 1436
Wyck Rissington 31931 Wyck Beacon bowl barrow SP 2018 2078
Wyck Rissington 32385 2 bowl barrows, known as Heath Hill round barrows, 70m and 190m NE of Heath Hill SP 1847 2284
# Appendix 6 - Conservation Areas

The following is a list of the Conservation Areas within Cotswold District as at May 2002. Date shows original date of designation. Subsequent reviews of designated areas are indicated as (R).

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<tr>
<td></td>
<td>20 November 1990</td>
<td>Sevenhampton</td>
</tr>
<tr>
<td></td>
<td>(R)</td>
<td></td>
</tr>
<tr>
<td>Maugersbury</td>
<td>(see Stow-on-the-Wold/</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maugersbury)</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Date</td>
<td>Date</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Sezincote</td>
<td>30 January 1990</td>
<td>(R) 25 September 1990</td>
</tr>
<tr>
<td>Sherborne</td>
<td>13 December 1983</td>
<td>Upper Swell 5 May 1971</td>
</tr>
<tr>
<td></td>
<td>20 November 1990</td>
<td>26 September 1989 (R)</td>
</tr>
<tr>
<td>Shipton</td>
<td>30 January 1990</td>
<td>Westonbirt 21 March 1989</td>
</tr>
<tr>
<td>Shipton Moyne</td>
<td>31 January 1989</td>
<td>Weston Sub 2 May 1973</td>
</tr>
<tr>
<td>Somerford</td>
<td>31 January 1989</td>
<td>Edge 25 September 1990</td>
</tr>
<tr>
<td>Keynes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Berney</td>
<td>4 November 1970</td>
<td>(R) 25 September 1990</td>
</tr>
<tr>
<td></td>
<td>23 May 1990 (R)</td>
<td>Whittington 21 March 1989</td>
</tr>
<tr>
<td></td>
<td>29 July 1993 (R)</td>
<td>Willersey 2 May 1973</td>
</tr>
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<td></td>
<td>15 June 1999 (R)</td>
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</tr>
<tr>
<td>Southrop</td>
<td>9 November 1982</td>
<td>Windrush 13 December 1983</td>
</tr>
<tr>
<td></td>
<td>17 July 1990 (R)</td>
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<tr>
<td>Stow-on-the-Wold/</td>
<td>4 November 1970</td>
<td>25 September 1990 (R)</td>
</tr>
<tr>
<td>Maugersbury</td>
<td>18 July 1989 (R)</td>
<td>Winson 22 November 1988</td>
</tr>
<tr>
<td></td>
<td>30 January 1990</td>
<td>Winstone 22 November 1988</td>
</tr>
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<td>Stratton</td>
<td>30 January 1990</td>
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<tr>
<td>Syde</td>
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<td>1 June 1989 (R)</td>
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<tr>
<td>Tarlton</td>
<td>22 November 1988</td>
<td>Wyck Rissington 21 March 1989</td>
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<td>Temple Guiting</td>
<td>21 March 1989</td>
<td>Yanworth 21 March 1989</td>
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<td>Tetbury</td>
<td>24 March 1971</td>
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<td>16 September 1980</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25 September 1990</td>
<td></td>
</tr>
<tr>
<td></td>
<td>14 July 1993 (R)</td>
<td></td>
</tr>
<tr>
<td>Thames &amp; Severn Canal</td>
<td>28 January 1992</td>
<td></td>
</tr>
<tr>
<td>(Coates Section)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thames &amp; Severn Canal</td>
<td>28 January 1992</td>
<td></td>
</tr>
<tr>
<td>(Sapperton Section)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Todenham</td>
<td>17 February 1981</td>
<td></td>
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<tr>
<td></td>
<td>20 November 1990</td>
<td></td>
</tr>
<tr>
<td></td>
<td>14 July 1993 (R)</td>
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<td>Turkdean</td>
<td>22 November 1988</td>
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</tr>
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<td>Upper Slaughter</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>26 September 1989</td>
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<td>Upper Swell</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winson</td>
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</tr>
<tr>
<td>Winstone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wyck Rissington</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## APPENDIX 7: SUMMARY OF PLANNED HOUSING PROVISION

<table>
<thead>
<tr>
<th>STRUCTURE PLAN REQUIREMENT TO 2011</th>
<th>Dwellings Built 1991-2004</th>
<th>TOTAL DWELLINGS SUPPLY AT END MARCH 2004</th>
<th>TOTAL ANTICIPATED BROWNFIELD WINDFALLS WITHIN CIRENCESTER &amp; PRINCIPAL SETTLEMENTS</th>
<th>TOTAL District wide anticipated Windfall Allowance from end March 2004 to 2011</th>
<th>RESIDUAL HOUSING REQUIREMENT TO BE MET BY LOCAL PLAN ALLOCATIONS</th>
<th>Capacity of Policy 20 allocations (brownfield housing allocations)</th>
<th>Capacity of mixed use allocations (settlement policies)</th>
<th>RESIDUAL HOUSING REQUIREMENT TO BE FOUND ON URBAN EXTENSIONS</th>
<th>Capacity of urban extension and ‘greenfield’ urban capacity allocations (30 dwellings per ha gross)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Cirencester</td>
<td>6150</td>
<td>3952</td>
<td>959</td>
<td>4911</td>
<td>217 + 33 = 250</td>
<td>58 + 308 = 366</td>
<td>141 + 295 = 436</td>
<td>555 + 610 = 1165</td>
<td>610</td>
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<tr>
<td>Bourton-on-the-Water</td>
<td>748</td>
<td>205</td>
<td>75</td>
<td>9</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Moreton-in-Marsh</td>
<td>170</td>
<td>26</td>
<td>14</td>
<td>9</td>
<td>43</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Tetbury</td>
<td>324</td>
<td>17</td>
<td>37</td>
<td>0</td>
<td>33</td>
<td>65</td>
<td>22</td>
<td>22</td>
<td>22</td>
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<tr>
<td>Chipping Campden</td>
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<td>63</td>
<td>9</td>
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<td>0</td>
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<tr>
<td>Fairford</td>
<td>191</td>
<td>11</td>
<td>15</td>
<td>8</td>
<td>10</td>
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<tr>
<td>Lechlade-on-Thames</td>
<td>271</td>
<td>42</td>
<td>7</td>
<td>7</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Northleach</td>
<td>147</td>
<td>19</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>South Cerney</td>
<td>90</td>
<td>19</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>Stow-on-the-Wold</td>
<td>156</td>
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<td>28</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL for Cirencester &amp; Principal Settlements</td>
<td>2409</td>
<td>543</td>
<td>217</td>
<td>33</td>
<td>141 + 295 = 436</td>
<td>555 + 610 = 1165</td>
<td>610</td>
<td>610</td>
<td>610</td>
</tr>
</tbody>
</table>

Source of information:
- Policy H2, Gloucestershire Structure Plan Second Review
- Built since mid-1991, column of Residential Land Availability Study (April 2004)
- 596 outstanding planning permissions; 338 under construction; and 5 allocated in the Adopted Local Plan at Temple Guiting (Residential Land Availability Study - April 2004)
- 3952 + 959 = 4911
- Appendix G of Housing Position Paper reported to Council on 5th August 2003 (figures are a refinement of the findings of the Urban Capacity Study (July 2001) by Officers.
- Appendix I of Housing Position Paper reported to Council on 6th August 2003, updated to incorporate findings of Residential Land Availability Study - April 2004
- 217 + 33 = 250
- Forecast based on average annual completions data from 1998-April 2004 for ‘change of use’ and ‘residential subdivision’. Agricultural conversions have been excluded. Extant permissions have been removed to avoid double counting. 250 + 58 = 308
- 6150 - 4911 - 308 (+60*) = 991
- [* Allowance for non-implementation of extant permissions]
- Originally based on the Urban Capacity Study, which was then refined by Officer site assessments between First and Revised Draft. Details in Appendix J of Housing Position Paper reported to Council on 5th August 2003. Originally based on the Urban Capacity Study, which was then refined by Officer site assessments between First and Revised Draft. Details in Appendix J of Housing Position Paper reported to Council on 5th August 2003.
- 991 - 141 - 295 = 555
- Site areas have been re-checked: CIR10 - Kingshill North 8.7ha, South 7.2ha, CIR.14A - City Bank/Purley Road 0.4ha, BOU2 - Coach & Horses 3.3ha, YET2 - allotments 0.76ha. Applied 30 dwellings per ha gross density. Also, 555-610 = 55 This gives an over allocation of 55 dwellings.
## Appendix 8: Employment Land

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Policy</th>
<th>Size</th>
<th>Redevelopment</th>
<th>Min. no. of jobs</th>
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</thead>
<tbody>
<tr>
<td><strong>Existing sites</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Love Lane Cirencester</td>
<td>24</td>
<td>34ha</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Tetbury Industrial Estate</td>
<td>24</td>
<td>10.4ha</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Bourton Industrial Park</td>
<td>24</td>
<td>11.3ha</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Cotswold Business Village Moreton-in-Marsh</td>
<td>24</td>
<td>1.8ha</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>Broadway Lane South Cerney</td>
<td>24</td>
<td>16.8ha</td>
<td>N/a</td>
<td>N/a</td>
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<tr>
<td><strong>Allocations with Planning Permission</strong></td>
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<td></td>
</tr>
<tr>
<td>Smith’s Field Cirencester</td>
<td>CIR.12</td>
<td>1.4ha</td>
<td>Yes</td>
<td>105</td>
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<tr>
<td>Cotswold Business Village Extension Moreton-in-Marsh</td>
<td>MOR.1</td>
<td>2.5ha</td>
<td>No</td>
<td>185</td>
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<tr>
<td>Old Station Site Lechlade</td>
<td>LEC.2</td>
<td>1.2ha</td>
<td>Yes</td>
<td>90</td>
</tr>
<tr>
<td><strong>Other Allocations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land east of Wilkinson Road Cirencester</td>
<td>CIR.11</td>
<td>1.1ha</td>
<td>No</td>
<td>80</td>
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<tr>
<td>Kingshill North Cirencester</td>
<td>CIR.12</td>
<td>5.0ha</td>
<td>No</td>
<td>375</td>
</tr>
<tr>
<td>Siddington Park Farm</td>
<td>CIR.13</td>
<td>6.0ha</td>
<td>No</td>
<td>450</td>
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<tr>
<td>Tetbury Industrial Estate extension</td>
<td>TET.3</td>
<td>4.4ha</td>
<td>No</td>
<td>330</td>
</tr>
</tbody>
</table>

*Based on 75 jobs per hectare (gross) from analysis of existing employment site*
Appendix 9 - Cotswold District Parking Standards

APPREACH TOWARDS PARKING STANDARDS

The aim of parking standards is to reduce reliance on the car, promote the use of alternative, more sustainable modes of transport and to help make more efficient use of land. One way of doing this is to introduce minimum parking standards for cycle and motorcycle parking. Another way is to set maximum standards for car parking provision for different types and scales of development. The maximum standards should not be exceeded and the great majority of developments should have car parking provision significantly lower than the maximum standards, particularly in areas with good access by walking, cycling and public transport.

Minimum cycle and motorcycle parking standards are set out in the Gloucestershire Local Transport Plan. These standards have been incorporated into the Cotswold District Local Plan. Similarly, the minimum standard for car parking provision for disabled people has also been incorporated into the Local Plan.

In order to set appropriate maximum car parking standards for Cotswold District in accordance with national and regional planning policy guidance and also local transport policy, the car parking standards set in PPG13, RPG10 and the Gloucestershire Local Transport Plan have been analysed. The local plan should not to exceed these maximum standards, but may set more restrictive standards in appropriate circumstances. For example, it is likely that development proposals in Cirencester and the Principal Settlements will have opportunities for reducing car parking standards as these settlements have greater existing and potential access to services and facilities by alternative modes of transport. Particular types of development may also be suitable for reduced car parking standards, for example: conversions where off street parking is less likely to be successfully designed into the scheme; housing developments which are accessible to services by walking, cycling and public transport; and housing for the elderly, students and single people where demand is lower for car parking.

Generally the standards set out in the Gloucestershire Local Transport Plan have been applied to the Cotswold District Local Plan. More restrictive standards have not been set for the District, partly in recognition of the high car dependency of the District, but mainly because any reduction in car parking provision would best be negotiated on a case-by-case basis depending on the type, location and accessibility (existing and potential) of the development. Car parking also takes up a large amount of space in development, is costly to businesses and can reduce densities. Transport accessibility criteria are set out in RPG10 which should be used to help assess the accessibility of new development.

HOW TO USE THESE STANDARDS

Cycle & Motorcycle Parking Standards

1. Minimum cycle and motorcycle parking standards are set for all land uses. This will help ensure that all developments provide cycle and motorcycle parking for a minimum of 15% of their users. This is consistent with the National Cycling Strategy target of quadrupling cycling strategy use by 2012.

2. The Cyclists Touring Club ‘Technical Note on Cycle Parking’ may be helpful in giving design advice on cycling parking provision.

Car Parking Provision for Disabled People

1. All development should make appropriate provision for parking for disabled people. In new car parks with 20 or more parking spaces, at least 5% of the spaces will be allocated to disabled people. In smaller car parks, at least one space should be
provided for disabled people wherever possible. The parking provided for disabled people shall be in addition to the general provision required under these standards.

Disabled Persons Car Parking Bays:

a) Disabled persons parking bays should be large enough to facilitate side and rear access by wheelchair users, powered wheelchairs, powered scooters, and frame users, i.e. 3.6m x 4.8m especially in public car parks.

b) The bays should be located so that the rear of the vehicle can easily be accessed using rear ramps to load and off-load and be close to an entrance to the building, with the route from the space to the building capable of use by a disabled person. This may require the provision of ramps (maximum gradient 1 in 20) and convenient handrails.

c) For pedestrian areas they should be within 50m of the destination.

d) Disabled spaces wherever possible should be positioned so that the front or rear is directly facing towards the kerb line to allow for sufficient rear access.

e) Sufficient space should be left between the vehicles parked on disabled bays to allow both passenger and drivers doors to open a full 90 degrees to alight and enter the vehicle with ease.

f) Bays and transfer zones should be clearly marked and should display the British Standard 'Disabled' symbol, both on the road surface and on a discreet but clearly visible signpost or wall.

g) The bay should be level, without camber or flanking upstand kerbs.

Car Parking Standards

1. The standards set out the maximum number of spaces that the Council would allow in association with the uses listed. Car parking provision should not exceed the maximum standards. The majority of new developments should provide less than the maximum permitted level of car parking, and in some cases much less. This will be encouraged, except where the proposed level of provision would cause significant road safety or other problems which cannot be overcome through on-street parking controls. Lower provision will be required in town centres and other locations accessible by a choice of means of transport, where parking requirements will be kept to the operational minimum. In or on the edge of the centres of Cirencester and the Principal Settlements account will be taken of the amount of publicly available car parking nearby and the extent to which the development contributes to the vitality and viability of the centre.

2. The standards relate to uses defined in the Town and Country Planning Use Classes Order.

3. For any use not included in the standards below, the number of parking spaces will be a matter for negotiation and assessed according to individual circumstances.

4. All standards are based on gross floor area by external measurement unless stated to the contrary. The term 'Employees' refers to the total of full time equivalent employees, e.g. a person working half term would count as 0.5.

5. All car parking spaces (except disabled) shall be a minimum of 2.4m x 4.8m, with a minimum aisle width of 6m.

6. Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards. This includes ancillary uses such as an office use within an industrial development, or a bar open to non-residents within a hotel etc.
7. The standards apply to new developments or extensions, and to changes of use. When considering an extension to an existing use, the standard will be applied only to the extension. Any shortfall in parking provision for the existing use will not be required to be met. Parking to meet the standards should normally be permitted on site. In or on the edge of the centres of Cirencester and the Principal Settlements, contributions to secure the provision of alternative off-street public car parking and/or the provision of alternative means of transport, will be sought where a site cannot accommodate the parking required, or the provision of such parking would be detrimental to the character and appearance of the area.

8. For residential development the allocated parking spaces shall normally be provided within the curtilage of the dwelling with, where appropriate, additional off street parking for visitors, in a secure location, and within easy walking distance of the dwellings it is intended to serve.

9. The Council will resist the loss of existing car parking facilities unless adequate alternative provision is made to compensate or contributions are made to secure the provision of alternative means of transport.

**Lorry & Coach Parking**

1. Provision for lorry parking will be required for Use Classes B1(c), B2 & B8 developments but the number of spaces will be a matter for negotiation. Applicants will be required to provide information on the number of lorries likely to be parked on or visiting the site.

2. Provision for coach drop off / pick up points and parking will be required for certain uses within Use Class C2, D1 and D2 developments, but the number of parking spaces will be a matter for negotiation.

3. When required, lorry parking spaces will range between 13.5m x 3.6m to 17.5m x 4.7m depending on the type of vehicles anticipated.

**THE STANDARDS**

**Minimum Cycle and Motorcycle Parking Standards**

1. A minimum of 2 cycle parking spaces must be provided at any new non-residential development, however small. The parking provision should be under cover and secure.

2. In addition to the required level of parking provision, strategically significant developments (defined in Table 2) should also provide facilities for cyclists, such as showers and lockers. The Council may require the provision of such facilities in smaller developments, where appropriate.

3. In or on the edge of the centres of Cirencester and the Principal Settlements, developers have the option of paying commuted sums in lieu of the required provision, for public cycle parking to be provided by the District Council.

**TABLE 1**

<table>
<thead>
<tr>
<th>Land Use Class</th>
<th>Minimum Cycle and/or Motorcycle Parking Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Shops (food retail)</td>
<td>1 space per 60 sq. m.</td>
</tr>
<tr>
<td>A1 Shops (non-food retail)</td>
<td>1 space per 120 sq. m.</td>
</tr>
<tr>
<td>A2 Financial &amp; professional services</td>
<td>1 space per 166 sq. m.</td>
</tr>
<tr>
<td>Land Use Class</td>
<td>Maximum Car Parking Standard</td>
</tr>
<tr>
<td>---------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td><strong>A3 Food &amp; drink</strong> (public house, restaurant)</td>
<td>1 space per 26 sq. m.</td>
</tr>
<tr>
<td><strong>B1 Business (a) &amp; (b)</strong> (office, research &amp; development)</td>
<td>1 space per 166 sq. m.</td>
</tr>
<tr>
<td><strong>B1 Business (c)</strong> (light industrial) <strong>B2 General Industrial</strong></td>
<td>1 space per 330 sq. m.</td>
</tr>
<tr>
<td><strong>B8 Storage or Distribution</strong></td>
<td>1 space per 330 sq. m.</td>
</tr>
<tr>
<td><strong>C1 Hotels</strong></td>
<td>0.15 spaces per employee</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions</strong> (hospital, nursing home)</td>
<td>0.15 spaces per employee</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions</strong> (boarding school)</td>
<td>0.15 spaces per employee + 0.15 spaces per student</td>
</tr>
<tr>
<td><strong>C3 Dwellings</strong> (houses, flats)</td>
<td>1 space per dwelling</td>
</tr>
<tr>
<td><strong>C3 Dwellings</strong> (sheltered housing)</td>
<td>0.15 spaces per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (doctor / vet surgery, health centre)</td>
<td>0.15 spaces per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (school, creche, day centre)</td>
<td>0.15 spaces per employee + 0.15 spaces per student</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (higher &amp; further education)</td>
<td>0.15 spaces per employee + 0.15 spaces per student</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (art gallery, museum, library)</td>
<td>1 space per 300 sq. m. of public area + 0.15 spaces per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (public hall, place of worship)</td>
<td>1 space per 20 seats or 1 space per 26 sq. m.</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure</strong> (cinema, concert hall, night club)</td>
<td>1 space per 20 seats or 1 space per 26 sq. m.</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure</strong> (leisure /sports centre, fitness club)</td>
<td>1 space per 66 sq. m.</td>
</tr>
</tbody>
</table>

**Maximum Car Parking Standards for Strategically Significant Land**

1. Maximum car parking standards are given in national (PPG13) and regional (RPG10) guidance and the Gloucestershire Local Transport Plan for the land uses included in the table below. The most restrictive standards from these sources has been used for each land use.

**TABLE 2**

<table>
<thead>
<tr>
<th>Land Use Class</th>
<th>Maximum Car Parking Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1 Shops</strong> (food retail) over 1000 sq. m.</td>
<td>1 space per 18 sq. m.</td>
</tr>
<tr>
<td><strong>A1 Shops</strong> (non-food retail) over 1000 sq. m.</td>
<td>1 space per 22 sq. m.</td>
</tr>
<tr>
<td>Land Use Class</td>
<td>Maximum Car Parking Standard</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>A1 Shops</strong></td>
<td>1 space per 30 sq. m. (Cirencester town centre &amp; other Principal Settlements)</td>
</tr>
<tr>
<td>up to 1000 sq. m.</td>
<td>1 space per 25 sq. m. (Rest of District)</td>
</tr>
<tr>
<td><strong>A2 Financial &amp; professional services</strong></td>
<td>1 space per 25 sq. m.</td>
</tr>
<tr>
<td><strong>A3 Food &amp; drink</strong> (public house, restaurant)</td>
<td>1 space per 5 sq. m. of public area</td>
</tr>
<tr>
<td><strong>B1 Business (a) &amp; (b) (office, research &amp; development)</strong> up to 1000 sq. m.</td>
<td>1 space per 25 sq. m.</td>
</tr>
<tr>
<td><strong>B1 Business (c) (light industrial)</strong></td>
<td>1 space per 50 sq. m.</td>
</tr>
<tr>
<td><strong>B2 General Industrial</strong></td>
<td>1 space per 50 sq. m.</td>
</tr>
<tr>
<td>over 5000 sq. m.</td>
<td>1 space per 50 sq. m.</td>
</tr>
<tr>
<td><strong>B8 Storage or Distribution</strong> over 10,000 sq. m.</td>
<td>1 space per 200 sq. m.</td>
</tr>
<tr>
<td><strong>C1 Hotels</strong> over 20 bedrooms</td>
<td>0.9 spaces per bedroom + 1 space per 3 employees</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions</strong> (hospital) over 2500 sq. m.</td>
<td>1 space per 4 employees + 1 space per 3 daily visitors</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions</strong> (higher &amp; further education) over 2500 sq. m.</td>
<td>1 space per 2 employees</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure</strong> (cinema, conference facilities) over 1000 sq. m.</td>
<td>1 space per 5 seats</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure</strong> (other uses, including leisure) over 1000 sq. m.</td>
<td>1 space per 22 sq. m.</td>
</tr>
<tr>
<td><strong>Stadium</strong> over 1500 seats</td>
<td>1 space per 15 seats</td>
</tr>
</tbody>
</table>

**Maximum Car Parking Standards for Other Land Uses**

1. Table 3 sets out maximum car parking standards for non-strategically significant land uses. Most of the standards are consistent with the County-wide standards set in the Gloucestershire Local Transport Plan. In circumstances where the standards in the previous Cotswold District Local Plan were more restrictive, these have been retained (and are shown in *italics*).

**TABLE 3**
<table>
<thead>
<tr>
<th>Category</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B8 Storage or Distribution</strong></td>
<td>up to 5000 sq. m.</td>
</tr>
<tr>
<td><strong>C1 Hotels</strong></td>
<td>up to 20 bedrooms</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions (hospital)</strong></td>
<td>up to 2500 sq. m.</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions (nursing home)</strong></td>
<td>1 space per 6 bedspaces + 1 space per employee</td>
</tr>
<tr>
<td><strong>C2 Residential Institutions (boarding school)</strong></td>
<td>1 space per member of teaching &amp; administrative staff + 1 space per 3 ancillary staff</td>
</tr>
<tr>
<td><strong>C3 Dwellings (houses)</strong></td>
<td>1.5 spaces per dwelling (average)</td>
</tr>
<tr>
<td><strong>C3 Dwellings (Flats or Maisonettes above shops/offices, units with shared facilities)</strong></td>
<td>1 space per unit</td>
</tr>
<tr>
<td><strong>C3 Dwellings (sheltered housing)</strong></td>
<td>2 spaces for warden accommodation + 1 space per 3 other staff + 1 space per 2 units</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions (doctor / vet surgery, health centre)</strong></td>
<td>1 space per employee + 1 space per 5 sq. m. of waiting area</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions (school/creche/day centre)</strong></td>
<td>1 space per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions (higher &amp; further education)</strong></td>
<td>1 space per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions (art gallery, museum, library)</strong></td>
<td>1 space per 50 sq. m. of public space + 1 space per employee</td>
</tr>
<tr>
<td><strong>D1 Non-residential Institutions (public halls)</strong></td>
<td>1 space per 4 seats or 1 space per 5 sq. m.</td>
</tr>
<tr>
<td><strong>D1 Non Residential Institutions (place of worship)</strong></td>
<td>1 space per 8 seats or 1 per 10 sq .m.</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure (cinema, conference facilities, concert hall)</strong></td>
<td>1 space per 4 seats</td>
</tr>
<tr>
<td><strong>D2 Assembly and Leisure (other uses, including leisure)</strong></td>
<td>1 space per 10 sq. m.</td>
</tr>
<tr>
<td><strong>Hostel</strong></td>
<td>1 space per 6 bedspaces + 1 space per employee</td>
</tr>
</tbody>
</table>
Glossary

In preparing the Local Plan, an attempt has been made throughout to make it interesting, informative and easy to read. Written justifications and the policies have been simply worded in order that the intentions are as clear, unambiguous and as easily understood as possible. It is inevitable, however, that some unfamiliar words or phrases have been used to avoid repetition of definitions or explanations. Also, many organisations and bodies are referred to in the text about which you may wish to know more, including their aims, duties and obligations. The following glossary gives a quick reference guide to assist your understanding of the Plan.

Affordable Housing:
Housing built for sale or rent at a price level below the going market rate and which is related to the ability to pay by those in need. It is necessary to demonstrate that the housing will be genuinely affordable for the target group that the scheme is intended to help and that it will remain so in perpetuity. Schemes are only usually undertaken once the level of need has been established by a housing needs assessment. [See Policy 21]

Agricultural, Forestry or Other Occupational Dwelling:
A house or flat that is subject to, or proposed to be subject to a legal limitation. This specifies that its occupancy is/will be limited to a person solely or mainly employed in agriculture or forestry and his / her dependants. The legal limitation is normally in the form of a condition attached to a planning permission. [See Policies 29 and 30].

Ancient Woodland:
Woodland on a site that has been continuously wooded from 1600 AD to present, and has only been cleared for underwood or timber production. Areas have been identified by the Gloucestershire Wildlife Trust [See Policy 10].

Appropriate Development:
The proposed development must be suitable for the particular site in question. Design, materials, good neighbourliness and road safety are particularly important considerations. In addition, many of the policies in this Plan apply specific criteria to the assessment of certain types of development and these must also be taken into account.

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. [See Policy 7].

Brownfield (or Previously Developed) Sites:
Previously developed land that is, or was, occupied by a permanent structure. This may include sites in the countryside, which have been developed for industrial or other purposes. The definition also covers the curtilage of the development. However, the definition does not include buildings or land used for agricultural purposes, or land in built-up areas that has not been developed previously, e.g. parks, recreation grounds, and allotments. Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time.

Commitments:
All proposals for development that are the subject of a current (full or outline) planning permission, or any unimplemented allocations in an existing planning policy.

Conservation Area:
An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Works to certain trees within Conservation Areas are subject to prior notification procedures. There are additional planning controls over certain works carried out within the Conservation Area. For example, demolition within Conservation Areas requires consent. The designation does not preclude development from
taking place, but does require high design standards of any building constructed. [See Policy 15].

**Development:**
Section 55 of the Town and Country Planning Act 1990 defines development as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land".

**Development Boundaries:**
Development Boundaries are shown on the Proposals Map Insets and essentially define the urban extent of Cirencester and the nine 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. [See Policy 18]

**Dwellings:**
Self-contained buildings or parts of buildings which usually accommodate a single household. This may include houses, bungalows, converted farm buildings or flats.

**Flood Plain:**
Usually land beside a river, stream or other watercourse over which the water flows in time of flood, or would flow if there were no flood defences. The area considered to be so much at risk from flooding that it should not be used for buildings is generally that which, on average, is flooded once in every 100 years, or more often. Washlands form part of the flood plain where water is stored in time of flood. [See Policy 6]

**General Permitted Development Order (GPDO):**
A set of Government regulations that provide a detailed list of the types of development which do not require planning permission.

**Green Belt:**
An area of land designated by statute, the main purpose of which is to control the expansion of built-up areas and to prevent the merging of neighbouring towns. Cotswold District includes a small part of the Cheltenham and Gloucester Green Belt within the Parish of Coberley. [See Policy GB.1]

**Greenfield Sites:**
Land on which no development has previously taken place, including agricultural land, recreation grounds and allotments.

**Hectare:**
Metric unit of measurement of land area (1 Hectare = 2.471 Acres).

**Highways Authority:**
In the case of Cotswold District the Highways Authority is Gloucestershire County Council. The Highways Authority is responsible for co-ordinating the maintenance and improvement of all public highways except motorways and trunk roads, which are the responsibility of the Department of Transport. The County Council is also responsible for highway-related matters such as on-street parking and traffic management.

**Infilling:**
A term used in the Gloucestershire Structure Plan to describe the construction of one or two dwellings in a gap which exists within an otherwise continuously built-up frontage.

**Listed Buildings:**
Buildings and structures that have been identified by the Government as being of special architectural or historic interest and whose protection and maintenance are the subject of special legislation. They are graded, according to age, quality, rarity etc., either I, II* or II. Their curtilage and setting is also protected. Normally, Listed Building Consent is required before any works are carried out on a listed building. [See Policy 13]

**Outstanding Planning Permission:**
A current Planning Permission that has yet to be implemented.
Parks and Gardens of Historic Interest:
Parks and Gardens that are listed in a register maintained by English Heritage. Like listed buildings they are graded I, II* and II. By reason of their historic layout, features and architectural ornaments, the parks and gardens are considered to be of particular interest and quality. [See Policy 11].

Planning Permission:
New development, major alterations and enlargement of existing buildings, and many changes of use of buildings and land all require planning permission. Permission must be sought from the Local Planning Authority. An application for planning permission may be approved, subject to certain conditions, or refused. The applicant has the right to appeal to the Secretary of State against any refusal or condition. Planning permissions are only valid for a limited period - outline permissions for three years and detailed (or full) permissions for five years, unless otherwise stated.

Planning Policy Guidance Note/ Planning Policy Statement (PPG/PPS):
A series of Guidance Notes, produced at the national level, covering a wide range of planning issues. PPGs advise on the implementation of Government policy regarding the purpose and function of the planning system. They are gradually being updated and replaced by Planning Policy Statements (PPS).

Regional Planning Guidance (RPG10)/ Regional Spatial Strategy
RPG10 sets out the regional spatial strategy and framework for development plans. Cotswold District lies within the South West Region. The latest Regional Planning Guidance for the South West covers the period to 2016 and was brought into operation in September 2001. It is anticipated that a new Regional Spatial Strategy (RSS) will replace RPG10 by 2008.

Scheduled Ancient Monument (SAM):
Features of archaeological or historic interest, listed in order to prevent them being damaged or destroyed. The regulations are similar to those applied to listed buildings, but are administered nationally rather than Local Authorities. [See Policy 12]

Sites and Monuments Record (SMR):
This provides up-to-date information on sites of archaeological interest, which would be relevant to the consideration of many development proposals.

Site of Special Scientific Interest (SSSI):
A specifically defined area within which protection is afforded to ecological or geological features. Sites are officially notified by English Nature. [See Policy 9].

Special Landscape Areas (SLA):
Areas that are adjacent to the Area of Outstanding Natural Beauty, and which are subject to landscape protection. [See Policy 8]

Structure Plan:
Strategic planning policy for Gloucestershire is set out in the Gloucestershire County Structure Plan. The Structure Plan sets out the broad levels of growth and change for the County as a whole, but does not identify specific sites for development or precise areas to be protected. The Cotswold District Local Plan applies the Structure Plan strategy at the local level. The Local Plan 2001-2011 has been prepared in accordance with strategy set out in the Second Review of the Structure Plan, which was published in November 1999.

Supplementary Planning Guidance/ Supplementary Planning Document (SPG/SPD)
SPG can take the form of design guides, area development briefs, or it can supplement other specific policies in the Plan. However, it is prepared separately from, and does not form part, of the Plan itself. SPG must be consistent with national and regional planning guidance, as well as the Plan’s adopted policies. Under the new Planning Regulations, Supplementary Planning Documents should be prepared within a more structured framework, incorporating sustainability appraisal and full consultation procedures.
**Tree Preservation Order (TPO):**
An order made by the Local Planning Authority to protect a specific tree or group of trees against felling, lopping, topping or other damage. Trees within Conservation Areas have similar protection, except for fruit trees and other trees with trunks below a specified size. [See Policy 10]

**Use Classes Order (UCO):**
A regulation that defines classes of building and land uses. From time to time, the Government redefines use classes. To change the use of a building from one class to another may require planning permission.

**Vitality and Viability:**
The factors that make a shopping centre successful or otherwise, including environmental quality, range of retailers, accessibility, parking and investment.

**Windfall Sites:**
These are sites that have not been proposed in the Plan, but which become available for residential development. They are normally found within defined Development Boundaries. They do not include greenfield land.
MAP SHEETS INDEX

SHEET 1: (Map 1A is on the reverse of Map 1.)

SHEET 2: (Map 2A is on the reverse of Map 2.)
The Cotswold District Local Plan includes policies which guide decisions on planning applications for
development in the District. The Local Plan has been reviewed to take forward the District Council’s
Development Strategy and planning policies to cover the period to 2011. If you would like more
information in your language, please contact either Cotswold District Council on 01285 623559 or
Tapestry Translation and Interpreting Service on 01452 396909.

El Plan Local del Distrito de Cotswold incluye políticas que guían las decisiones sobre peticiones por
planificación de desarrollo en el Distrito. El Plan Local está en proceso de revisa para avanzar, y abarcar
hasta el año 2011, la Estrategia de Desarrollo y las políticas de planificación del Concejo del Distrito. Si
usted desea comentar sobre el Plan Local o requiere más informes en su idioma, se le ruega ponerse
en contacto con el Concejo del Distrito de Cotswold en 01285 623559 o con el Servicio de traducción e
interpretación Tapestry en 01452 396909.

Il Piano (programma) locale del Distretto di Cotswold include il sistema per la guide alle decisioni sulle
domande di pianificazione per lo sviluppo nel Distretto. Il Piano Locale e strato riveduto per portare
avanti la Strategia di Sviluppo del Consiglio Distrettuale e i sistemi del piano che copre il periodo fino al
2011. Se vorrete fare dei commenti sul programma o volete ricevere altri informazioni nella vostra lingua,
pregasi contattare il Consiglio del Distretto di Cotswold numero di telefono 01285 623559 oppure il
Servizio di Traduzione e Interpretazione di Tapestry numero di telefono 01452 396909.