August 2026: Publication – Regulation 19 Version

COTSWOLD DISTRICT LOCAL PLAN

Homes, landscape, livelihoods
- a legacy we build together.

COTSWOLD
District Council

APPENDICES A to C
of the Local Plan 2026 – 2043
PROPOSED ALLOCATIONS







Appendix A
General Policy Requirements for Development Sites

This document sets out the Site Development Templates and Site Development Frameworks for sites allocated in the Cotswold District Local Plan. Site Development Templates apply to non-strategic allocations, while Site Development Frameworks apply to strategic allocations, providing site-specific requirements and guidance to support the delivery of high-quality development.

Paragraph 23 of the National Planning Policy Framework (NPPF) states that broad locations for development should be indicated on a key diagram and that land use designations and allocations should be identified on a policies map[1]. The Site Development Templates and Frameworks identify issues that should be addressed by any design proposals and provide an indicative layout of uses on the site.

By allocating these strategic and non-strategic development sites, the Council anticipates high quality developments, in accordance with the NPPF and the Cotswold Local Plan to create new, sustainable communities that will integrate well with the existing settlements and provide the homes that the area needs in the right locations.

The Council has prepared its own District-Wide Design Code, to be adopted as a Supplementary Plan, and adherence to this code will be expected for all sites, as described above. The Design Code will be treated as a material consideration in the assessment of all future strategic and non-strategic site planning applications.

Community engagement and consultation are essential to bring forward appropriate development that will meet the needs of local people and create new communities that will integrate well with existing ones.

The Council will seek to be flexible in how the sites are delivered, if there is agreement between the local community and site promoters, and providing the housing requirement, urban design principles and infrastructure provision are met.

Development must comply with all relevant policies in the Local Plan, unless material considerations indicate otherwise. The Site Development Templates and Frameworks identify the key requirements for development of each site at the time of writing but do not preclude other

[1] National Planning Policy Framework (December 2024), Ministry of Housing, Communities and Local Government, paragraph 23 https://www.gov.uk/guidance/national-planning-policy-framework/3-plan-making

requirements being identified in the future. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the Site Templates and Frameworks. Where there is conflict, the IDP will be taken to set out the most up-to-date requirements.

Gloucestershire County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and proposals agreed with the County Council and Cotswold District Council.

All sites will be expected to make adequate provision and facilities for emergency services as appropriate.

General Requirements for All Sites

Development will be required to address the following requirements, subject to viability considerations where appropriate. These requirements apply to all Strategic Sites. For Non-Strategic Sites, the requirements should be applied on a proportionate basis, having regard to the scale, nature and location of the development, where relevant and in accordance with the wider policies of the Development Plan**.**

Core Requirements:

- Contribute to the delivery of necessary education services and facilities.
- Contribute to the delivery of strategic transport infrastructure, where necessary.
- For residential and mixed-use sites, provide affordable housing and a suitable mix of housing **(Core Policy 41).**
- For residential and mixed-use sites, provide a mix of dwelling sizes reflecting the requirement set out in **Core Policy 41.**
- All new dwellings must comply with the Nationally Described Space Standard (NDSS).
- Respond to the aims and objectives of any made Neighbourhood Plans.
- Investigate potential noise and air pollution impacts and ensure that the land is safe and suitable for the intended use.
- Contribute to the delivery of strategic infrastructure, including blue and green infrastructure, where necessary.
- Support positive health outcomes and embed local health and wellbeing strategies.

Design Principles:

- Design of development should enable good connectivity between new and existing communities, promoting active and sustainable travel.
- Housing should be designed to create sustainable communities using best practice placemaking principles.
- Housing should be designed to a density that is appropriate for the location.

- Development should make a positive contribution towards local character and distinctiveness and integrate well with its context.

Transport:

- Create a permeable road network within the site with clearly defined route hierarchies
- Contribute towards public transport.
- Connect to existing footpaths, cycleways and Public Rights of Way (PROW) wherever possible to enhance pedestrian permeability and connectivity.
- Create a network of pedestrian and cycleways within the development with meaningful onwards connections.
- Safeguard and improve the PROW network.
- Promote active travel principles through the design **(Core Policy 35).**
- A Transport Assessment should be submitted with any planning application to identify the measures that will be taken to mitigate any transport impacts.

Heritage:

- Heritage assets should be conserved and enhanced, where appropriate.
- Development should respect Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens and their settings and explore opportunities to enhance or better reveal their significance.
- A programme of archaeological evaluation would need to be carried out to confirm the significance of any archaeological remains present on the site.
- The results of the evaluation should be used to inform a suitable archaeological mitigation strategy.
- Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness, and the significance of heritage assets and their settings.

Landscape:

- Landscape and Visual Impact Assessments or Appraisals (LVIA) must be undertaken. The LVIA will inform the site design, layout, capacity and mitigation requirements.

- A Landscape Strategy must be submitted as part of any planning application.
- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP) and SANG where appropriate.
- Provide a naturalistic landscape environment and naturalised SuDs features.

Green Infrastructure and Biodiversity:

- Biodiversity corridors are required throughout the site along key active travel routes and alongside the public transport corridor.
- Habitat and species surveys should be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance.
- Important ecological or landscape assets should be retained where possible. If loss is unavoidable then appropriate mitigation or, as a last resort, compensation measures should be provided.
- Development must achieve a net gain in biodiversity, in line with Biodiversity Net Gain requirements **(Core Policy 70).**
- Development must contribute to the provision of green and blue infrastructure **(Core Policy 60).**
- Environmental Impact Assessments should be carried out to establish baseline conditions and impact of proposals, and these should form part of any planning application.
- If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of sports, green infrastructure and play space.

Infrastructure:

- Liaise with utilities providers to ensure that appropriate works are delivered. Contributions to maintaining the sewerage system and measures to reduce flood risk are required.
- Developers will be expected to engage with water and wastewater undertakers early in the planning process and phase development to ensure that any necessary upgrades to local water infrastructure are in place before the first occupation.
- Contribute towards education capacity (early years, special education needs (SEND), primary and secondary), where appropriate, in accordance with the requirements of the IDP.
- Contribute towards health care and leisure provision, where appropriate, in accordance with the requirements of the IDP.

Flood Risk and Drainage:

- Prepare a site-specific flood risk assessment as set out in the Level 2 Strategic Flood Risk Assessment (SFRA), where required.
- Prepare a surface water drainage strategy to support any planning application.
- Incorporate naturalistic SuDS into the site design, in line with the guidance in the SFRA and in accordance with Sustainable Drainage Systems Policy **(Core Policy 63).**
- Liaise with the Environment Agency and Lead Local Flood Authority to ensure that flood risk has been appropriately considered and mitigated.

Appendix B
Site Development Frameworks for Strategic Site Allocations

The Site Development Frameworks for the strategic site allocations form an important part of the Local Plan. They provide a comprehensive framework for the planning, design and delivery of the District's strategic growth locations and are intended to ensure that development is brought forward in a coordinated, sustainable and infrastructure-led manner. By establishing the principal requirements for each strategic allocation at an early stage, the frameworks provide clarity and certainty for landowners, developers, infrastructure providers and local communities.

Strategic allocations are expected to deliver not only new homes and employment opportunities, but also the infrastructure, community facilities, green infrastructure and environmental enhancements necessary to support sustainable communities. The Site Development Frameworks therefore identify the key development, infrastructure, environmental and placemaking requirements that must be addressed as part of the comprehensive development of each allocation.

The requirements set out within each framework are not exhaustive. They identify the principal matters that must be addressed but do not replace the need to respond to the wider Local Plan, supplementary guidance, infrastructure evidence base, or site-specific technical assessments. Additional requirements may arise through further investigation, masterplanning, consultation, engagement with infrastructure providers, statutory bodies and local communities, or through changing circumstances over the plan period.

The Council will seek to identify sufficient land to support the delivery of two new indoor sports facilities, including sports halls and swimming pools, anticipated to be located within strategic development allocations.

Strategic allocations must be planned and delivered comprehensively in accordance with **Core Policy 2: Meeting Housing Needs in Cotswold District – Strategic Allocations**. Development proposals will be expected to contribute towards the delivery of the allocation as a whole and must not prejudice the provision of planned infrastructure, green infrastructure, community facilities, environmental mitigation measures or future phases of development.

The delivery of strategic sites must accord with the Local Plan as a whole, and particular attention should also be paid to the Cotswold Design Code[1]. The Site Development Frameworks do not duplicate or supersede the Design Code and must be interpreted alongside it. Development proposals will

[1] The Cotswold Design Code is Supplementary Plan, which is being prepared alongside the new Local Plan

be expected to demonstrate compliance with both the district-wide requirements of the Design Code and the site-specific principles contained within each framework.

Requirements for Strategic Allocations

Habitats Regulations Assessment (HRA) Requirements

The Council's Habitats Regulations Assessment (HRA)[2] has identified a number of strategic and non-strategic site allocations as having moderate or high potential to support habitat used by qualifying bird species associated with the Severn Estuary Special Protection Area (SPA) and Ramsar site. For allocations identified as having moderate or high potential, development proposals will be required to be supported by ecological survey work to determine the site's suitability as habitat for relevant qualifying species.

Where ecological assessment identifies a site as being of moderate or high suitability, over-wintering bird surveys will be required to establish whether the site is functionally linked to the Severn Estuary SPA/Ramsar site. Where a functional link is identified, appropriate avoidance, mitigation and, where necessary, compensatory measures will be required. This may include the provision of compensatory habitat on-site or off-site, as appropriate, to ensure compliance with the Conservation of Habitats and Species Regulations and the integrity of the European site is maintained.

The strategic site allocations currently identified through the HRA as having moderate or high potential are:

- High Potential
    - Fairford: Land north east of Fairford
- Moderate Potential
    - Cirencester: Steadings southern extension
    - Cirencester: Land east of Kingshill Lane
    - Cirencester: Land south east of Cirencester and south of Preston
    - Siddington: Land south west of Siddington

[2] Cotswold District Local Plan (2026 to 2043) Habitat Regulations Assessment (LUC, July 2026)

- Driffield: Land south of Driffield
- Down Ampney: Land surrounding Down Ampney

General requirements

The Council will expect every application for the strategic sites to be accompanied by:

a) A Masterplan which identifies the type and character of development proposed and sets out a clear vision for the place and how it will integrate with its context
b) A site-specific Design Code or a detailed Design & Access Statement that demonstrates how the proposals comply with Cotswold Design Code and how the proposed development will create a successful and well-considered place with high quality homes and supporting infrastructure
c) An Infrastructure Schedule that sets out the proposed site infrastructure and how it will be delivered
d) A Development Delivery Agreement which illustrates the proposed programme of housing delivery, and demonstrates the number of homes the development will contribute to the District's five-year housing land supply, and
e) A Statement of Community Involvement that sets out how the Town and Parish Council and other local organisations have been involved in developing the masterplan.

In addition, the Council will expect schemes for strategic allocations to utilise the pre-application process and Planning Performance Agreements (PPAs), where appropriate, to support collaborative working and the preparation of high-quality development proposals.

Infrastructure delivery requirements

Infrastructure costs and, where relevant, associated land value effects should be shared on a fair and proportionate basis across the allocation, having regard to development quantum, type, value, parcel capacity, site-wide infrastructure requirements and phasing. Consistent with Core Policy 2, where an allocation is in multiple ownerships, applicants will be expected to demonstrate how costs, benefits and infrastructure obligations will be equitably distributed across the allocation to support comprehensive delivery.

Development of strategic allocations must be brought forward on a comprehensive and coordinated basis. All landowners and developers will be expected to work collaboratively to prepare and deliver a shared masterplanning framework for the strategic site as a whole, with consultation undertaken in accordance with the Council's Statement of Community Involvement, informed by the agreed overarching framework. The shared masterplanning framework will include an infrastructure delivery strategy and phasing plan for the allocation as a whole.

Where an allocation is in multiple ownerships, or where the Council considers there is a risk that the allocation will not be delivered comprehensively without a coordinated delivery mechanism, planning applications shall be supported by an agreed equalisation, land value sharing, land pooling, collaboration or other equivalent delivery agreement, or by clear evidence that such a mechanism is not necessary in the particular circumstances of the site.

Any such mechanism shall:

a) secure the fair and proportionate sharing of infrastructure costs and land value across the allocation
b) provide for landowners or developers delivering, safeguarding or transferring land for strategic infrastructure, green infrastructure, schools, drainage, ecological mitigation or other site-wide requirements to be compensated or equalised, where appropriate
c) identify how upfront and phased infrastructure provision will be funded and delivered
d) demonstrate how later phases and parcels will make appropriate contributions to infrastructure delivered in earlier phases
e) include triggers, responsibilities and dispute resolution arrangements, and
f) provide confidence to the Council that the whole allocation can and will be delivered in accordance with the approved masterplan and phasing strategy.

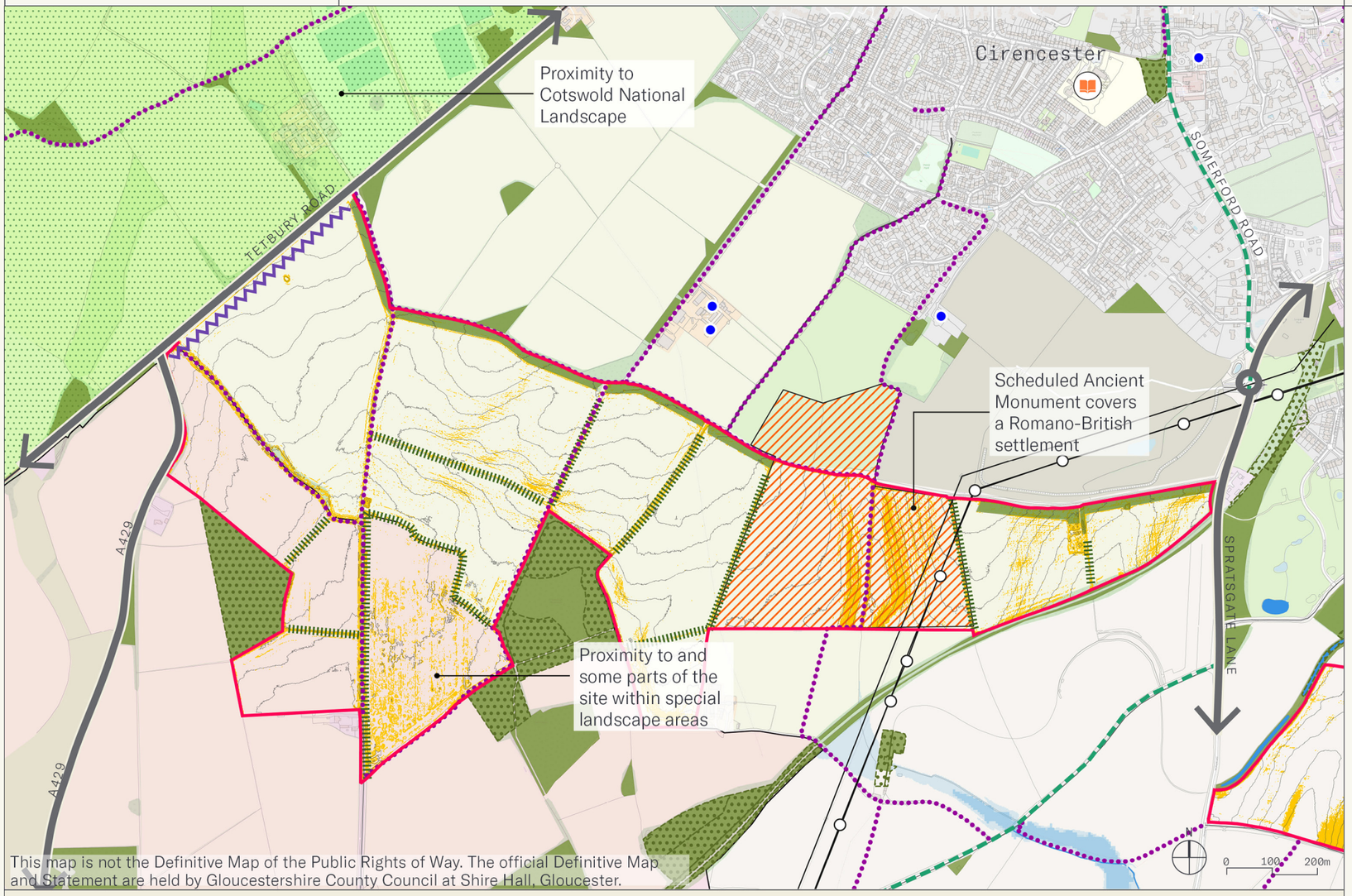
The Council will only permit development proposals which would not prejudice the comprehensive delivery of the strategic site allocation as a whole. Proposals for part of an allocation must demonstrate, to the satisfaction of the Council, that they are consistent with the approved masterplan, infrastructure delivery strategy and any approved equalisation or land value sharing mechanism, and that they will not undermine the delivery of infrastructure or development on the remainder of the allocation.

The Council will require evidence of joint working and agreement between relevant parties to ensure that infrastructure is delivered in a timely, integrated, and efficient manner.

Site 1

Cirencester - Steadings Southern Extension

Site Context



- Site Boundary
- Cotswold National Landscape
- Special Landscape Area
- Priority Habitat
- Woodland
- Hedgerows
- Surface Water
- Flood Zones + Climate Change
- Slope above 1:20 gradient
- Contours
- Public Rights of Ways
- Strategic Road Network
- National Cycle Route
- National Grid - Power Lines
- National Grid - Pylons
- Scheduled Monument
- Listed Building
- Primary School
- Road Noise above 60dB

Notes

Steadings Southern Extension adjoins the southern edge of The Steadings and is put forward as the southern extension to that development. The land is bounded by the A429 Tetbury Road to the west and Spratsgate Lane to the east, and comprises an undulating, predominantly agricultural landscape typical of the wider Cotswold countryside.

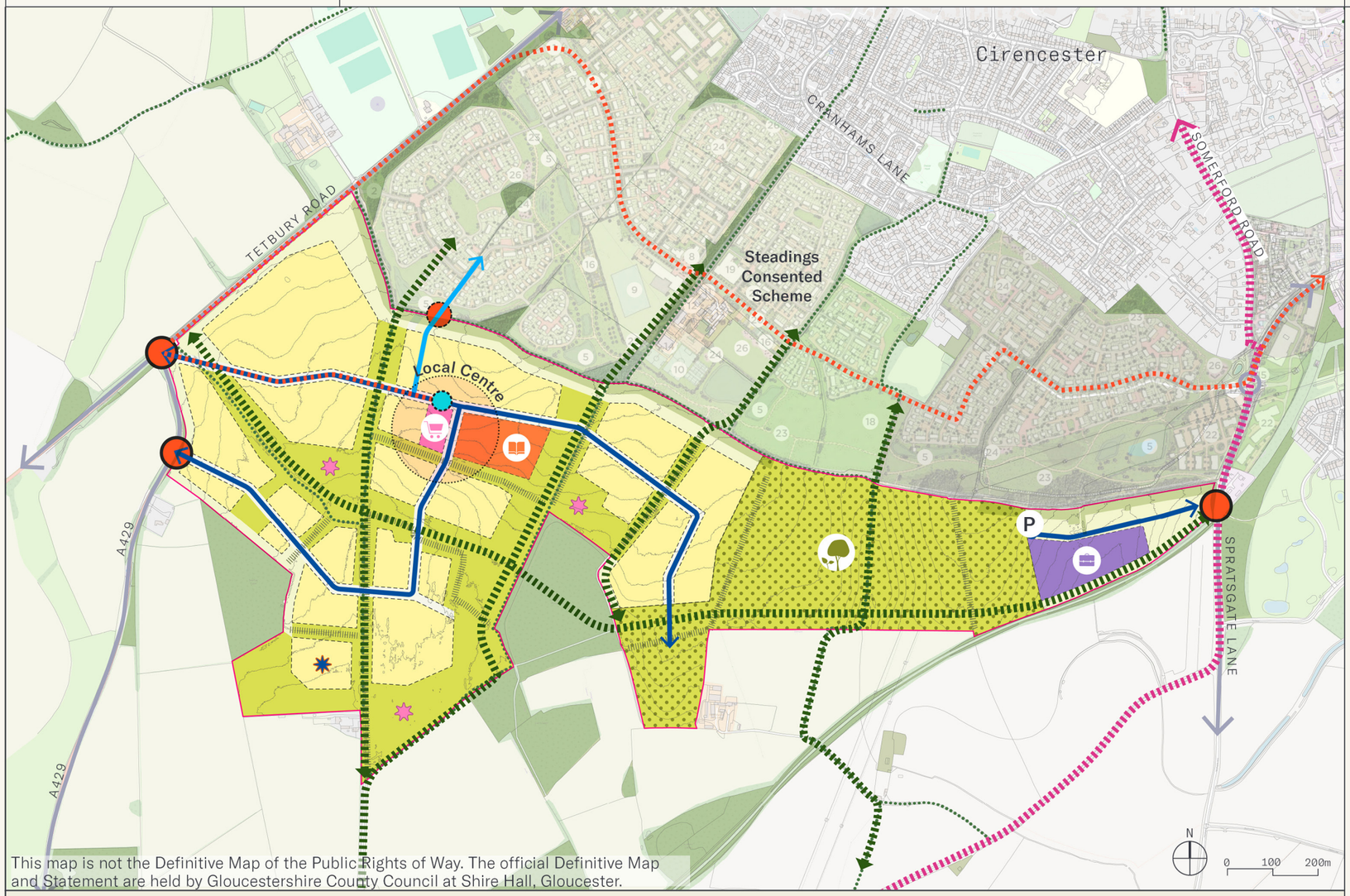
- The eastern parcel is crossed by the Scheduled Monument "Settlement SE of Chesterton Farm" (List Entry 1003444), the site of a Romano-British settlement.
- The western boundary adjoins the Cotswold National Landscape, and the southern extent lies close to a designated Special Landscape Area, both of which will inform scale, density and edge treatment.
- An established network of hedgerows, woodland and priority habitat crosses the site.
- National Grid overhead lines and pylons cross the eastern parcel, restricting development within the associated easement.
- High pressure gas lines running under the site, appropriate stand-off distances and safety measures must be accommodated.

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Please refer to GCC's Definitive Map and Statement for Public Rights of Way.

Site 1

Cirencester - Steadings Southern Extension

Illustrative Concept Framework



- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Employment
- Open space
- Buffers
- Suitable Alternative Natural Greenspace (SANG)
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Proposed bus route
- National cycle network
- Primary access point
- Secondary access point
- Mobility hub
- Potential Location for Sports Pitches
- Potential Gypsy & Traveller Site

Notes

— **Site Area:** 116.5ha
— **Illustrative Residential Capacity:** 1,364 homes, with an estimated 585 to be delivered within the plan period
— **Employment:** c.2.5Ha
— **Local Centre:** c.0.5-1Ha
— **Gypsy and Traveller Pitches**: 10

Key Land Uses:

— Residential
Primary School (2FE)
Local Centre
Employment
— Strategic Open Space
On site Suitable Alternative Natural Greenspace (SANG)
P SANG Parking Provision / Shared Parking

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Site 1

Cirencester - Steadings Southern Extension

Design Principles

The Comprehensive Masterplan:

- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:

- Deliver a residential-led mixed-use development comprising approximately 1,400 homes, a local centre, primary school and employment land.
- As set out in the Local Plan, this site is an appropriate location for approximately 10 Gypsy and traveller pitches. The design requirements for this are set out within the Local Plan. An indicative location has been identified at this stage subject to confirmation through the Comprehensive Masterplan.
- Integrate with the consented Steadings scheme to create a cohesive urban extension to Cirencester, with a graduated density approach comprising higher densities around the local centre, medium densities towards the northern edge adjoining the consented development, and lower densities towards sensitive site boundaries.
- The approved scheme under Steadings Phase 1 is shown on the framework, but there may be opportunities to integrate / revise potential shared uses, and this will be supported where it meets allocation requirements.
- Retain the Scheduled Monument as a defining feature of the development, with opportunities to enhance its setting and public accessibility, respecting its heritage value.

Access Strategy:

- Provide a principal site access from Tetbury Road (A429) at its junction with the section of the A429 that leads to Kemble, supported by appropriate junction improvements.
- Provide a secondary access from the A429 that leads to Kemble to serve the residential development.
- Provide a dedicated access to the employment area from Spratsgate Lane, suitable to the scale of employment proposed.
- Deliver improvements to Tetbury Road (A429) to enhance connectivity between the development and Cirencester.

Movement and Public Transport:

- Deliver a network of active travel routes connecting the site to Cirencester through the consented Steadings development.
- Provide direct and attractive walking and cycling connections to key services, facilities and employment destinations within Cirencester.
- Enhance connectivity to the National Cycle Network and provide improved access to existing strategic cycling routes.
- Provide a mobility hub within the local centre, co-located with the primary school and public transport facilities. Ensure the mobility hub acts as a focal point for modal interchange and supports sustainable travel choices. Incorporate facilities for shared mobility, including car clubs, cycle hire and secure cycle parking.
- Deliver a bus route through the site connecting with the consented Steadings development and Cirencester town centre. Provide contributions to increase the frequency of existing bus routes and implement bus stop where bus service between The Steadings and Cirencester will stop on site.
- There is a need to ensure that design proposed include and allow for permeability through the site to provide active mode connections from Kemble and through the Steadings to allow for onward active travel to Cirencester. Public transport connections through the Steadings into Cirencester town centre would also be supported.
- Establish a walking and cycling route through Orchard Fields connecting Siddington to The Steadings.
- Provide pedestrian footpaths for residents into Cirencester, as well as a on-road segregated cycleway, including active travel access points along Spratsgate Lane.
- Provide an Active Travel Route from the site to the Tetbury Road Entrance of Agricultural College.
- Upgrade the A419 Swindon Road/Silver Street junction to a signalised junction and add approach flares.
- Change the stages and phases of the A429/Chesterton Ln Junction, likely having an all A429 stage followed by a Chesterton ln stage, and more green time for Stroud lane approach.
- Widen Stroud Road north of Tetbury Roundabout to two lanes to accommodate development access.
- Additional proportional contributions to the Cirencester sub area and district wide mitigation requirements identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:

- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Proposals should retain and reinforce the existing hedgerow network as the primary landscape structure across the site.
- Create green infrastructure and habitat connections linking the site with the consented Steadings development and surrounding countryside. Given the existing green infrastructure assets on the site, subsequent proposals should promote ecological connectivity through and beyond the sites.

Site 1

Cirencester - Steadings Southern Extension

Design Principles

- Deliver habitat creation and biodiversity enhancements that contribute to the Gloucestershire Local Nature Recovery Strategy and strengthen ecological connectivity between existing habitats and the surrounding countryside.
- Protect and enhance the setting of the Landscape, including through the provision of appropriate landscape buffers, green infrastructure and a sensitive approach to the site's south-western edge.
- The allocation includes element of a Special Landscape area to the south west and design responses must consider its importance through sensitive open space interventions and interaction with the wider landscape. This may including limiting development within visually prominent areas and maintain the site's wider landscape setting.
- Integrate SuDS features within a multifunctional green infrastructure network.
- Deliver strategic green corridors through the site connecting residential neighbourhoods, open spaces and surrounding green infrastructure networks.
- Integrate recreation, biodiversity and drainage functions within the open space network.

Suitable Alternative Natural Greenspace (SANG):

- Explore opportunities to deliver strategic SANG capable of serving the requirements of the development (estimated to be approximately 26ha) and wider area, or otherwise seek an alternative offsite mitigation strategy which can meet the required function of the on-site SANG without compromising protected sites.
- Utilise the Scheduled Monument and surrounding landscape as part of an enhanced recreational and ecological network.
- Any proposals within this allocation must align with the secured mitigation as part the Steadings extant allocation to the north and its conditioned requirements within the allocation boundary.

Heritage and Archaeology:

- Conserve and enhance the significance of the Romano-British Scheduled Monument through positive changes to its setting.
- Undertake further engagement with Historic England to inform the future treatment, accessibility and interpretation of the monument. Any proposals, including SANG, which overlap with the Scheduled Monument will need to consider additional archaeological testing in consultation with the GCC archaeology team to ensure that proposals are suitable.
- Utilise the monument and its setting as a key landscape and heritage feature within the wider green infrastructure network.

Education:

- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- Co-locate the primary school with the local centre to maximise accessibility by walking, cycling and public transport.
- Explore opportunities to co-locate community uses with the primary school.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Employment:

- Provide approximately 3ha of employment land accessed from Spratsgate Lane.

Local Centre:

- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Utilities and Infrastructure:

- Safeguard the route of the underground oil pipeline and maintain appropriate easements in accordance with operator requirements.
- Ensure development responds appropriately to overhead electricity lines, including required stand-off distances, cable swing allowances and consideration of visual and amenity impacts.
- Integrate utility corridors, where appropriate, within the wider green infrastructure, open space and active travel network.

Safeguarding:

- Development of, or exceeding, 91.4m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.
- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.

Site 2

Cirencester - Land south east of Cirencester and south of Preston



- Site Boundary
- Priority Habitat
- Woodland
- Ancient Woodland
- Hedgerows
- Surface Water
- Flood Zones + Climate Change
- Slope above 1:20 gradient
- Contours
- Public Rights of Ways
- Strategic Road Network
- National Cycle Route
- National Grid - Power Lines
- National Grid - Pylons
- Conservation Area
- Listed Building
- Road Noise above 60dB

Site Context

Notes

The site is bounded by the A419 Cirencester Road/Swindon Road to the south west and the A417 Cirencester Bypass to the east and lying close to the Duke of Gloucester Barracks to the south. The land is predominantly agricultural, crossed by a network of hedgerows and ditches, and rises gently towards Preston.

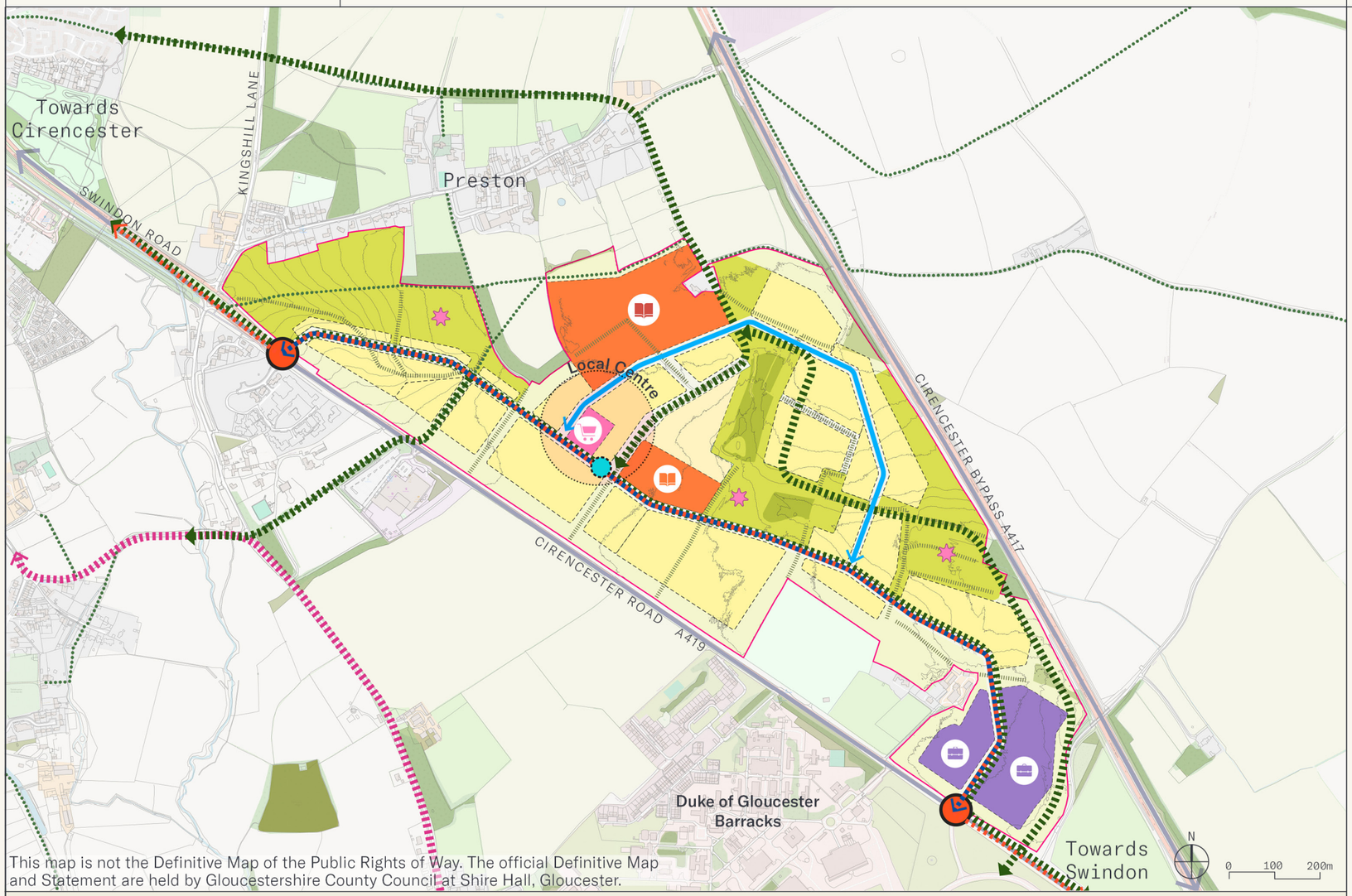
- The site lies immediately adjacent to Preston Conservation Area and within the setting of the Grade II* Church of All Saints, Preston; views from the conservation area and approaches to the village will need careful consideration.
- A dense network of hedgerows and ditches crosses the site, alongside pockets of woodland and ancient woodland, which will need to be retained and buffered.
- The site is adjacent to two roads providing key access to Cirencester from the south east and subject to potential likely cumulative development impacts.

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Site 2

Cirencester - Land south east of Cirencester and south of Preston

Illustrative Concept Framework



- Site Boundary
- Residential
- Education - Primary school + Secondary School
- Local centre
- Employment
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Proposed bus route
- National cycle network
- Primary access point
- Mobility hub
- Potential Location for Sports Pitches

Notes

— **Site Area:** 100ha
— **Illustrative Residential Capacity:** 1,368 homes
— **Employment:** c.5.6Ha
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

— Residential
Primary School (2FE)
Secondary School (6FE)
Local Centre
Employment
— Strategic Open Space

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Site 2

Cirencester - Land south east of Cirencester and south of Preston

Design Principles

The Comprehensive Masterplan:

- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:

- Deliver a residential-led mixed-use development comprising approximately 1,400 homes, a local centre, primary school, secondary school and employment land.
- Co-locate the local centre with the education campus to create a focal point for the development and support walkable neighbourhood principles.
- Locate higher density development around the local centre and education uses, transitioning to lower densities towards the site edges.
- Ensure development responds sensitively to Preston and Preston Conservation Area through the provision of strategic green infrastructure and open space buffers.
- Ensure proposals are appropriately coordinated with the emerging Barracks proposals.

Access Strategy:

- Provide two principal access points from Cirencester Road (A419) to serve the development.
- Deliver improvements to Cirencester Road to support safe pedestrian and cycle movements and create a more appropriate gateway environment.
- Provide a dedicated access to the employment area from Cirencester Road, separate from the principal residential accesses.
- Safeguard a location for a potential additional access from Cirencester Road (A419), subject to further assessment, to support connectivity.

Movement and Public Transport:

- Deliver a bus route through the site connecting residential neighbourhoods, schools, employment areas and Cirencester.
- Provide direct walking and cycling connections to Cirencester town centre and surrounding communities.
- Enhance active travel connections through Preston and along Cirencester Road.
- Ensure the secondary school is accessible by sustainable modes from both the development and surrounding settlements.
- Provide high-quality walking and cycling routes linking residential areas with schools, employment areas, open spaces and community facilities.
- The existing PRoW crossing the site should be retained and appropriately integrated into the development to ensure it continues to perform its purpose.
- Upgrade the A419 Stroud Road/Trewsbury Road junction to a signalised junction and add approach flares.
- Additional proportional contributions to the Cirencester sub area and district wide mitigation requirements identified in the IDP.

Shared strategic transport infrastructure:

In addition, given its location adjacent to other strategic sites, a sustainable transport outcome will require coordination and collaboration in delivery of shared infrastructure between the Land East of Cirencester and South of Preston, Down Ampney and Driffield sites; collectively providing a transport strategy with key links into Cirencester underpinned by active mode and public transport networks. Where one site is brought forward ahead of the others it will need to consider how this infrastructure is phased and attributed across the sites. As a result, this allocation will be required to provide proportional contributions to and facilitation of the following shared transport schemes:

- Reduce barriers for active travel on the Cirencester Road by using speed limits (20mph) and soft segregation.
- Provide Active travel access onto Swindon Road to give access to existing cycleway crossing the A419 and along Cricklade Road to the town centre.
- Support the Cirencester-Swindon BRT proposed between Cirencester and Swindon, including bus priority interventions and service frequency improvements.
- Add an approach arm flare and widen the eastbound approach arm for the A429 Watermoor Roundabout.
- Upgrade the cycleway from Preston Toll Bar along Cricklade Road by installing high-quality road surface throughout, introducing a designated on-road cycle lane, and implementing clear signage before extending this cycleway improvements to the town centre, passing under the foot tunnel under the Bristol Road and joining Watermoor Way.
- Widen the A429 Swindon Road\Cirencester Road roundabout to provide two lanes between the roundabout and the Kingshill Lane signalised junction.
- Widen the A429 Swindon Road/Bristol Road Roundabout
- Reallocate road space along Watermoor Road to create a segregated cycleway, joining with adjacent Cycleway improvements (Cir4) to provide active travel links into Cirencester.
- Provide a cycleway connecting Down Ampney to the Driffield site via existing bridleway. Route meets the eastern boundary of the Driffield Junction Development Site, where, in conjunction with DJ3 (see Strategic Transport Assessment) it would benefit from onwards cycle access to Cirencester.

Site 2

Cirencester - Land south east of Cirencester and south of Preston

Design Principles

Landscape, Open Space, Ecology and Nature recovery:

- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation. Proposals should retain and reinforce the existing hedgerow structure and field pattern as the primary landscape framework for development.
- Retain and buffer existing woodland blocks and Priority Habitat features, providing a minimum 10m buffer to Priority Habitats and a minimum 15m buffer to Ancient Woodland, unless future ecological assessment demonstrates an alternative approach is appropriate.
- Provide a robust landscape buffer along the northern boundary to maintain separation from Preston and protect residential amenity.
- Reinforce hedgerows and ditch corridors to create an interconnected green infrastructure network incorporating Public Rights of Way, where possible.
- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity across the site and contribute to the Gloucestershire Local Nature Recovery Strategy.
- Incorporate noise attenuation measures within the landscape strategy, including structural planting, landform and buffer zones, to improve the amenity and recreational value of open spaces located adjacent to principal roads (ie. Cirencester Bypass / A419).
- Ensure development parcels respond to the existing field pattern and avoid large continuous areas of built form.
- Integrate SuDS, biodiversity enhancements and recreation within a multifunctional green infrastructure network.
- Deliver a comprehensive network of strategic open space and green infrastructure across the site.
- Retain and enhance existing hedgerows, woodland and landscape features as part of the open space network.
- Provide a central park and strategic recreational spaces serving the wider development.
- Integrate SuDS and drainage features within streets, open spaces and green corridors.

Heritage and Archaeology:

- Conserve and enhance the setting of Preston Conservation Area and setting of listed buildings through the provision of strategic open space and landscape buffers.
- Protect important views to and from Preston and its historic core.
- Utilise open space and landscape interventions to reinforce the separation between the development and the existing settlement.
- Limit development along the northern boundary of the site. For the secondary school, this should include locating playing fields within the northern section of the plot.
- A comprehensive archaeological evaluation shall be undertaken to inform the design and layout of development.

Education:

- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority
- Provision of land capable of delivering a 6FE Secondary school and contributions towards its delivery as agreed with the Local Education Authority. This will provide mitigation for growth across the Cotswold South sub area and proportional contributions will be pooled from qualifying development to support its delivery.
- Co-locate education facilities with the local centre to maximise accessibility and support community activity. Ensure schools are integrated with walking, cycling and public transport networks.
- Explore opportunities for shared use of education facilities and associated community infrastructure.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.
- The Illustrative Concept Frameworks includes the proposed secondary school to the north of the site. Secondary school in this location should focus built development to the south to provide. Alternative uses in this area will need to avoid harm to the rural setting of the Preston Conservation Area and Listed building.

Local Centre:

- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Employment:

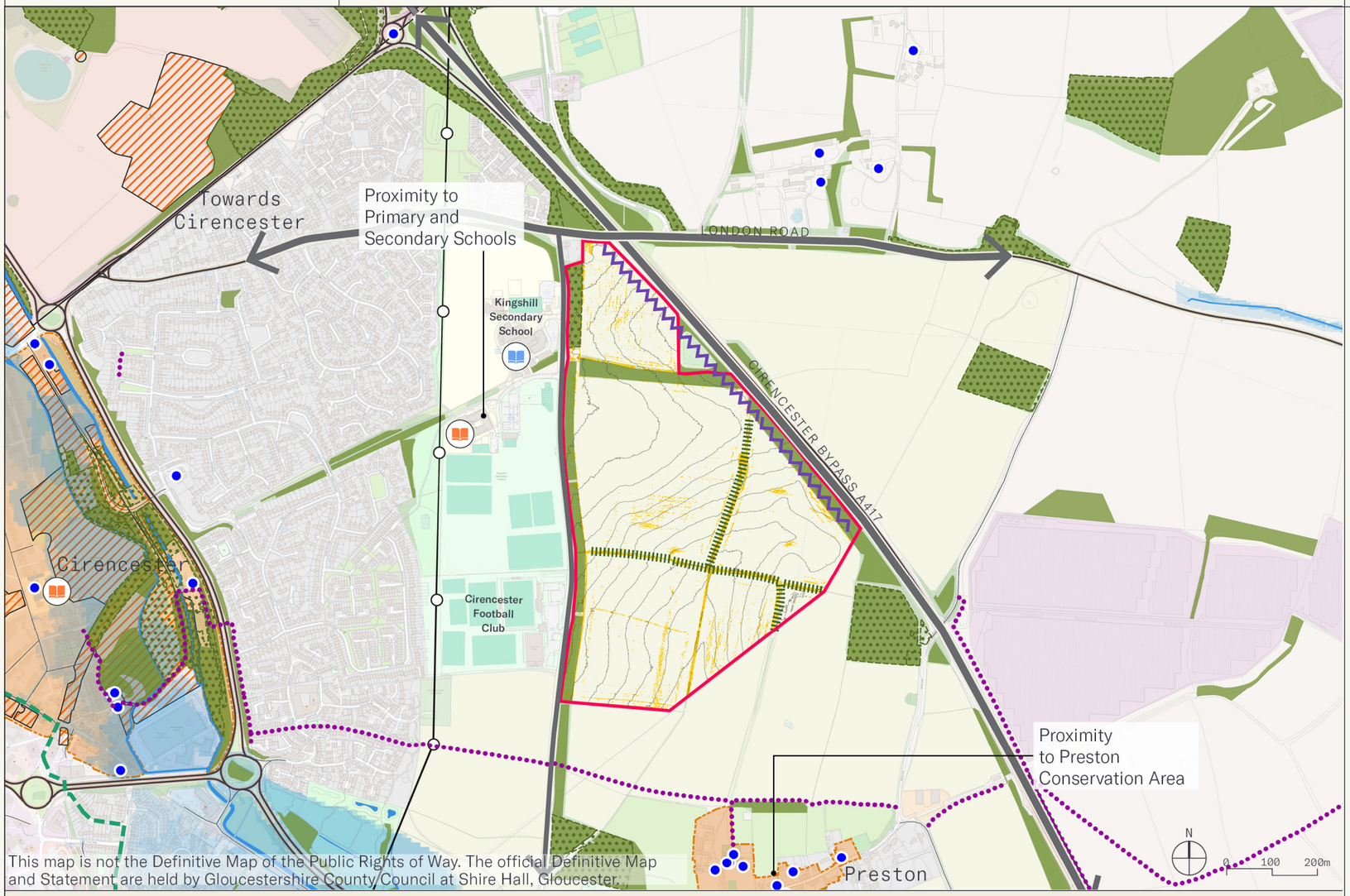
- Provide approximately 6ha of employment land at the south-eastern edge of the site.
- Locate employment uses adjacent to a dedicated access from Cirencester Road to minimise impacts on residential areas.
- Provide landscape buffers between employment and residential uses to protect amenity and create an attractive setting for development.

Safeguarding:

- Development of, or exceeding, 91.4m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.
- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.

Site 3

Cirencester - Land east of Kingshill Lane



- Site Boundary
- Priority Habitat
- Woodland
- Hedgerows
- Surface Water
- Flood Zones + Climate Change
- Solar
- Slope above 1:20 gradient
- Contours
- Public Rights of Ways
- Strategic Road Network
- National Cycle Route
- National Grid - Power Lines
- National Grid - Pylons
- Scheduled Monuments
- Conservation Area
- Listed Building
- Road Noise above 60dB
- Secondary School
- Primary School

Site Context

Notes

This site comprises land to the east of Kingshill Lane, forming a proposed strategic allocation on the eastern edge of Cirencester. It sits across Kingshill Lane from the recently consented 280-home development to the west, and is bounded by the A417 Cirencester Bypass to the north-east and open countryside towards Preston to the south. The land is predominantly agricultural, rising from Kingshill Lane towards the bypass, and is crossed by a well-established network of hedgerows.

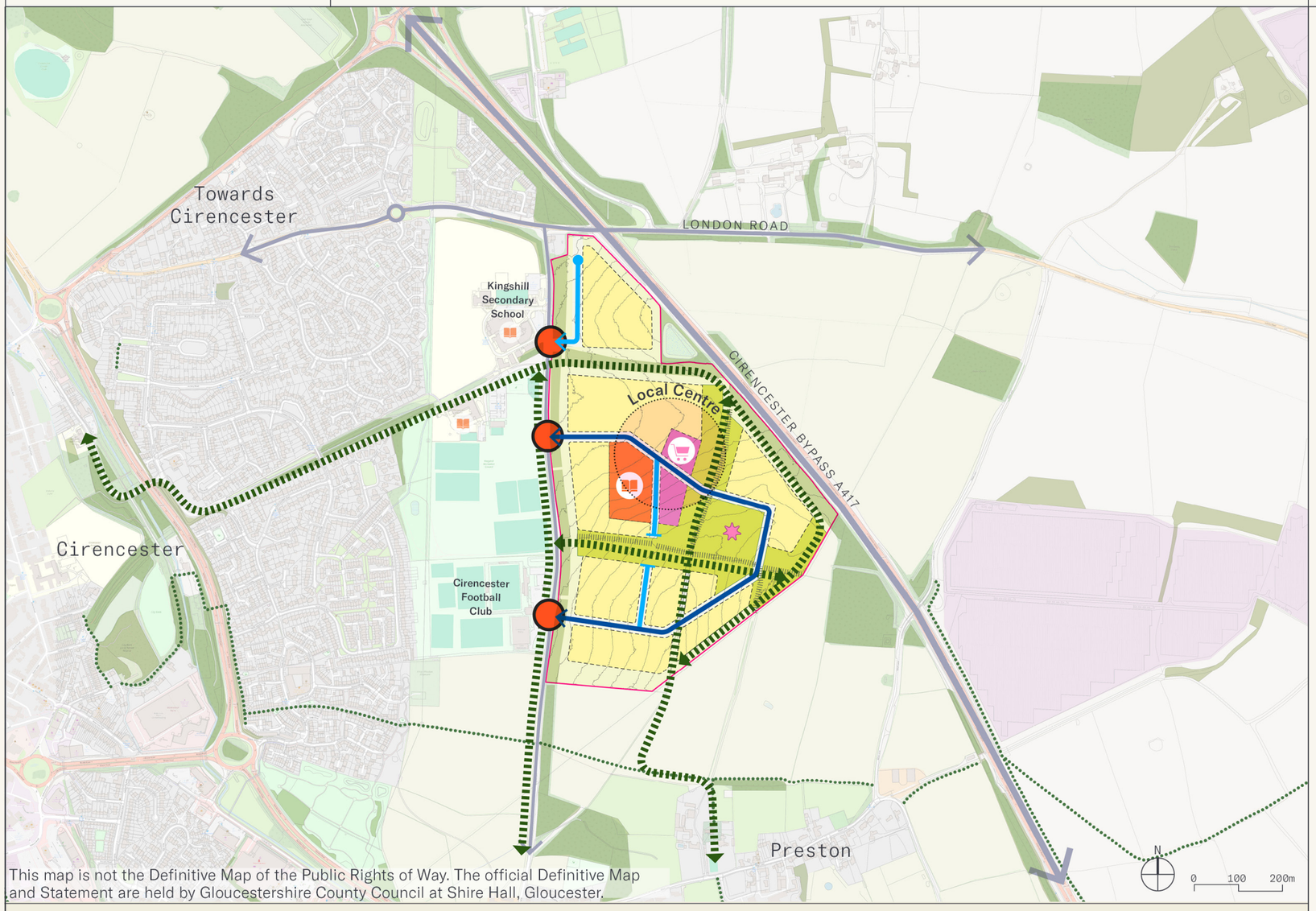
- The site lies in proximity to Preston Conservation Area to the south; views towards and from the conservation area, and the wider setting of the village, will need careful assessment.
- The site forms part of the open countryside separating Cirencester from Preston
- A rich network of hedgerows crosses the site and will need to be retained and integrated into any green infrastructure strategy.
- Direct adjacency to the consented Kingshill Lane scheme and existing schools (Kingshill Secondary School and a nearby primary school).
- The existing hedgerow network offers a strong basis for a landscape-led layout that maintains a defined edge to Cirencester and retains separation from Preston.

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Site 3

Cirencester - Land east of Kingshill Lane

Illustrative Concept Framework



- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Primary access point
- Potential Location for Sports Pitches

Notes

— **Site Area:** 41.9ha
— **Illustrative Residential Capacity:** 613 homes
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

— Residential
Primary School (2FE)
Local Centre
— Strategic Open Space

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Site 3

Cirencester - Land east of Kingshill Lane

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Deliver a residential-led development comprising approximately 600 homes, a local centre, primary school and strategic open space.
- Focus higher density development around the local centre, transitioning to lower densities towards the site edges.
- Integrate the development with Cirencester and Preston through a network of active travel connections.

Access Strategy:
- Provide three principal access points from Kingshill Lane to serve the development.

Movement and Public Transport:
- Deliver direct walking and cycling connections to Cirencester town centre, enhance active travel connections to Preston and adjoining residential areas and prioritise sustainable travel modes throughout the development.
- Extend London Road cycleway adjacent to site toward town centre with on-road cycle lane. This will be connected to the existing active travel bridge over Swindon Road, creating a shared use path for pedestrians and cyclists before rejoining cycleway to London Road and towards town centre.
- Upgrade Kingshill Road/London Road Junction and the Kingshill Road/Cirencester Road Junction to signalised Junctions.
- Provide active travel access on western boundary of site, extending to road leading to Cirencester skate park.
- Provide an on road cycleway connecting to the existing east-west cycle route, including on road cycleways along Queen Elizabeth Road and Beeches Road and a segregated cycle lane along London Road/Lewis Lane to access town centre.
- Provide additional proportional contributions to the Cirencester sub area and district wide mitigation requirements identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:
- Retain and strengthen perimeter tree belts to maintain the contained character of the site.
- Retain existing woodland as a defining landscape feature and integrate it within the green infrastructure network.
- Ensure an appropriate landscape buffer and offset is provided along the southern edge of the site to maintain separation from Preston.
- Utilise open space and green infrastructure to reinforce landscape structure and biodiversity connectivity.
- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity between woodland, hedgerows and ditch corridors, contributing to wider Nature Recovery Network objectives.
- Ensure that location of open space network protects existing woodland and priority habitats.
- Create a central open space linking neighbourhoods across the site and providing opportunities for recreation and biodiversity enhancement.

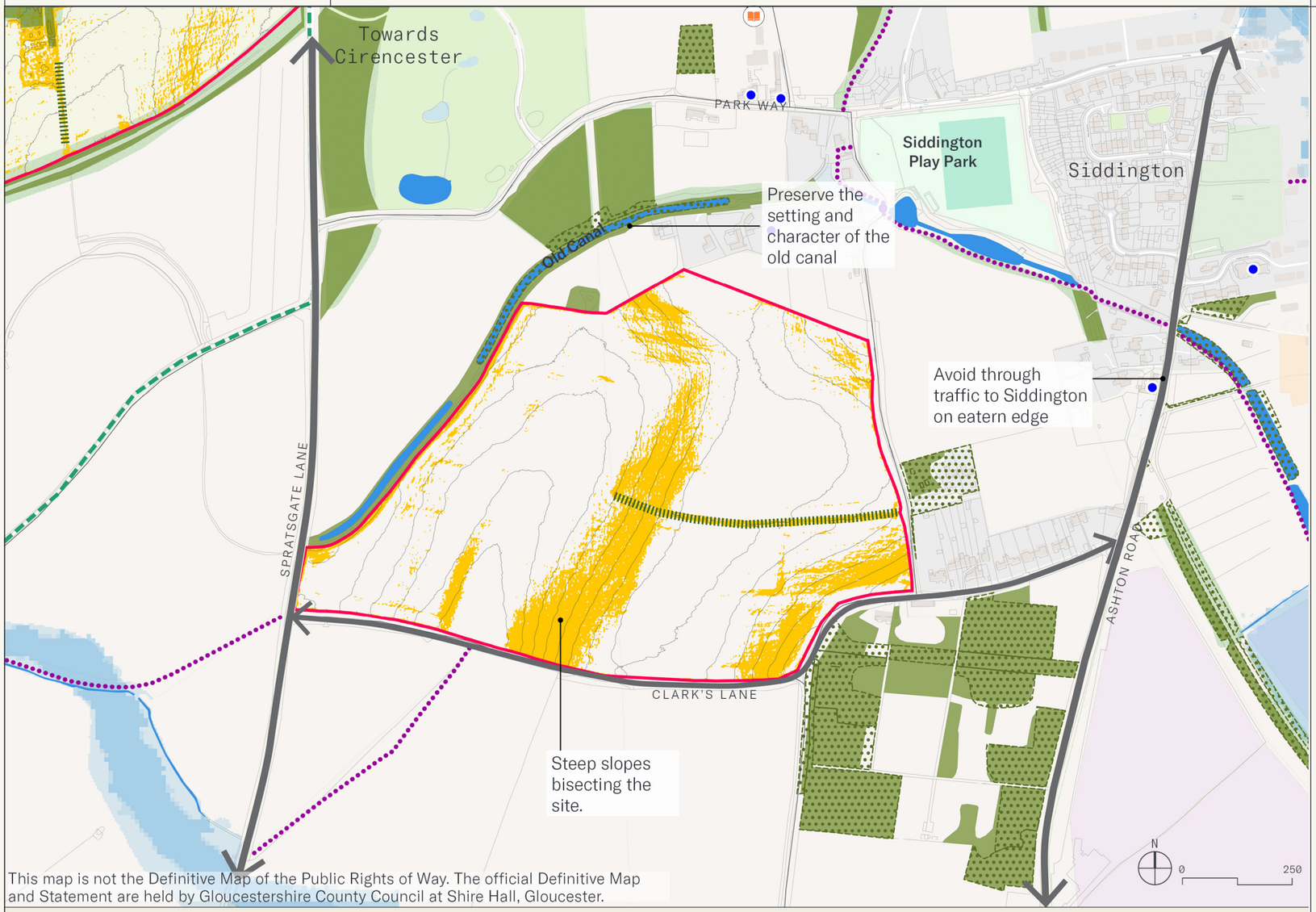
Heritage and Archaeology:
- Ensure development conserves the setting and character of Preston Conservation Area, and setting of listed buildings.
- Provide a graduated reduction in development density towards the north, east and south to soften the settlement edge
- Utilise landscape buffers and open space to maintain separation between the development and Preston.
- A comprehensive archaeological evaluation shall be undertaken to inform the design and layout of development.

Education:
- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority. In the interim, this could be built out to provide 1FE provision, or otherwise rely upon capacity at the existing adjacent primary school if available at the time of the application. As part of the IDP work, there was not identified to be sufficient capacity in the adjacent school to serve the allocation. However, should this change during the Local Plan period there is a clear benefit to the adjacent school. At this stage therefore an onsite primary has been assumed to be provided but subject to more detailed discussion with GCC education.
- Ensure the school is integrated with walking and cycling networks serving the wider development.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Local Centre:
- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Site 4

Siddington-
Land south west of Siddington



Site Context

Notes

The site is bounded by Spratsgate Lane to the west and Ashton Road to the east, with Clark's Lane forming its southern boundary, and the line of the historic Thames and Severn Canal running along its northern edge close to the settlement. The land is predominantly agricultural and rises steeply from the canal corridor towards the centre of the site.

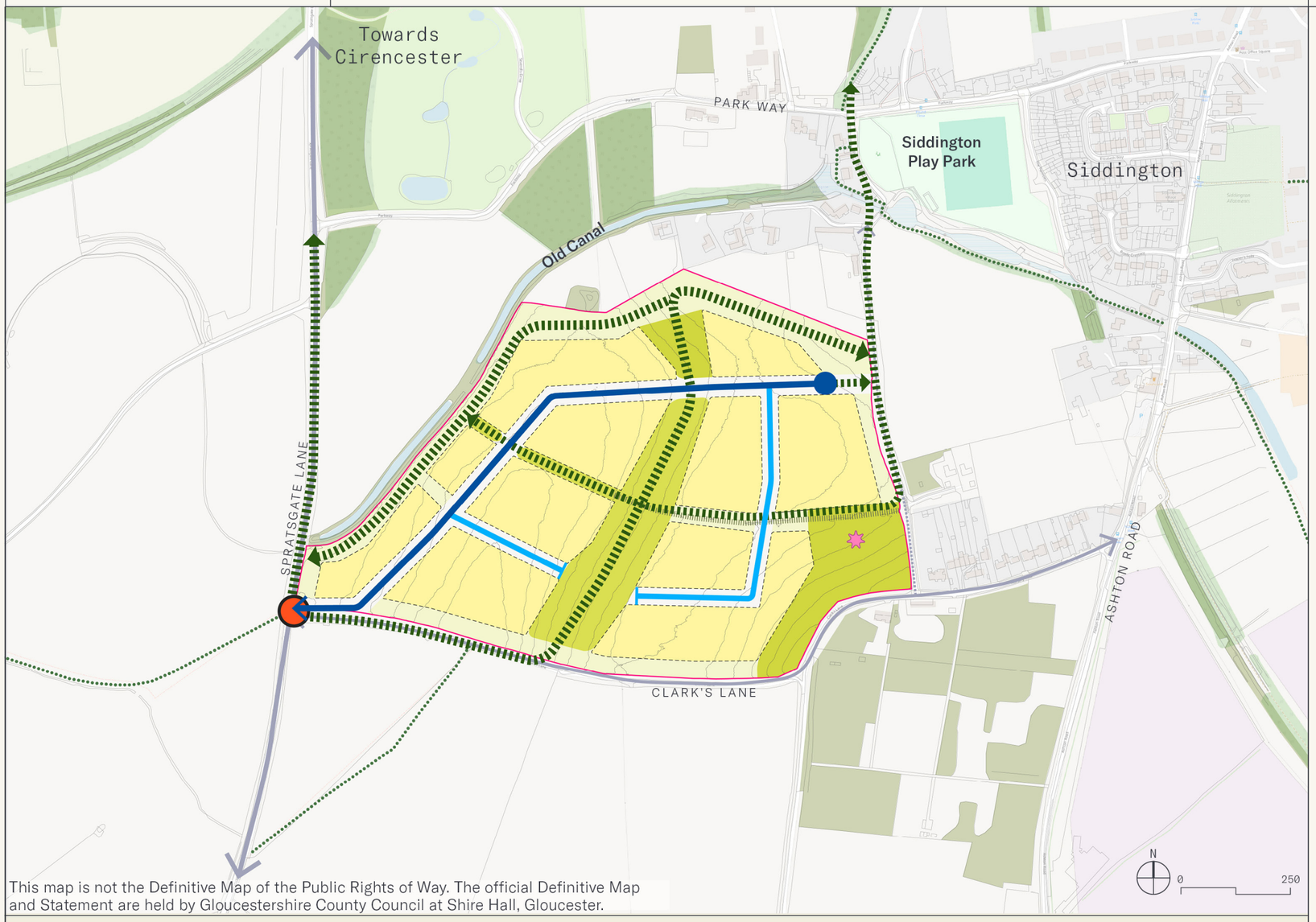
- The route of the old canal forms the northern boundary of the site and contributes positively to the setting and character of Siddington; this corridor will need to be preserved and its character respected in any future layout.
- Steep slopes exceeding a 1:20 gradient bisect much of the site, significantly constraining developable area and influencing access, layout and drainage design.
- Hedgerows and pockets of woodland along the canal corridor and site boundaries will need to be retained and enhanced.
- High pressure gas lines running under the site, appropriate stand-off distances and safety measures must be accommodated
- The canal corridor and existing landscape features provide a strong basis for a landscape-led layout, with potential to enhance the setting of the historic waterway as a green amenity.

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Please refer to GCC's Definitive Map and Statement for Public Rights of Way.

Site 4

Siddington-
Land south west of Siddington

Illustrative Concept Framework



This map is not the Definitive Map of the Public Rights of Way. The official Definitive Map and Statement are held by Gloucestershire County Council at Shire Hall, Gloucester.

- Site Boundary
- Residential
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Primary access point
- Potential Location for Sports Pitches

Notes

— **Site Area:** 21.6ha
— **Illustrative Residential Capacity:** 372 homes

Key Land Uses:

— Residential
— Strategic Open Space

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Site 4

Siddington-
Land south west of Siddington

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Deliver a residential-led development approximately 370 homes.
- Utilise areas of steep slope as strategic open space and green infrastructure and maintain a clear landscape buffer and area of open space between the development and Siddington to preserve the separate identity and rural setting of the village. The south west corner of the site introduces built development at a prominent location and proposals in this location should be respectful of its gateway nature and rural edge context
- The Local Plan includes a policy supporting the restoration of the former canal and benefits of onwards linkages this provides. As a result, schemes should positively addresses the canal and use this as a design driver providing opportunities for landscape enhancement, recreation, active travel connections and support for future restoration aspirations.

Access Strategy:
- Provide a single point of access from Spratsgate Lane.
- Deliver appropriate improvements to Spratsgate Lane to accommodate development traffic, in combination with potential cumulative impacts from other strategic sites.

Movement and Public Transport:
- Enhance Clark's Lane and surrounding rural lanes to support walking and cycling and provide walking and cycling connections along and to the Old Canal corridor, linking the development with the wider Public Rights of Way network and surrounding countryside.
- Provide an on-road cycleway connecting site to town centre via Siddington Road. The cycleway would likely follow Siddington Road then turn onto Kingsmead Road to connect to existing cycleway underpass under Bristol Road.
- Create a direct, safe walking and cycling route connecting Tesco to Siddington Road, improving local accessibility and reducing short car trips.
- Provide an active travel corridor utilising the disused railway line to provide a direct, segregated walking and cycling link between Siddington and South Cerney.
- Support reclassification of Green Lane (off Clark's Lane) from highway use to a quiet lane with lower speed limits and appropriate signage to enable shared use road for walking and cycling.
- Provide segregated cycle provision on Spratsgate Lane and/ or explore alternative routing through Chesterton Farm and into the town centre and to east. For clarity, these interventions would be in addition to the Steadings existing commitments.
- Upgrade intersection (signalisation) between Somerford Road and Chesterton lane to avoid potential queuing preventing merge.
- Provide additional proportional contributions to the Cirencester sub area and district wide mitigation requirements identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:
- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Retain and enhance the east-west hedgerow corridor as a key landscape and ecological feature, integrating active travel routes alongside it where appropriate whilst maintaining its biodiversity, drainage and landscape functions.
- Utilise the Old Canal corridor as a key green infrastructure feature, delivering habitat enhancement, recreational opportunities and landscape connectivity and safeguard sufficient land adjacent to the Old Canal corridor to support future restoration opportunities where appropriate.
- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity between the Old Canal corridor, hedgerow network and surrounding countryside, contributing to wider Nature Recovery Network objectives.

Education:
- Given the size of the site, onsite provision of primary education is not considered suitable. As a result, it is envisaged that safe access to Siddington primary will be required. Additional capacity at this primary school is likely reliant on the provision of education facilities provided by the Strategic Sites at the Steadings and the Steadings extension and applicants must demonstrate appropriate capacity is available to serve this strategic site ahead of occupation.

Utilities and Infrastructure:
- Safeguard the route of the existing underground gas pipeline and ensure appropriate easements and stand-off distances are incorporated into the masterplan, with opportunities to integrate utility corridors within green infrastructure and open space where appropriate.

Safeguarding:
- Development of, or exceeding, 91.4m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.
- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.

Site 5

Down Ampney - Land surrounding Down Ampney



- District Boundary
- Site Boundary
- Priority Habitat
- Woodland
- Hedgerows
- Surface Water
- Flood Zones + Climate Change
- Slope above 1:20 gradient
- Contours
- Public Rights of Ways
- Strategic Road Network
- Listed Building
- Primary School

Site Context

Notes

This site comprises land surrounding the village of Down Ampney, that wraps around the settlement to the north, east and south. It adjoins the former RAF Down Ampney airfield to the south east. The land is predominantly agricultural, marked by an undulating landform and a strong network of woodland, hedgerows and priority habitat.

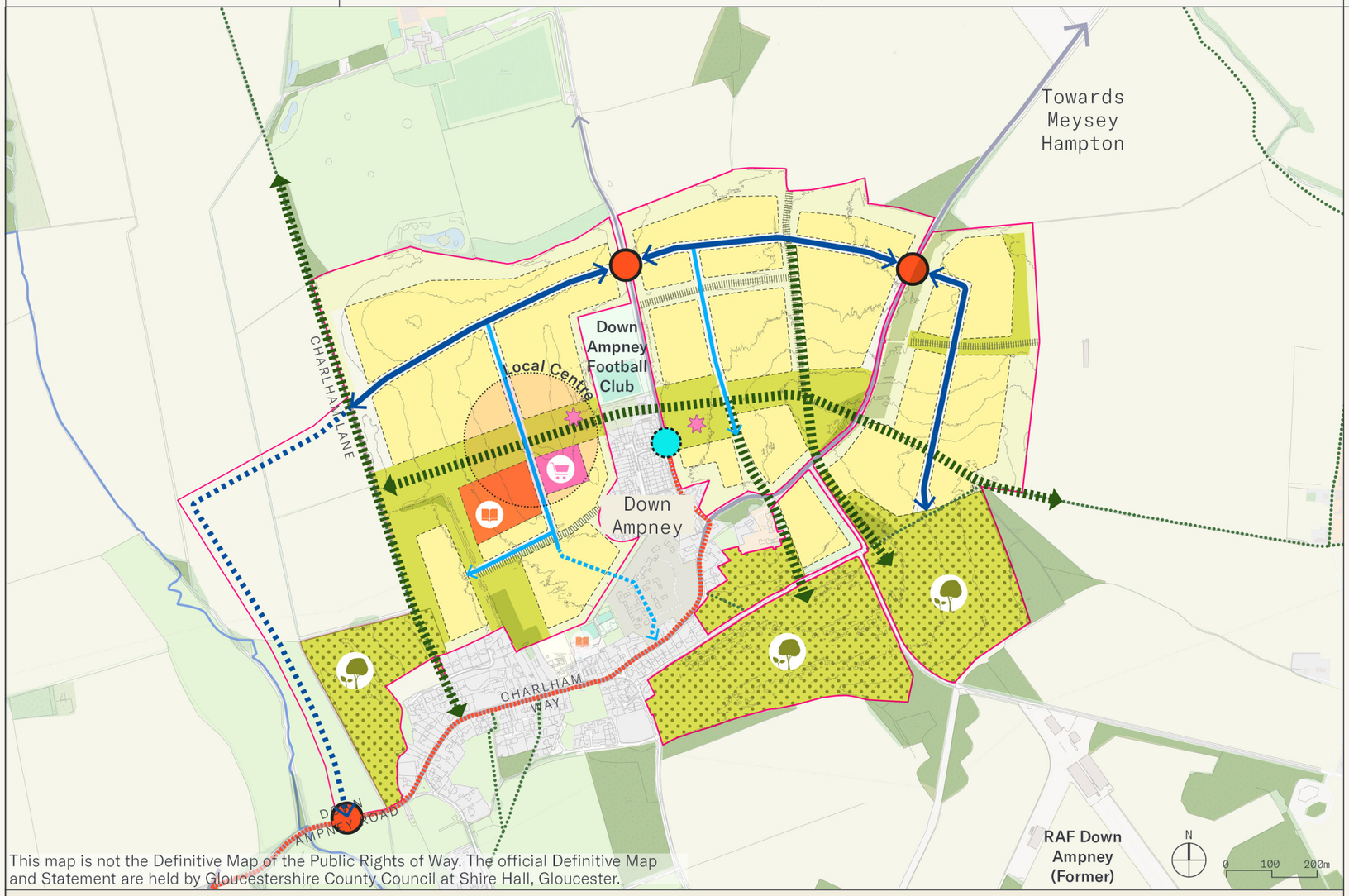
- The site lies close to the former RAF Down Ampney airfield, associated with the RAF's wartime air transport operations; development should have regard to the heritage and setting of this site, alongside the listed buildings within the village itself.
- Areas of ridge and furrow earthworks are present within the site and should be preserved as a feature of historic agricultural landscape character.
- Steep slopes exceeding a 1:20 gradient bisect much of the site, significantly constraining developable area and influencing access, layout and drainage design.
- Extensive network of woodland, hedgerows and priority habitat crosses the site and will need to be retained and enhanced within any green infrastructure strategy.

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Please refer to GCC's Definitive Map and Statement for Public Rights of Way.

Site 5

Down Ampney - Land surrounding Down Ampney

Illustrative Concept Framework



This map is not the Definitive Map of the Public Rights of Way. The official Definitive Map and Statement are held by Gloucestershire County Council at Shire Hall, Gloucester.

- District Boundary
- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Open space
- Buffers
- Alternative Natural Recreational Greenspace (ANRG)
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Indicitive Primary Road Alignment
- Secondary road
- Indicative Secondary Road Alignment
- Active travel link
- Proposed bus route
- Primary access point
- Mobility hub
- Potential Location for Sports Pitches

Notes

— **Site Area:** 135.3ha
— **Illustrative Residential Capacity:** 1,658 homes
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

- Residential
- Primary School (3FE)
- Local Centre
- Strategic Open Space
- On site Alternative Natural Recreational Greenspace (ANRG)

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Please refer to GCC's Definitive Map and Statement for Public Rights of Way.

Site 5

Down Ampney - Land surrounding Down Ampney

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Deliver a residential-led mixed-use development comprising approximately 1,660 homes, a local centre, primary school, strategic open space and ANRG.
- Ensure development responds sensitively to Down Ampney and maintains the character and identity of the existing settlement.
- Focus higher density development around the local centre, transitioning to lower densities towards the site edges and western boundary.
- A wider element of the allocation is extended to the west to provide sufficient flexibility for an access arrangement to be provided but it would otherwise not be considered suitable for built development.

Access Strategy:
- Provide two principal access points from Down Ampney Road and Charlham Way and ensure access arrangements minimise traffic movements through Down Ampney village.
- There is a potential that access to the site from the east could impact on an area of potential flood risk. Proposals in this location should comply with national policy regarding transport infrastructure.
- Committed development in Down Ampney included with a dashed line for access. At this stage, it is not intended that this would provide long term access to the allocation due to potential impacts on Charlham Way, with pedestrian and cycle connections or temporary access provided only.

Movement and Public Transport:
- Enhance walking and cycling connections along Down Ampney Road and Charlham Way.
- Deliver a bus route connecting the site with Cirencester and surrounding settlements, centred on an on-site mobility hub, which serves both new and existing homes and which incorporates facilities for public transport interchange, cycle parking, cycle hire and shared mobility services.
- Provide direct active travel links between residential neighbourhoods, the local centre, school and open spaces
- Provide Cycleways connecting Down Ampney and Cricklade to give sustainable access to retail services in Crickade and South Cerney.
- Via financial contributions, increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.
- Extend the greenway linking this site to Cirencester, extending through the site, north along the PROW route (BDA1) and the west towards Driffield (Route BDD16) connecting with the site at Driffield. This scheme relates to a number of interrelated active mode and cycle schemes in the Cirencester sub area as set out in the Strategic Transport Assessment.
- In order to limit the use of Unnamed Road between Oak Road and Fairford Road (an unsuitable single track road) quiet lane treatment to should provided, including; Speed limit Change to 30mph, traffic calming measures including road marking and bumps, additional passing places and formal designation as a rural quiet lane
- Undertake signal optimisation of the B4040/B4696 Junction.
- Provide additional proportional contributions to the Down Ampney sub area and district wide mitigation requirements identified in the IDP.

Shared strategic transport infrastructure:
- In addition, given its location adjacent to other strategic sites, a sustainable transport outcome will require coordination and collaboration in delivery of shared infrastructure between the Land East of Cirencester and South of Preston, Down Ampney and Driffield sites; collectively providing a transport strategy with key links into Cirencester underpinned by active mode and public transport networks. Where one site is brought forward ahead of the others it will need to consider how this infrastructure is phased and attributed across the sites. As a result, this allocation will be required to provide proportional contributions to and facilitation of the following shared transport schemes:
  - Reduce barriers for active travel on the Cirencester Road by using speed limits (20mph) and soft segregation.
  - Provide Active travel access onto Swindon Road to give access to existing cycleway crossing the A419 and along Cricklade Road to the town centre.
  - Support the Cirencester-Swindon BRT proposed between Cirencester and Swindon, including bus priority interventions and service frequency improvements.
  - Add an approach arm flare and widen the eastbound approach arm for the A429 Watermoor Roundabout.
  - Upgrade the cycleway from Preston Toll Bar along Cricklade Road by installing high-quality road surface throughout, introducing a designated on-road cycle lane, and implementing clear signage before extending this cycleway improvements to the town centre, passing under the foot tunnel under the Bristol Road and joining Watermoor Way.
  - Widen the A429 Swindon Road\Cirencester Road roundabout to provide two lanes between the roundabout and the Kingshill Lane signalised junction.
  - Widen the A429 Swindon Road/Bristol Road Roundabout.
- Reallocate road space along Watermoor Road to create a segregated cycleway, joining with adjacent Cycleway improvements (Cir4) to provide active travel links into Cirencester.

Site 5

Down Ampney - Land surrounding Down Ampney

Design Principles

- Provide a cycleway connecting Down Ampney to Driffield Junction Development via existing bridleway. Route meets the eastern boundary of the Driffield Junction Development Site, where, in conjunction with DJ3 it would benefit from onwards cycle access to Cirencester.

Landscape, Open Space, Ecology and Nature recovery:

- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation. Proposals should retain and reinforce the existing hedgerow network as the primary landscape structure.
- Maintain landscape buffers to Down Ampney and prevent negative impact between the development and existing settlement.
- Enhance the landscape setting to the south of the site and integrate strategic green infrastructure throughout the development.
- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity between hedgerows, open spaces, floodplain habitats and the surrounding countryside, contributing to wider Nature Recovery Network objectives.
- Integrate flood mitigation, green infrastructure and landscape enhancements within a coordinated environmental strategy.
- Deliver a network of strategic open spaces and green corridors running east-west through the site.
- Connect neighbourhoods, community facilities and green infrastructure through a comprehensive open space network.
- Integrate recreation, biodiversity and drainage functions within the open space strategy.

Alternative Natural Recreational Greenspace (ANRG):

- Explore opportunities to deliver strategic ANRG capable of serving the requirements of the development (estimated to be approximately 32ha) within the south-eastern part of the site and alongside the western floodplain corridor, or otherwise seek an alternative offsite mitigation strategy which can meet the required function of the on-site ANRG without compromising protected sites.
- Integrate ANRG with the wider green infrastructure network and surrounding countryside and promote connectivity between areas of ANRG.

Heritage and Archaeology:

- Respond sensitively to the setting of Down Ampney Conservation Area and the historic character of the village.

Education:

- Provision of land capable of delivering a 3FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- Co-locate the primary school with the local centre to maximise accessibility and support community activity.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Local Centre:

- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development.
  In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents. This could include a small food store (up to 1,000 sq.m), Class E uses, a co-working hub and community facilities.

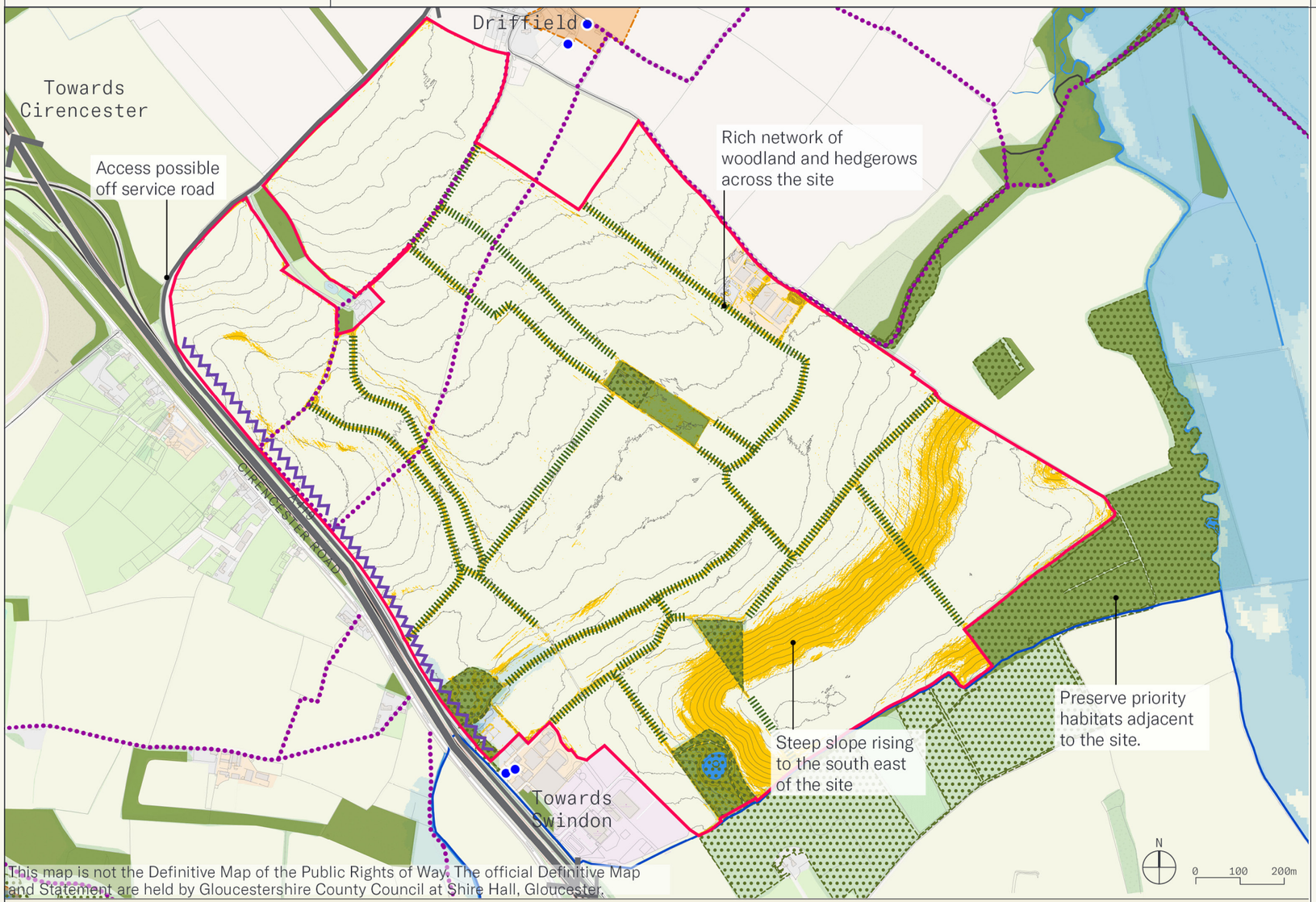
Safeguarding:

- Development of, or exceeding, 15.2m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding
- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement
- Any development within the designated MOD statutory explosives safeguarding zone will trigger statutory consultation requirement.
- Development of any structure with elevations clad or partly clad in metallic type materials or roofing clad or partly clad in metallic type materials will trigger statutory consultation.

Site 6

Driffield - Land south of Driffield

Site Context



Notes

This site comprises land to the south of Driffield, identified as part of a proposed new settlement location rather than a simple village extension. The site is bounded by the Cirencester Road to the west and open water/wetland habitat to the east, and rises across an undulating, agricultural landscape crossed by a dense network of hedgerows and woodland.

- Driffield's Conservation Area and listed buildings lie immediately to the north of the site; any development will need to consider its impact on the setting of the village.
- Areas of ridge and furrow earthworks are present within the site and should be preserved as a feature of historic agricultural landscape character.
- A steep slope rises towards the south-east of the site, constraining developable area and influencing layout, access and drainage design.
- A rich network of hedgerows and woodland crosses the site, and priority habitat lies immediately adjacent to its eastern boundary; both will need to be retained and buffered from development.
- High pressure gas lines running under the site, appropriate stand-off distances and safety measures must be accommodated.

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Site 6

Driffield - Land south of Driffield

Illustrative Concept Framework



Notes

— **Site Area:** 199.4ha
— **Illustrative Residential Capacity:** 1,090 homes within the plan period, centred on the proposed local centre but this could increase up to 2,222 homes including the element identified as a broad location for growth in the future
— **Employment:** c. 11Ha
— **Local Centre:** c.0.5-1Ha
— **Gypsy and Traveller Pitches**: 10

Key Land Uses:

— Residential
Primary School (3FE, considering beyond plan period growth potential)
Local Centre
Employment
— Strategic Open Space
On site Alternative Natural Recreational Greenspace (ANRG)

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Site 6

Driffield - Land south of Driffield

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Provide approximately 2,220 new homes (including some beyond the plan period), alongside a primary school, a mobility hub, a local centre, and employment land.
- As set out in the Local Plan, this site is an appropriate location for approximately 10 Gypsy and travellers pitches. The design requirements for this are set out within the Local Plan. An indicative location has been identified at this stage subject to confirmation through the Comprehensive Masterplan.
- Provide residential development parcels to the interior of the site, northwest of the HSE High Pressure Gas Main which runs parallel to Cricklade Road. Provide employment land adjacent to the road.
- Provide a substantial green buffer to the northern fringe (as shown in Concept Framework Plan) of the site to protect the separation of the existing village of Driffield.
- Provide the highest densities at the core of the residential parcels alongside the school, mobility hub and local centre. Provide lowest densities at the southern and northern fringes of the site.

Access Strategy:
- Create two primary vehicular accesses via the existing Cirencester Road junction and the rural road bordering the north of the site, linked with a primary vehicular through-route which passes via the local centre.
- Create a secondary access route which loops around the core of the site connecting individual residential parcels with the local centre.
- Improve existing the PRoW on the site by ensuring pedestrian and cycle movement can be accommodated simultaneously.

Movement and Public Transport:
- Create two new primary active travel routes which pass through green corridors within the site, connecting the site with Cirencester in the north and linking back into the surrounding PRoW network beyond the site which offers onward connections to the villages of Driffield and Poulton.
- Provide a mobility hub within the local centre, co-located with the primary school and new public transport facilities , including facilitating bus services and including EV charging, parcel drop off points, facilities for shared mobility, including car clubs, cycle hire and secure cycle parking. Ensure that the mobility hub acts as a focal point for modal interchange and supports sustainable transport choices.
- Upgrade the B4696 Spine Road approach to Station Road/ Cerney Wick Lane intersection to a signalised Junction.
- Provision of a segregated cycleway linking the western boundary of the Site to services in South Cerney. This could include active travel priority at A419/B4696 junction, then an onwards active travel route along the B4696 and Station Road into South Cerney or alternatively could explore an active travel bridge over A419 connecting to the active travel route along Bow Wow Road directly into South Cerney (if contingent scheme set out in the Strategic Transport Assessment is already delivered).
- Provision of a segregated cycleway connecting the Site to Cirencester via Cirencester Road and support in change of character of road to allow at grade crossing.
- Enhancement of existing Bridleways through Wiltshire to high quality cycleway and walking route to Down Ampney.
- Provide additional proportional contributions to the Driffield sub area and district wide mitigation requirements identified in the IDP.

Shared strategic transport infrastructure:
In addition, given its location adjacent to other strategic sites, a sustainable transport outcome will require coordination and collaboration in delivery of shared infrastructure between the Land East of Cirencester and South of Preston, Down Ampney and Driffield sites; collectively providing a transport strategy with key links into Cirencester underpinned by active mode and public transport networks. Where one site is brought forward ahead of the others it will need to consider how this infrastructure is phased and attributed across the sites. As a result, this allocation will be required to provide proportional contributions to and facilitation of the following shared transport schemes:
- Reduce barriers for active travel on the Cirencester Road by using speed limits (20mph) and soft segregation.
- Provide Active travel access onto Swindon Road to give access to existing cycleway crossing the A419 and along Cricklade Road to the town centre.
- Support the Cirencester-Swindon BRT proposed between Cirencester and Swindon, including bus priority interventions and service frequency improvements.
- Add an approach arm flare and widen the eastbound approach arm for the A429 Watermoor Roundabout.
- Upgrade the cycleway from Preston Toll Bar along Cricklade Road by installing high-quality road surface throughout, introducing a designated on-road cycle lane, and implementing clear signage before extending this cycleway improvements to the town centre, passing under the foot tunnel under the Bristol Road and joining Watermoor Way.
- Widen the A429 Swindon Road\Cirencester Road roundabout to provide two lanes between the roundabout and the Kingshill Lane signalised junction.
- Widen the A429 Swindon Road/Bristol Road Roundabout
- Reallocate road space along Watermoor Road to create a segregated cycleway, joining with adjacent Cycleway improvements (Cir4) to provide active travel links into Cirencester.

Site 6

Driffield - Land south of Driffield

Design Principles

- Provide a cycleway connecting Down Ampney to the Driffield site via the existing bridleway. Route meets the eastern boundary of the Driffield Site, where, in conjunction with DJ3 (please see Strategic Transport Assessment) it would benefit from onwards cycle access to Cirencester.

Landscape, Open Space, Ecology and Nature recovery:
- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.

- Steep topography in the southeast of the site should be incorporated into the open greenspace network to prevent the development of residences on land with poor accessibility and therefore prohibitive for active travel.

- Connect existing natural assets such as woodland areas, mature trees and hedgerows into a substantial green corridor running through the site and linking back outwards to the surrounding landscape, creating contiguous wildlife habitat.

- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity between woodland, hedgerows, open space and surrounding habitats, contributing to wider Nature Recovery Network objectives.

Alternative Natural Recreational Greenspace (ANRG):
- Explore opportunities to deliver strategic ANRG capable of serving both the requirements of the development and wider area, or otherwise seek an alternative offsite mitigation strategy which can meet the required function of the on-site ANRG without compromising protected sites. ANRG provision should be designed to align with the potential broad location of growth in the future.

- Carefully consider the existing woodland when providing ANRG, enhancing and protecting it where appropriate, aligning with the Local Nature Recovery Strategy.

Heritage and Archaeology:
- Ensure development responds sensitively to the scale and character of Driffield through appropriate landscape buffers, open space and a clear transition between the existing village and new development.

Education:
- Provision of land capable of delivering a 3FE primary school and contributions towards its delivery as agreed with the Local Education Authority. In the Local Plan period, this may be implemented as a 2FE interim build out but is required to accommodate the broad location for growth and therefore should be safeguarded at this stage.

- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Local Centre:
- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Employment:
- Provide approximately 11ha of employment land adjacent to Cricklade Road, benefiting from direct access to the strategic highway network whilst helping to provide separation between residential development and potential traffic-related noise impacts.

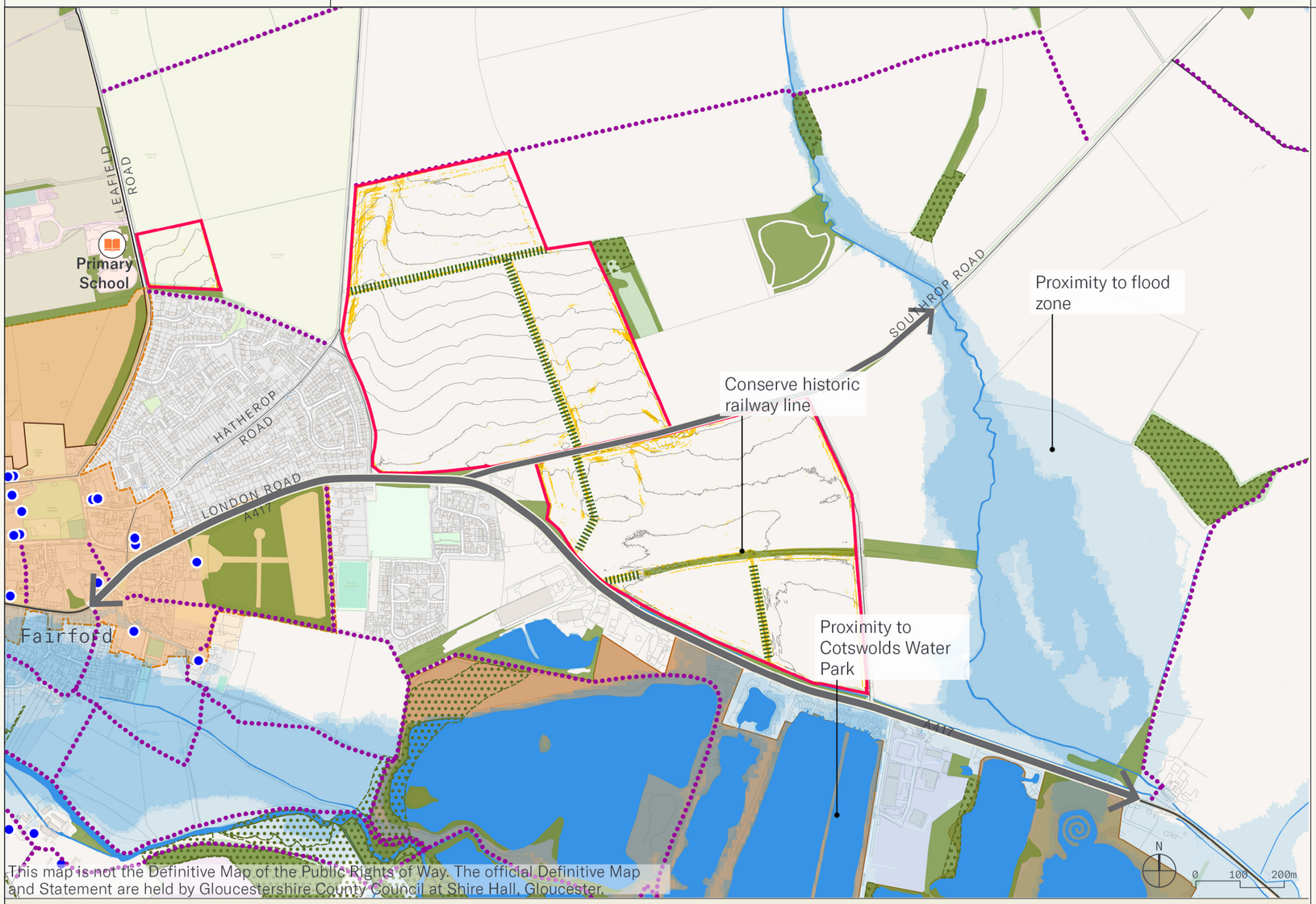
Utilities and Infrastructure:
- Safeguard the route of the existing underground oil pipeline and ensure appropriate easements and stand-off distances are incorporated into the masterplan, with opportunities to integrate utility corridors within green infrastructure and open space where appropriate.

Safeguarding:
- Development of, or exceeding, 45.7m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.

- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.

Site 7

Fairford -
Land north-east of Fairford



- Site Boundary
- Priority Habitat
- Woodland
- Site of Special Scientific Interest (SSSI)
- Hedgerows
- Surface Water
- Flood Zones + Climate Change
- Slope above 1:20 gradient
- Contours
- Public Rights of Ways
- Strategic Road Network
- Conservation Area
- Listed Building
- Primary School

Site Context

Notes

The site is bounded by the London Road (A417) to the south and the route of the historic Fairford branch railway line, which closed in 1962 and remains a protected corridor under local plan policy. The land is predominantly agricultural, rising gently from the town towards open countryside, and lies close to the River Coln and the northern reaches of the Cotswolds Water Park.

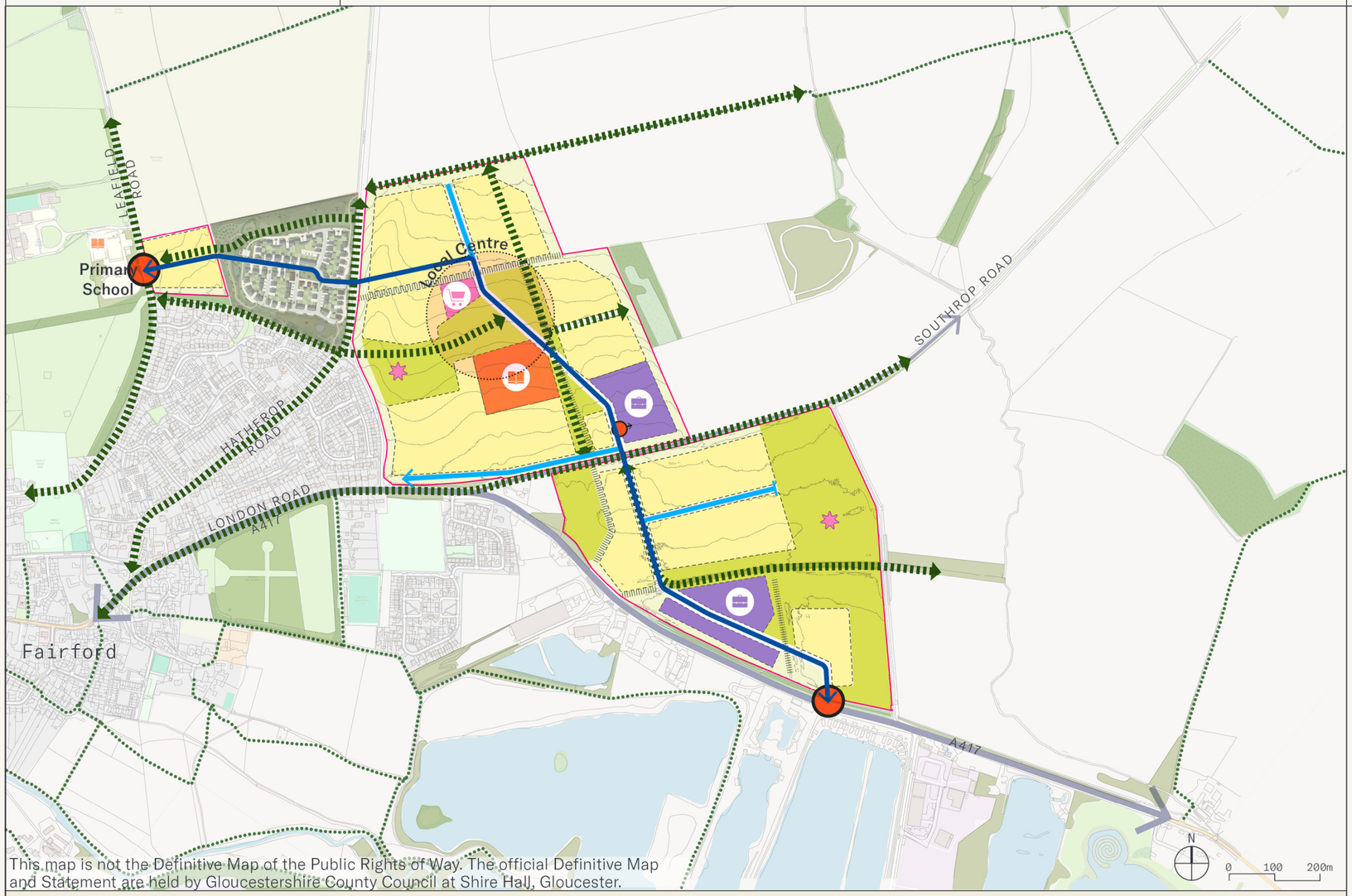
- The former railway line crossing the site is a protected corridor and should be conserved as a green infrastructure and access asset; the site also lies close to Fairford's Conservation Area and listed buildings.
- Land to the east of the site falls within a flood zone associated with the River Coln and the wider Water Park, which will need to inform layout and drainage strategy.
- A network of hedgerows crosses the site and will need to be retained; the site also lies close to woodland and land within the Cotswolds Water Park.

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Site 7

Fairford - Land north-east of Fairford

Illustrative Concept Framework



This map is not the Definitive Map of the Public Rights of Way. The official Definitive Map and Statement are held by Gloucestershire County Council at Shire Hall, Gloucester.

- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Employment
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Primary access point
- Potential Location for Sports Pitches

Notes

— **Site Area:** 71.2ha
— **Illustrative Residential Capacity:** 1,141 homes
— **Employment:** c.4.2Ha
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

- Residential
- Primary School (2FE)
- Local Centre
- Employment
- Strategic Open Space

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Site 7

Fairford - Land north-east of Fairford

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Provide a development of approximately 1,150 homes, a primary school, a local centre and employment land.
- Focus higher density development around the local centre and areas closest to the existing built-up area of Fairford, transitioning to lower densities and a more sensitive built form towards the southern and outer edges of the site.
- Integrate development sensitively with the existing built-up area of Fairford and the approved (but not yet built out) planning permission to the north west of the allocation.

Access Strategy:
- Create primary accesses off Leafield Road and London Road (A417), linked by a primary vehicular through-route which connects the three non-contiguous developable parcels making up the site. Mitigating impact on A417.
- Ensure access arrangements are coordinated with the approved Land West of Hatherop Road development, including a primary road connection between the schemes to support connectivity, permeability.
- Provide safe and suitable junctions at both access points including a new junction where the primary road intersects with Southrop Road.

Movement and Public Transport:
- Incorporate and improve existing PRoW ensuring pedestrian and cycle movement can be accommodated.
- Create a new active travel route along the historic railway line, linking eastwards to the surrounding countryside and make appropriate interventions on Southrop Road and Leafield Road to facilitate movement by active travel between the site and the centre of Fairford.
- Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.
- Provide a segregated Cycleway between Fairford and Lechlade, suggested as being provided on Park Street (c.0.3km) followed by quiet lane treatment (with physical calming measures) on Leafield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hatherop Lane (0.3km) and then again (shared) along to Southrop Road (2.2km) followed by enhanced of a bridleway (1.6km) finally quiet lane treatment on Hambidge Lane (2.7km).
- Provide an active travel route including cycling and walking to provide a route into Cirencester. This route would be approximately 10.7km long and would be formed through upgraded bridleways, quiet lane treatment, on road segregation and upgraded footpaths to shared space, linking in to scheme D7, with additional details found in the Strategic Transport Assessment on potential routing.
- Provision of a segregated active route linking Site to the town centre via Southrop Road and London Road. Package of measures includes ensuring filling in gaps in pedestrian infrastructure and ensuring continuous footpaths and adequate crossing facilities, as well as enabling a shared used road with a cycleway.
- Provision of an active route connecting Site to the town centre via Hatherop Road. Measures could include widening existing footpaths in some areas and, ensuing adequate crossing facilities and implementing shared used road with a cycleway.
- Support designation and surfacing upgrade of Cinder Lane as a quiet road to encourage active travel from Site to the Town centre.
- Improve active travel links along Horcott Road to encourage sustainable access from Site to the town centre. This includes widening the footpaths and improving crossing over wide-mouth junctions heading to town centre, as well as introducing a cycleway. This could connect to existing the cycleway crossing Dilly's Bridge and connecting to Gas Lane, providing a more direct route to High Street.
- Provision of pedestrian crossing connecting Site to the east of Leafield Road to the Primary School opposite.
- Providing footpaths along Leafield road and a cycleway to enable active travel into town centre from Site.
- Provide additional proportional contributions to the Fairford sub area and district wide mitigation requirements identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:
- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Provide a minimum 15m buffer to existing woodland, delivered as public open space and green infrastructure, ensuring residential gardens do not directly adjoin woodland edges.
- Create a network of open space across the site which links existing natural assets such as mature trees and hedgerows back to the surrounding countryside creating a continuous habitat corridor as far as possible.
- Deliver habitat creation and biodiversity enhancements that strengthen ecological connectivity between woodland, hedgerows and open spaces, contributing to wider Nature Recovery Network objectives.
- Retain and enhance the existing woodland in the south-east of the site, supported by appropriate native tree planting and habitat creation.

Site 7

Fairford - Land north-east of Fairford

Design Principles

Education:
- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- School to be located at the core of the residential parcel within closest proximity of surrounding residential development.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

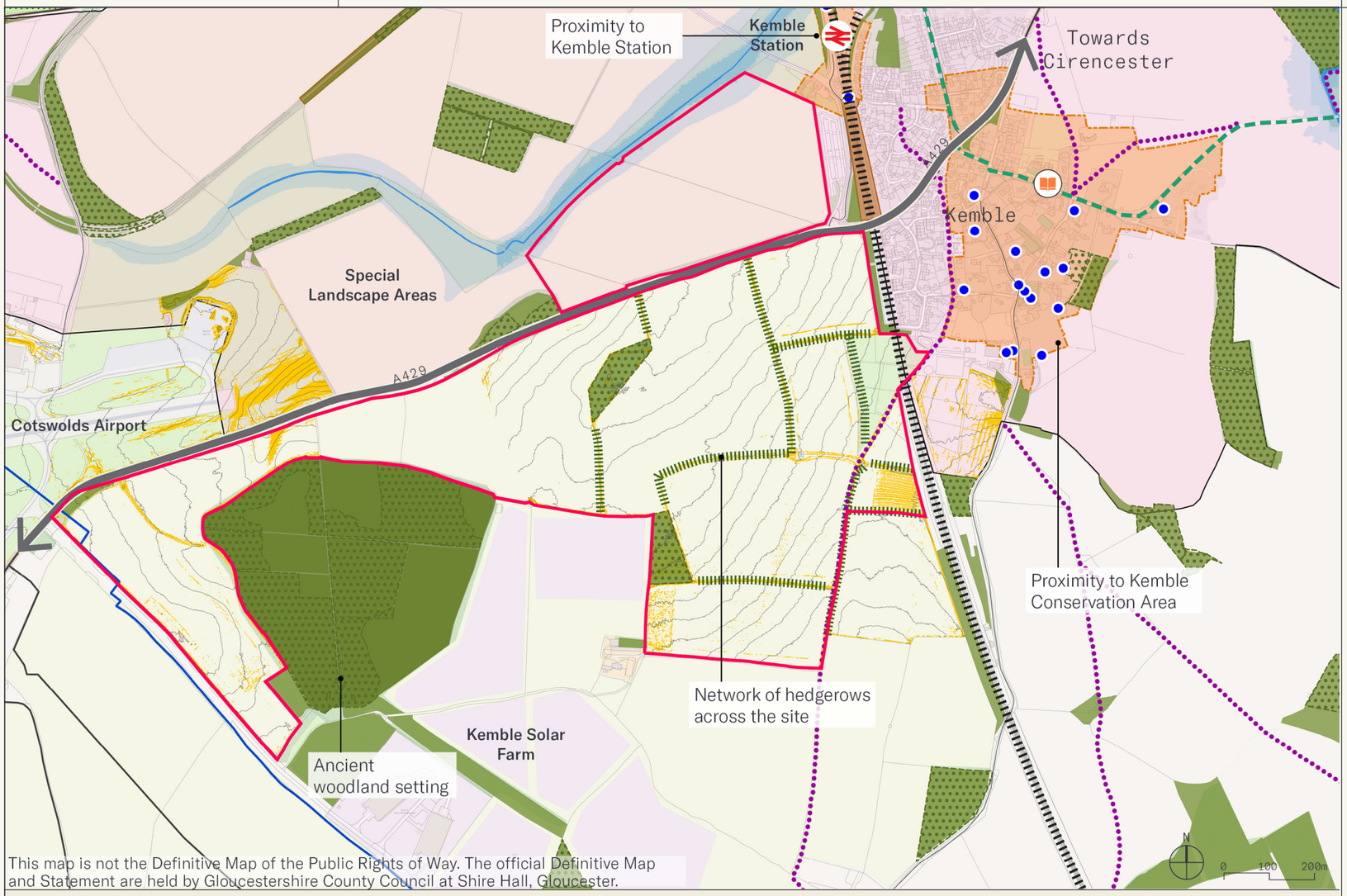
Local Centre:
- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Employment:
- Provide approximately 4ha of employment land in two parcels with direct access from Southrop Road, and London Road.

Safeguarding:
- Development of, or exceeding, 15.2m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.
- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.
- Development of any structure with elevations clad or partly clad in metallic type materials or roofing clad or partly clad in metallic type materials will trigger statutory consultation.

Site 8

Kemble - Land south-west of Kemble



Site Context

Notes

This site comprises land to the south-west of Kemble, forming a proposed strategic allocation adjoining the village and Cotswold Airport. The site is bounded by the A429 to the north-west and lies close to Kemble railway station with direct links to London Paddington. The land is predominantly agricultural, crossed by a well-established network of hedgerows, and includes an area of ancient woodland towards it's western edge.

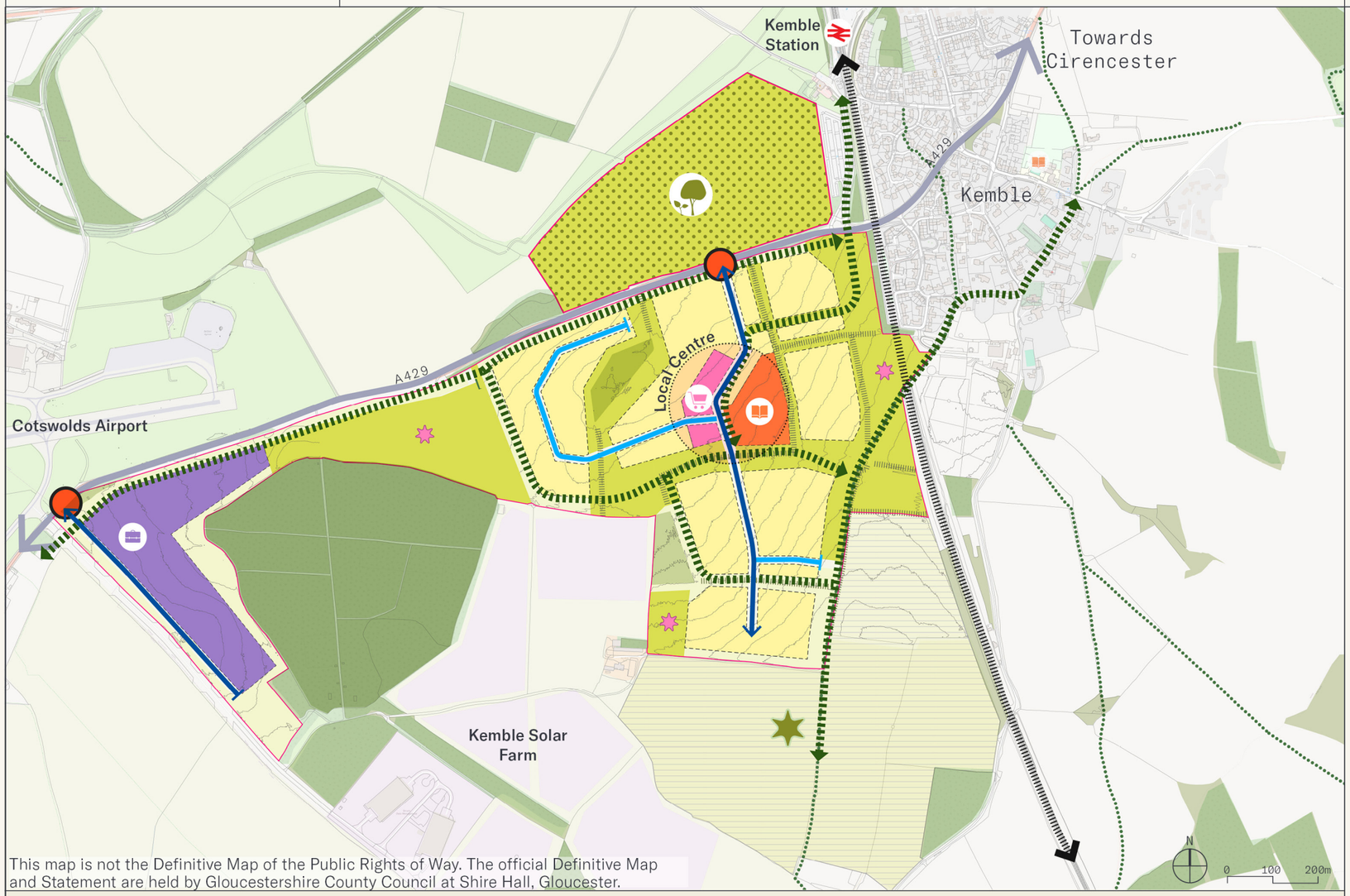
- Part of the site lies within, or close to, the Kemble-Ewen Special Landscape Area, which will be a material consideration in determining appropriate scale and edge treatment.
- The site lies in proximity to Kemble Conservation Area and a number of listed buildings within the village; any development will need to consider its impact on the setting of both.
- A network of hedgerows crosses the site, and an area of ancient woodland lies along its southern edge; both will need to be retained and buffered from development.
- The site adjoins Cotswold Airport, an active general aviation and commercial airfield; compatibility with existing airport operations will need to be assessed. The site also adjoins Kemble Solar Farm to the south, which will need to be considered in relation to layout, landscaping, and any potential visual or amenity impact.
- Proximity to Kemble station offers strong potential for a sustainable, rail-connected extension to the village
- The retained hedgerow and woodland network provides a strong basis for a landscape-led approach to layout and green infrastructure.
- Frontage onto the A429 and proximity to the National Cycle Route through Kemble support good connectivity by both road and active travel.

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Site 8

Kemble - Land south-west of Kemble

Illustrative Concept Framework



- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Employment
- Open space
- Buffers
- Suitable Alternative Natural Greenspace (SANG)
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- Active travel link
- Primary access point
- Potential Location for Sports Pitches

Notes

— **Site Area:** 83.6ha
— **Illustrative Residential Capacity:** 1,020 homes
— **Employment:** c.9Ha
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

— Residential
Primary School (2FE)
Local Centre
Employment
— Strategic Open Space
On site SANG
Potential additional SANG area

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Site 8

Kemble - Land south-west of Kemble

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Organise the site into two separate developable parcels either side of the existing Ancient Woodland, one employment parcel in the west, and a residential parcel in the east for approximately 1,020 homes, a local centre and a primary school. Vehicular traffic between the two parcels is unlikely to be suitable and connectivity should be provided by active mode connection with the employment area should be served by its own vehicular access.
- Co-locate the local centre and the primary school at the centre of the residential parcel to support walkable neighbourhood principles, providing higher densities here.
- All proposals should consider the existing airport uses, and design and layout should be compatible with its ongoing usage.

Access Strategy:
- Both developable parcels will have a dedicated primary vehicular access off the A429. Create two new junctions along the route to access the parcels with appropriate improvements to the roadway.

Movement and Public Transport:
- Provide a new East - West active transport route to connect both parcels and to link onwards to the existing network.
- Provide high quality and direct active transport routes which link the site to Kemble and to Kemble Railway Station.
- Deliver active travel improvements to the A429 and enhance the existing PRoW network.
- Facilitate the reuse of former rail route as a cycleway connecting Kemble and Cirencester for access.
- Support a new bus service connecting town centre of Kemble, site and Tetbury, along A439, Oxleaze Road and A433, with modelling in the STA suggesting 100-200 passengers a day
- Transport modelling identifies cycling may become unsuitable for most people on Windmill Road and also School road as a result of increased traffic flow. At present Windmill Road is functionally not a full two-way street due to parking on the street and mitigation could involve removing on street parking given most houses have drives to accommodate segregation or otherwise include mitigation through a shared pathway and reduction to 40mph.
- Improvements to active travel along Church Road including active travel access to site boundary, continuous footways and possible exploration of a quiet lane on Church Road with lower speed limits and signage to improve mixed use of road for cycling.
- Improve active travel crossing facilities on the A429 to allow active travel access from Site to access Station Road, delivered in combination with improved pedestrian footways and cycleways along Station Road to promote active travel to Kemble Station.
- Support the delivery of a package of improvements at Kemble Station, as outlined in the Strategic Transport Assessment, including improving accessibility at the station with step free bridge and cycle parking.
- Transport model suggests that Avening High Street becomes unsuitable to most people to cycle on without mitigation, although mixed traffic suitability could be restored if the speed limit is reduced to 20mph with a corresponding amount of traffic calming to ensure the design speed matches the new speed limit.
- Transport model suggests that cycling on the Tewksbury Road becomes unsuitable for most people due to increased traffic volumes and solutions include implementing a one way system around Coates to allow for cycle lanes and/or speed reductions.
- Provide additional proportional contributions to the Kemble sub area and district wide mitigation requirements identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:
- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Demonstrate consideration for the impact of the development on the nearby Special Landscape Area to the immediate north of the site.
- Provide a managed green infrastructure buffer between employment land and adjacent woodland, protecting woodland habitats whilst delivering opportunities for habitat creation, ecological connectivity and biodiversity enhancement in accordance with the Gloucestershire Local Nature Recovery Strategy.
- Incorporate woodland, hedgerows and other existing habitats into a new green network which crosses the site and connects greenspaces with the surrounding natural landscape.
- Integrate existing mature hedgerows into the landscape strategy, retaining historic field boundaries within the masterplan where possible.

Suitable Alternative Natural Greenspace (SANG):
- Explore opportunities to deliver strategic SANG capable of serving both the requirements of the development (estimated to be approximately 19ha) and wider area, or otherwise seek an alternative offsite mitigation strategy which can meet the required function of the on-site SANG without compromising protected sites.

Site 8

Kemble - Land south-west of Kemble

Design Principles

- Demonstrate consideration for the existing Ancient Woodland when providing SANG, enhancing and protecting it where appropriate, aligning with the Local Nature Recovery Strategy where relevant.
- As set out in the SANG Strategy, land to the south of the allocation (shown indicatively on the Illustrative Concept Framework in a hatch) has the potential to be a suitable location for strategic scale SANG to provide mitigation for the non-strategic and windfall based growth within the Zones of Influence which are too small to provide on site need. For the avoidance of doubt, there is a potential to merge this with the identified requirements to mitigate Kemble and expand its size, its delivery funded by contributions from qualifying development offsite.

Heritage and Archaeology:
- Conserve and enhance the setting of Kemble Conservation Area and its heritage assets, including the Grade II* Church of All Saints, ensuring development responds sensitively to important views and the historic character of the village.
- The cutting and tunnel to the east of the site originally served a clear aesthetic purpose as a deliberate piece of environmental planning (mitigation of impact by landscape screening/tunnelling), and it had the effect of maintaining a landscape setting for Kemble village, Conservation Area and the church spire in particular. The area of open space shown on the Illustrative Concept Framework has therefore been carefully sited to maintain a logical relationship with the existing settlement edge, whilst ensuring that the majority of the land remains open and retains its predominantly rural character. Retention of a landscaped buffer around the railway cutting and tunnel to preserve its historic function as a landscape-screening feature, maintain the rural setting of Kemble, and safeguard key views towards the village and church spire is therefore important for any proposal on the site.

Education:
- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

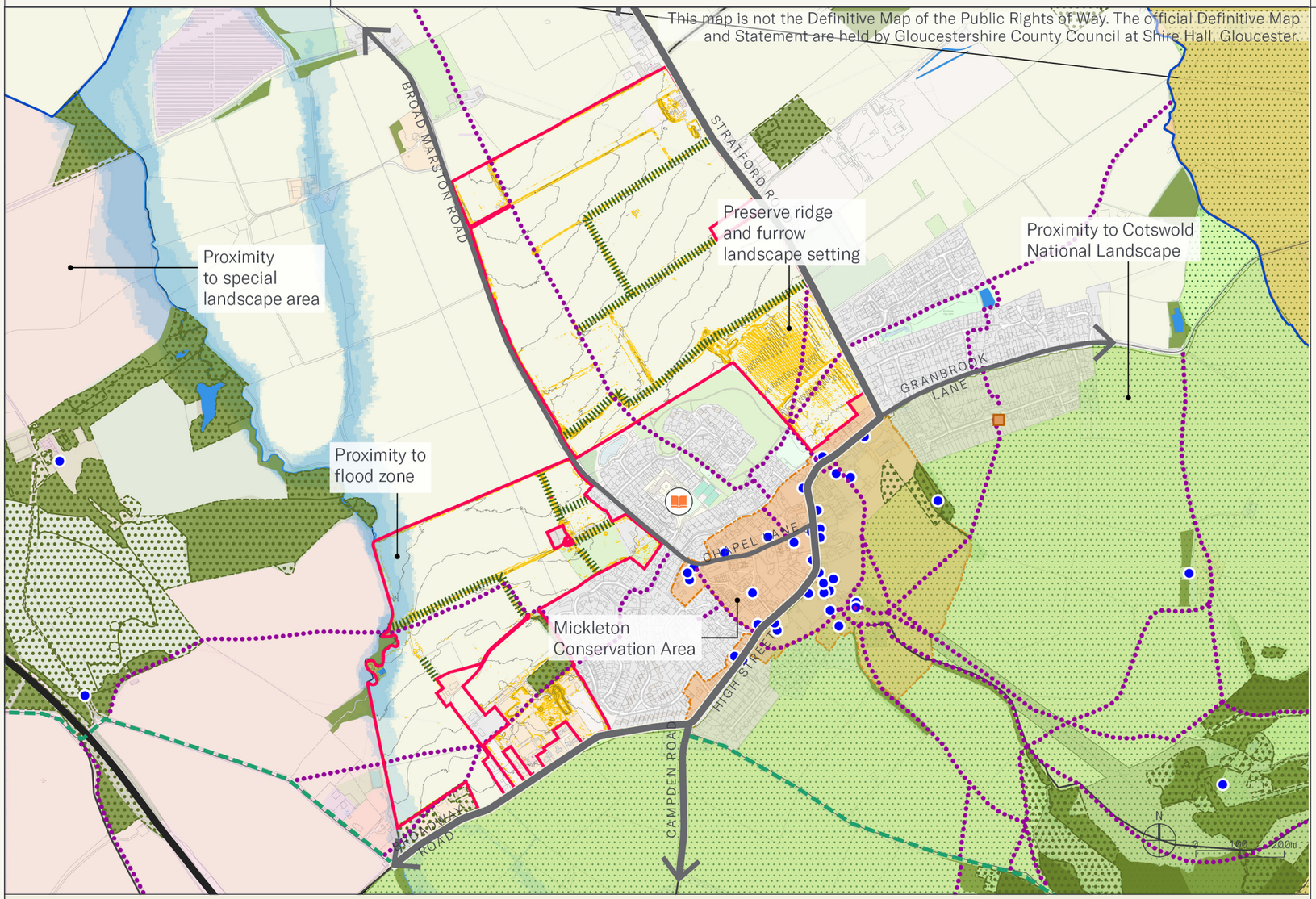
Local Centre:
- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses of a locally appropriate scale that support the day-to-day needs of residents.

Employment:
- Provide 9ha of employment land to the east of the site in closest proximity to Cotswold Airport.
- The employment area identified on the Illustrative Concept Framework will need to consider its adjacency and proximity to the airport and ensure it does not have a visual impact on the users through its design. In addition, it must sensitively responding to the adjacent ancient woodland and actively maintain an appropriate edge and controls to prevent impact.

Safeguarding:
- Development of, or exceeding, 91.4m in height above ground level will trigger statutory consultation requirement for aerodrome safeguarding.

Site 9

Mickleton - Land north & West of Mickleton



Site Context

Notes

This site comprises land to the north and west of Mickleton, forming a proposed strategic allocation adjoining the village on two sides. The site is bounded by Broad Marston Road to the west, close to the Norton Hall Special Landscape Area and the Cotswolds National Landscape to the east and south. The land is predominantly agricultural, crossed by a network of hedgerows, and retains areas of historic ridge and furrow earthworks.

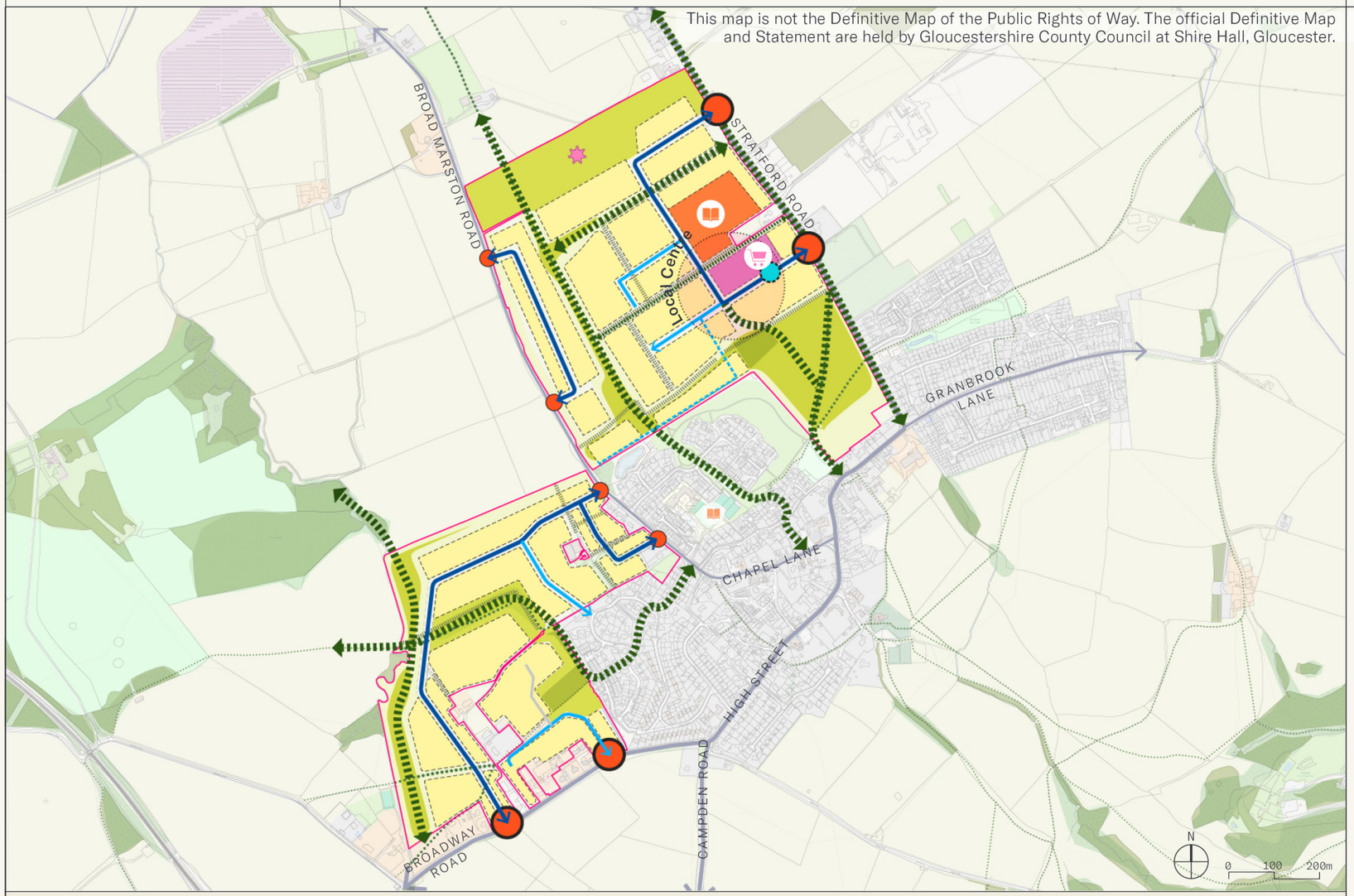
- The site adjoins the Norton Hall Special Landscape Area to the west and lies close to the Cotswolds National Landscape to the east, both of which will be a material consideration in determining appropriate scale, density and edge treatment.
- The site lies adjacent to Mickleton Conservation Area and a number of listed buildings within the village; areas of ridge and furrow within the site should be preserved as a feature of historic landscape character.
- Part of the site lies close to a flood zone associated with the watercourse to the west, which will need to inform layout, access and drainage strategy
- A network of hedgerows crosses the site and will need to be retained within any green infrastructure strategy.
- Public Rights of Way, including the Heart of England Way, cross the site and will need to be retained or diverted.
- Proximity to existing village services supports a walkable extension to the settlement.
- The retained hedgerow network and ridge and furrow features provide a basis for a landscape-led approach to layout and open space.

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Site 9

Mickleton - Land north & West of Mickleton

Illustrative Concept Framework



- Site Boundary
- Residential
- Education - Primary school
- Local centre
- Employment
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Primary road
- Secondary road
- On Plot Access
- Active travel link
- Primary access point
- Mobility hub
- Potential Location for Sports Pitches

Notes

— **Site Area:** 75.7ha
— **Illustrative Residential Capacity:** 1,238 homes
— **Local Centre:** c.0.5-1Ha

Key Land Uses:

— Residential
Primary School (2FE)
Local Centre
— Strategic Open Space

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Site 9

Mickleton - Land north & West of Mickleton

Design Principles

The Comprehensive Masterplan:

- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:

- Provide a development of approximately 1,250 homes, a local centre and a primary school at the core of the development with highest residential densities here, decreasing to the north and west.
- Ensure development within the south-eastern part of the site is designed around the retention of existing hedgerows and ecological features, with access arrangements minimising the number and extent of hedgerow crossings, celebration of the Heart of England way and retention of heritage assets.

Access Strategy:

- Provide independent vehicular accesses for smaller parcels to avoid impact on Broadmarston Lane.
- Provide safe and appropriate junctions and road improvements as necessary.

Movement and Public Transport:

- Carefully design active travel links through existing hedgerows to minimise ecological impacts, including keeping crossings as narrow as practicable, locating them where hedgerows are least dense, minimising lighting and incorporating measures to maintain wildlife movement and habitat connectivity.
- Improve and enhance the existing PRoW which will connect the development to Mickleton village centre, and westwards into the open countryside. Ensure both pedestrian and cycle movement is provided for.
- Provide Active Travel only connections to the public park to provide attractive active travel routes within Mickleton. At present the paths within the park are not sufficient for cycling and so upgrade of widths for a shared pathway or separate cycling routes would be required the STA estimates this would include at least 2.6km of pathway upgrades.
- Provide a Cycleway and/or Shared Pathways along Long Marston Road to facilitate segregated access to National Cycleway 5 route featuring a fully car-free travel route to Stratford-Upon-Avon, potentially coupled with targeted e-micromobility interventions.
- Support improved Bus Services between Mickleton to Moreton-in-Marsh to supplement current services offer routes to Stratford-Upon-Avon, Chipping Campden and Moreton-In-Marsh. This intervention would look at improving frequency of the current offering whilst also adding connections to Evesham in line with new population.
- Support the current reduction of Willersey Speed Limit to 20mph project and expand route treatment to Mickleton.
- Provide additional proportional contributions to the Mickleton sub area mitigation identified in the IDP.

Landscape, Open Space, Ecology and Nature recovery:

- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Provide a landscaped edge at the northern boundary to create a landscaped buffer between the development and the surrounding open countryside.
- Utilise the Heart of England Way corridor as a key green infrastructure feature, enhanced walking and cycling connections, and contributing positively to the setting of Mickleton Conservation Area.
- Retain and incorporate the historic ridge and furrow landscape within strategic open space, protecting its heritage significance and landscape character.
- There is a continued need to ensure development responds to views to and from the Cotswold National Landscape, notably to and from Meon Hill, with large development blocks avoided. Furthermore, the setting of Norton Hall to the west will also need to be assessed as part of further application work. Impact on long views from the National Landscape can be reduced by interspersing tree planting throughout the development in public spaces.
- Development should respect the Cotswold National Landscape and its setting, notably by minimising any impact in long views through measures such as interspersing tree planting throughout the development.
- Integrate existing mature hedgerows into the landscape strategy, retaining historic field boundaries within the masterplan where possible.
- Deliver habitat creation and biodiversity enhancements within green corridors and landscape buffers, strengthening ecological connectivity with the surrounding countryside.
- Carefully consider the impact of the development on the adjacent Special Landscape Area.
- Development should respect the Cotswold National Landscape and its setting, notably by minimising any impact in long views through measures such as interspersing tree planting throughout the development. Provide a green landscape buffer to the western fringe of the development where the site.
- Incorporate the existing Public Right of Way within a green corridor running through the centre of the site, enhancing its recreational, ecological and active travel function.

Site 9

Mickleton - Land north & West of Mickleton

Design Principles

Heritage and Archaeology:

- Ensure development responds sensitively to the setting and character of Mickleton Conservation Area.

Local Centre:

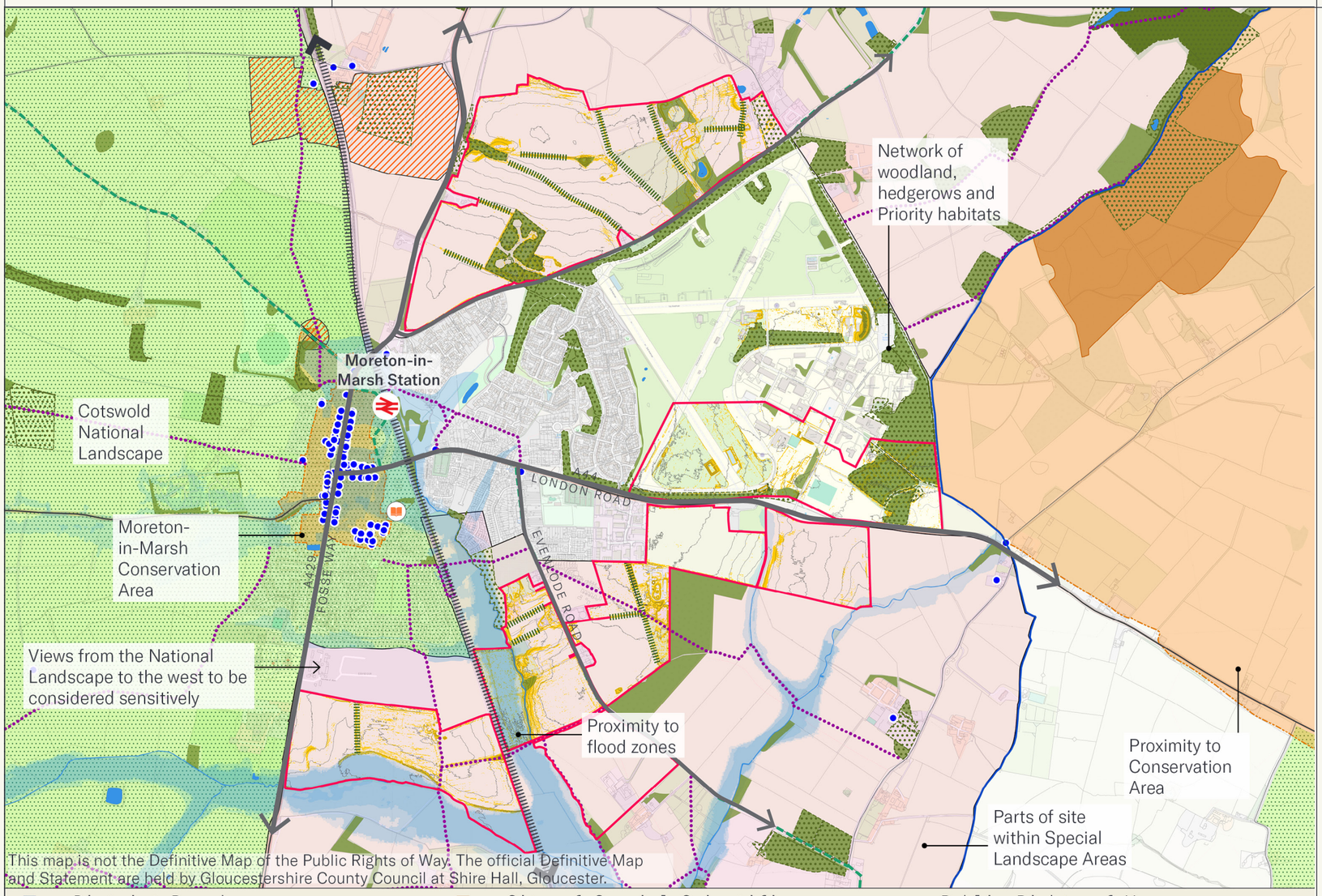
- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Town Centre and Retail Study (2026), this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Education:

- Provision of land capable of delivering a 2FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Site 10

Moreton-in-Marsh - Land north, east and south of Moreton-in-Marsh



Site Context

Notes

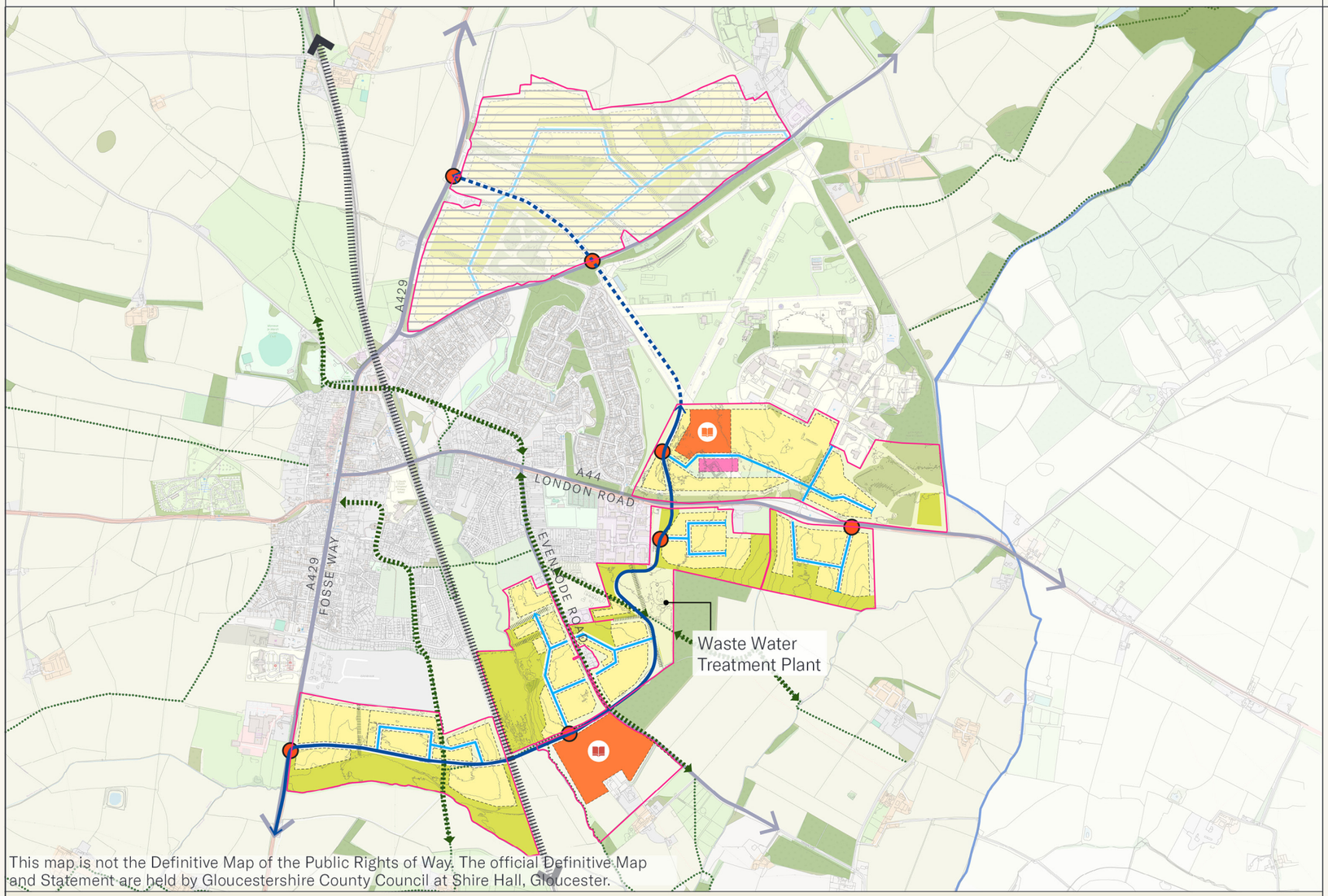
This site comprises land to the east and south of Moreton-in-Marsh, forming a proposed strategic extension to the town. The site wraps around the town in separate parcels, bounded by the A429 (Fosse Way) to the west, the A44 London Road running through its centre, and the Evenlode River corridor to the south, with Moreton-in-Marsh railway station sitting centrally within the town.

- A Scheduled Monument lies adjacent to the northern parcel and will require an appropriate buffer; the site also lies close to Moreton-in-Marsh Conservation Area and a Conservation Area to the east, both of which will need to be considered in terms of setting and approach views.
- The western edge of the site adjoins the Cotswolds National Landscape, and parts of the southern parcel fall within designated Special Landscape Areas, both of which will inform scale, density and edge treatment.
- A rich network of woodland, hedgerows and priority habitat crosses the northern parcel and will need to be retained and enhanced; a Site of Special Scientific Interest lies to the east, beyond the site boundary, and should be safeguarded from indirect effects.
- The southern parcel lies close to flood zones associated with the River Evenlode, which will need to inform layout, access and drainage strategy.
- The site is crossed by the A44 London Road and A429 Fosse Way; junction capacity and integration with the existing road network will be a key consideration given the scale of growth proposed.
- The scale and multi-parcel nature of the site offers the opportunity to deliver new infrastructure in a coordinated way across the town, consistent with Moreton-in-Marsh's role as the principal service centre for the North Cotswolds.

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Site 10

Moreton-in-Marsh - Land north, east and south of Moreton-in-Marsh



- District Boundary
- Site Boundary
- Residential
- Education - Primary school + Secondary School
- Local centre
- Broad location for future growth
- Open space
- Buffers
- Hedgerows
- Woodland
- Public Rights of Ways
- Link Road
- Link road - future delivery
- Secondary road
- Active travel link
- Railway
- Primary access point

Illustrative Concept Framework

Notes

— **Site Area:** 135.3ha (Excluding broad location in the North)
— **Illustrative Residential Capacity:** 2,217 (including 195 consented homes)
— **Local Centre:** c.1Ha

Key Land Uses:

- Residential
- Primary School (3FE)
- Secondary School (6FE)
- Local Centre
- Strategic Open Space

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Site 10

Moreton-in-Marsh - Land north, east and south of Moreton-in-Marsh

Design Principles

The Comprehensive Masterplan:
- The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work.

Framework:
- Deliver a residential-led mixed-use development comprising of approximately 2,220 homes, education facilities, employment uses, local centres and strategic open space.
- Deliver a comprehensive urban extension to the eastern and southern edges of Moreton-in-Marsh.
  Deliver a strategic link road to support development, provide access to new neighbourhoods and reduce impact on the existing highway network.
- The Illustrative Concept Framework includes the proposed secondary school on a specific parcel given its sensitivity and ability to be mitigated by providing the building to the north of the plot with associated play pitches provided to the south to lessen the impact of the allocation.
- Although not allocated in this plan, proposals should not fetter the future delivery of the broad location for growth located to the north of Moreton-in-Marsh.
- Focus higher density development around local centres, education facilities and key public transport corridors to support the delivery of strategic infrastructure.

Access Strategy:
- Strategic link road connecting development parcels and forming the principal access route for all new development.
- Ensure development is phased alongside delivery of the link road and associated infrastructure.
- Ensure link road is safeguarded to allow broad location for future growth.
- Minimise traffic impacts on the existing highway network through the provision of new strategic connections.

Movement and Public Transport:
- Deliver enhanced walking and cycling connections between development parcels, schools, local centres and Moreton-in-Marsh town centre, including improving active travel infrastructure along London Road and key routes into the town.
- Ensure development is integrated with public transport services and supports sustainable travel choices.
- An LTN1/20 compliant route is required from Moreton-In-Marsh to Bourton-on-the-Water via Stow-in-the-Wold. This route can either be in the form of a segregated addition to the Fosse Road or along the routes identified in the GCC countywide LCWIP (Evenload Road-Chapel Street-Ex railway alignment).
- Moreton-in-Marsh New Road South eastern portion of the link road around Moreton-in-Marsh to the East is required move through traffic and development traffic away from currently constrained double roundabout. In order to remain in line with the vision to not induce increased car use this should include a wider array of measures including the potential to be car capacity neutral by e.g. pedestrianising or semi-pedestrianising the high street as set out in the Moreton-in-Marsh feasibility study. The current delivery mechanism for the proposed link road is the coordination, via the Comprehensive Masterplan, of a detailed route and its phased delivery by the landowners, with the route also providing the primary access route for the proposed residential areas. The route shown on the Illustrative Concept Framework is indicative and will need to consider its exact routing to align with available land.
- A quiet street and infrastructure approach to delivering a car-lite route from Moreton-In-Marsh to Chipping Campden is required, largely formed of upgrades the current 442 national cycle route and could include closure/one-way/speed treatments on one leg of the triangle near Batsford, work on the crossing at station road and lanes or shared pathways along areas of the road that can facilitate it. Alternatively a route could be pursued through upgrading of Rights of Way footpaths along the railway line via Paxford.
- A Moreton-In-Marsh to Shipston-on-Stour Cycleway Greenway, utilising the verge to make a shared pathway along Todenham Street and joining to an upgraded Bridleway to Shipston-on-Stour is required.
- The amount of additional traffic from developments along the route means that cycling on National 48 and the 442 cycle routes is likely to become unsuitable for most people. It is likely that to remain suitable some form of segregation is likely to be required, potentially in combination with limiting speeds along the roads to 20mph as well with measures to decrease or reroute traffic.
- Support the upgrades to the facilities of the Moreton-in-Marsh Station in line with predicted increases in patronage, including better active travel connections into the development sites.
- Upgrade the traffic-free paths through Blenheim Meadow to be suitable for cycling, including widening and removing barriers/gates will allow the developments further away from the centre to use cycling to access the town centre and railway station.
- The A44 Corridor Active Transport Route from the edge of Fire Service College Site to High Street roundabout on A44 requires a combination of measures including a shared pathway or pathway and cycleway up to the junction with Evenload Road.
- Footpaths HMM8 and HMM18 require upgrades to be a shared green way to provide onwards routing in a low traffic environment, facilitating traffic free travel from southern sites to town services.
- Support BRT Route C09/C08 from Moreton-in-Marsh to Cheltenham as set out in the STA.

Site 10

Moreton-in-Marsh - Land north, east and south of Moreton-in-Marsh

Design Principles

- Provide a Moreton-in-Marsh Transport Hub, parking and road space reallocation. This will involve moving the predominant parking away from the High street to free up capacity on the road for other uses including any road adjustments required and a higher focus on placemaking activities and improved Active Travel facilities.
- Provide additional proportional contributions to the Moreton-in-Marsh sub area and district wide mitigation requirements identified in the IDP.

Landscape, ecology and nature recovery:

- Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation.
- Retain and strengthen green corridors and landscape buffers between development parcels to maintain a legible settlement structure.
- Protect and enhance Priority Habitat features, including woodland, orchards and riparian corridors, as part of an interconnected green infrastructure network.
- Utilise landscape structure to break up larger areas of development and create distinct neighbourhoods and integrate SuDS and open space as multifunctional landscape features.
- Provide a sensitive landscape treatment to the allocation edges and respond sensitively to views to and from the Cotswolds National Landscape and surrounding Special Landscape Areas. As part of wider consideration of views from the National Landscape to the west, green corridors and open space in areas between Fosse Way and Evenlode will be particularly important to ensure views are filtered. Areas to the south of Evenlode Road have been assessed as highly sensitive and landscape mitigation in this area will be particularly important.

Heritage and Archaeology:

- Ensure development responds sensitively to the setting of the Cotswolds National Landscape and surrounding valued landscapes.
- A comprehensive archaeological evaluation shall be undertaken to inform the design and layout of development within the south-western part of the allocation.
- Existing mature planting shall be retained and enhanced within the south-western part of the allocation to protect the setting of Batsford Park. A gradual landscape buffer shall also be provided along the southern extent of the site.

Education:

- Provision of land capable of delivering a 3FE primary school and contributions towards its delivery as agreed with the Local Education Authority.
- Provision of land capable of delivering a 6FE Secondary school and contributions towards its delivery as agreed with the Local Education Authority. This will provide mitigation for growth across the Cotswold North area and proportional contributions will be pooled from qualifying development to support its delivery.
- The location of the proposed primary school should align with GCC's school design requirements, agreed at the pre-application stage, as less suitable sites are likely to increase assumed delivery costs.

Local Centre:

- Provide a local centre of approximately 0.5-1ha of local centre uses at the heart of the development. In line with the Retail study, this should seek opportunities to provide retail, community and service uses an a locally appropriate scale that support the day-to-day needs of residents.

Safeguarding:

- Development that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation, including the potential for an environment attractive to hazardous bird species to be formed temporarily will trigger statutory consultation requirement.