

Cotswold District Council  
**Infrastructure Delivery Plan**  
Refresh (September 2014)

4-05

Issue | 26 September 2014

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 226824



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Map of Cotswold Local Plan Consultation Paper Preferred Development Strategy potential housing allocations

### Appendix B

Flood Risk Management Responsibilities in Gloucestershire

## Executive Summary

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Ove Arup and Partners was commissioned by a partnership of the District Councils in Gloucestershire to produce Infrastructure Delivery Plans (IDPs) to support Core Strategy/Local Plan preparation. This IDP has been produced for Cotswold District Council in order to evaluate the transport, utilities, community and green infrastructure and services that will be required to support the levels of housing and employment growth proposed in the Cotswold DC Local Plan.

An Interim version of the IDP was published in May 2013. This version of the IDP presents a Refresh to this Interim version in order to consider revised figures in relation to commitments as well as residential developments delivered between 1<sup>st</sup> April 2011 and 31<sup>st</sup> March 2014. The refresh also seeks to consider a revised Scenario 2 (contingency) which presents a higher number of dwellings to that proposed in previous correspondence.

The IDP has been prepared in part on the basis of the information received from various service providers as part of the consultation process undertaken during August 2014.

The report has been prepared with the following caveats:

- The cost and specification information received for individual infrastructure schemes has not been audited or tested for accuracy. It has not always been possible to ascertain whether some of the infrastructure projects identified have confirmed or guaranteed funding to deliver them;
- The IDP is a high level assessment of infrastructure need which is based on the information received and benchmark indices. This provides an assessment which is based partly on theoretical costings and estimates and which should be further defined as information becomes available;
- Where we have not received an accurate or satisfactory level of actual project information from infrastructure providers, costs and project specifications have been benchmarked and estimated using industry standards and comparable project information from other parts of the UK and/or previous infrastructure projects designed and implemented by Arup;
- We accept that there may be cases where the cost of delivering infrastructure items (for example, some social and community infrastructure) could be reduced by collocating different services together. No allowance has been made at this stage of the potential to collocate and therefore reduce the cost of delivering individual services in multifunctional buildings. This would require further discussions with service providers;
- Infrastructure delivery planning is a live process and it is expected that the figures in this report will change over time. Further work, including infrastructure modelling and on-going consultation with service providers and developers, will be required to refine an understanding of infrastructure requirements, funding and delivery mechanisms. A detailed project tracker which accompanies this report will need to be maintained and updated over years to come to provide the most up to date and accurate picture of the overall funding and delivery picture for infrastructure across the District as a whole;

- This IDP has been prepared on the basis of a maximum development scenario of 8,614 new homes being built (August 2014).
- The project tracker attached to this IDP identifies the projects which have emerged during the preparation of the document. There are likely to be other projects that may come on stream which have not been identified and for this reason, the project tracker forms a live document which will continue to be updated over the plan period up to 2031.
- The cost tracker has been produced alongside this IDP in order that forecast infrastructure costs can be detailed by settlement. It is hoped that this will assist Cotswold DC in negotiation with developers and should overall figures change in the future, associated costs will update automatically upon development scenario information being updated.

The next stage of infrastructure planning will involve Cotswold District continuing to work collaboratively with key service providers in order to make decisions around prioritisation of projects. Further work on the Community Infrastructure Levy (CIL) will aid this prioritisation process and the IDP tracker will form an important tool in identifying, developing and prioritising projects.

## IDP Development Scenarios

The IDP has been through one revision with a Stage 1 Interim Version IDP published in May 2013 and this Refresh IDP being undertaken in August/September 2014. This document provides an Executive Summary in support of this Refresh IDP and the process of preparation is summarised in the table below.

### IDP Preparation Stages

IDP milestones	IDP stage	Date
-	Preparation of Stage 1 Interim Version IDP in consultation with stakeholders	March - May 2013
Interim IDP	Stage 1 Interim Version IDP published as evidence base	May 2013
-	Refresh of IDP undertaken in consultation with stakeholders	July – Sept 2014
Refresh IDP	Refresh IDP for Local Plan Consultation	September 2014

## Housing Growth

The Cotswold Local Plan covers a period up to 2031. Over this period the Local Plan Preferred Development Strategy (May 2013) proposed total housing provision of 6,900 new dwellings, including a Strategic Site at Chesterton. In relation to employment land, the Strategy proposed approximately 15.28 hectares of allocations in order to accommodate 7,555 net new jobs.

Alongside the Preferred Development Strategy, this Refresh considers a further scenario that assumes the maximum capacity of Strategic Housing Land Availability (SHLAA) Sites.

These development scenarios are summarised in the Table below.

#### Residential Development Allocation

Scenario	Total Dwellings	Built and committed sites (March 2014)	Development Strategy allocations required
1 - Preferred Development Strategy (May 2013) plus Down Ampney	6,900 units	4,199	2,701 units
2 - Maximum SHLAA Capacity	8,614 units	4,199	4,415 units

## Population Growth

In considering infrastructure requirements it is necessary to consider the population growth associated with the forecast housing requirements. This demographic information has a further important role to play during the interpretation of infrastructure requirements. For instance, population growth that shows a proportionate increase in the number of elderly would be expected to result in fewer schools admissions, but potentially greater demand for healthcare services.

In order to estimate population growth, this refresh IDP assumes that the population for each development equates to the number of new dwellings multiplied by the projected household size in 2021 of 2.3. This approach has specifically been used in establishing a potential increase in demand for local infrastructure within a specific town or village.

## Report Structure

The main element of this report explores the infrastructure requirements for Cotswold District under the following sectors:

- Community & Cultural;
- Education;
- Emergency Services;
- Energy;
- Healthcare;
- Flood Water & Waste Water;
- Recreation, Sports & Open Space;
- Information & Communications Technology;
- Transport & Public Realm; and
- Waste.

Following a review of the infrastructure requirements within each of these broad sectors, the report explores existing or confirmed funding sources and provides some broad recommendations on delivery of infrastructure which is critical to growth.

## Infrastructure Requirements

Delivering infrastructure of importance to support new development and achieving the Vision for Cotswold District Council will rely upon a wide range of public, private and community sector organisations working together effectively and efficiently. Cotswold District Council has an important leadership role to play in this process and as the Local Plan progresses towards examination and adoption, the IDP will need to be refined to ensure that infrastructure requirements and the current position with project specifications, consents and funding commitment are as up to date as possible.

It is strongly recommended that Cotswold District Council commit to infrastructure delivery planning as an iterative process and adequately resource their role as the body responsible for delivering some projects and enabling/encouraging others to deliver other projects as part of the overall process. This IDP is the starting point for an on-going process and regular updates of the project information underlying the IDP will be required. This summary is therefore accompanied by a project tracker which details projects that have emerged through the development of the IDP. This tracker will form an important tool for Cotswold District Council as infrastructure is planned and implemented and/or as new projects or requirements emerge.

For a number of sectors reviewed, we have undertaken cost assessment using accepted benchmark standards, providing a high level view of infrastructure requirements based on population forecasts. As specific projects and proposals develop, further work will be required to fully test options for delivery, refining project details, costs and timescales over time.

In order to assist in the prioritisation of identified infrastructure, projects have been identified and assigned to one of the following four broad categories:

- *Regionally Critical Infrastructure* – Projects that have wider geographic area implications than Cotswold District which must happen to enable the delivery of growth within the District and beyond (i.e. critical to the District functioning as a whole with the potential also for the mitigation of cross boundary needs and effects).
- *Critical Infrastructure* – Projects that the study has identified which must happen to enable the delivery of growth within Cotswold District.
- *Essential Infrastructure* – Projects that are required if growth is to be achieved in a timely and sustainable manner.
- *Desirable Infrastructure* – Projects that are required for sustainable growth but is unlikely to prevent development in the short to medium term.

The IDP therefore presents infrastructure requirements and costs for the broad sectors and considers phasing of infrastructure across Cotswold District Council. The identified requirements should be read alongside the associated Project Tracker in order to understand specific infrastructure projects.

## Cross Boundary Infrastructure

Through the process of preparing the IDP, a number of projects have been identified that are considered to be critical or essential to an area which is county-wide and beyond. This infrastructure largely relates to projects on infrastructure

networks (e.g. transport) and where catchments exist (e.g. schools and secondary healthcare) that extend beyond the Cotswold District boundary. In many cases, transport projects help to strengthen the network as a whole, and it is therefore difficult to determine that such projects serve only a site specific or local purpose.

Some cross boundary projects have therefore been identified below and are highlighted within the accompanying project tracker. In identifying these projects, it does not necessarily imply that funding will be derived from development within Cotswold District Council.

## Sector Analysis

### Community & Cultural

It is estimated that in total community & cultural facilities could cost in the region of £5.9m to £7.4m over the plan period to 2031 depending on final growth scenario. This can be broken down by facility as described below.

#### Libraries

Provision of new libraries across the Cotswold District Council area is estimated to cost between £1.6m and £2.0m. This doesn't account for any co-location of services (e.g. council services and libraries) which may reduce the capital cost.

Taking account of the County Council's Strategy for library services, it is anticipated that the additional demand for services (and related funding) could be channelled towards maintaining and enhancing the existing library network, including the Virtual Library, and providing services for more vulnerable groups such as the elderly. This approach could lead to a lower capital cost requirement.

#### Community Centres

The provision of new community centres within Cotswold District Council area is estimated to cost between £3.8m to £4.8m.

Taking a pragmatic view, financing the modernisation and maintenance of existing community centres is a challenge for the third sector organisations that manage these facilities in many cases. The District Council seeks to provide support, including funding where possible, to these organisations. For this reason, and depending on the scale and location of new development, in some cases finance may be directed towards supporting and enhancing existing facilities through maintenance, refurbishment and revenue payments, rather than provision of new halls. Provision of new halls will more than likely be focussed around strategic development at Chesterton.

#### Youth Support Services

The provision of targeted youth support services infrastructure has been estimated at a cost of between £457,000 and £584,000.

Alongside the cost of providing youth services, new development also offers wider opportunities relating to the provision of training, apprenticeships and

employment during the construction of new schemes. This will help address youth unemployment issues and local planning authorities are therefore urged to consider the agreement and implementation of Employment and Skills Charters working with developers, to help facilitate the creation of employment opportunities within the construction sector.

## Education

The requirements identified across the JCS area are summarised below. The theoretical demand identified has been taken from a submission to the JCS IDP engagement process by Gloucestershire County Council during May 2014.

### Education Requirements

	Theoretical Demand	Cost Provision (£m)
<b>Early Years (2,3 &amp; 4 years)</b>		
Scenario 1 (Preferred Development)	513.8	£5.94
Scenario 2 (Maximum SHLAA)	644.9	£7.54
<b>Primary Education</b>		
Scenario 1 (Preferred Development)	1,910	£22.3
Scenario 2 (Maximum SHLAA)	2,398	£28.0
<b>Secondary Education (no 6<sup>th</sup> form locally)</b>		
Scenario 1 (Preferred Development)	1,077.4	£14.43
Scenario 2 (Maximum SHLAA)	1,362.2	£18.08
<b>Secondary Education (Sixth Form locally)</b>		
Scenario 1 (Preferred Development)	1,077.4	£19.35
Scenario 2 (Maximum SHLAA)	1,362.2	£24.28
<b>Further Education (Post 16)</b>		
Scenario 1 (Preferred Development)	103.6	£1.56
Scenario 2 (Maximum SHLAA)	130	£1.96
	<b>Scenario 1</b>	<b>£63.58</b>
	<b>Scenario 2</b>	<b>£79.86</b>

These figures represent a maximum required provision, using child yield ratios and applying these to the development trajectory. The scenario therefore does not consider opportunities presented through reconfiguration of existing facilities.

Where possible, consideration should be given to the provision of more comprehensive educational facilities that incorporate an element of all three of the above. This could be particularly relevant where strategic allocations lead to sufficient theoretical demand for such a new facility.

## Emergency Services

The IDP estimates that new emergency services provision could cost in the region of £12.5m. This relates entirely to police service infrastructure as described below.

## Ambulance

The review work as part of the IDP has not identified any major or key infrastructure projects in the Cotswolds area, but investment in Public Access Defibrillators and Community First Responders Schemes is advocated.

## Fire & Rescue

Development proposed in the scenarios presented above is not expected to result in a requirement for major new fire service infrastructure. Nevertheless, continued consultation with the Fire and Rescue Service is recommended to ensure that development proposals enable rapid response times, and include safety measures such as sprinkler systems and fire hydrant provision as appropriate.

## Police Services

Gloucestershire Constabulary will be seeking developer contributions over the plan period in order to assist funding for the following key projects:

- a new Central Custody Suite at Quedgeley costing around £11.9m;
- upgrades to Cirencester police station (cost unknown);
- upgrades to Stow police station costing around £252,000;
- requirement for 11 new police officer and staff posts costing in the region of £339,000.

The central custody suite is a regional project and therefore adjacent authority areas will also be expected to contribute to this infrastructure.

It is understood that the police will seek contributions towards these projects. At the time of writing this IDP no commitment had been made by Cotswold District Council towards this infrastructure.

## Energy (Utilities)

The primary concern of the IDP in relation to energy is to understand whether there are any engineering or other obstacles that would prevent or delay the connection of development sites to the electricity and gas grid/network, resulting in implications for site delivery or phasing.

## Electricity

Western Power Distribution (WPD) and Scottish and Southern (SSE), the local distribution network operators provided a summary of potential requirements at each of the growth areas/settlements. These can be summarised as follows:

- Cirencester – It is anticipated that two new 11,000 volt circuits from the primary substation will be required to serve strategic development at Chesterton. Distribution substations and low voltage mains will also be required within the development .
- Blockley – Likely to necessitate some 11kV reinforcement works;

- Bourton-on-the-Water – Agreement now in place to undertake major off-site reinforcement works to support the development;
- Chipping Campden - Likely to necessitate some 11kV reinforcement works;
- Mickleton - Likely to necessitate some 11kV reinforcement works;
- Stow-on-the-Wold - Likely to necessitate some 11kV reinforcement works;
- Tetbury – Approximately 300 homes can be supplied by existing infrastructure. Distribution substation and low voltage mains will be required within the development;
- Upper Rissington - Agreement now in place to undertake major off-site reinforcement works to support the development.

WPD further commented that on the majority of other sites 11kV circuit studies will be required to identify if reinforcement work is required.

In relation to such works WPD advise that the installation of 11kV circuits from primary substations are not normally significant as the majority of circuits are installed in the public highway. Typically 3km of cable could be installed within 2-3 months, depending on the route and any engineering difficulties.

## Gas

Wales & West Utilities (WWU) were unable to provide an estimate of infrastructure cost for gas infrastructure due to insufficient details. WWU require relatively detailed information on development sites before they can provide formal feedback on network capacities and constraints. This should include the size and shape of sites, number of units and indicative layout and phasing.

Cotswold District Council should continue to work with WWU and update them as proposals for sites emerge in order that the IDP and associated Tracker can be updated.

## Healthcare

The IDP estimates that the total capital cost of providing the necessary healthcare facilities to accommodate growth could range between £6.5m and £8.1m as detailed below in relation to both primary and secondary healthcare.

Primary healthcare requirements are estimated to include an additional 8.8 to 11 General Practitioners at a cost of between £2.64m and £3.31m, and between 7.9 and 9.9 dentists at a cost of between £1.44m and £1.80m.

In relation to secondary healthcare, the forecast population growth is estimated to lead to demand for an addition 28.2 to 35.4 acute care bedspaces with an estimated capital cost of between £2.4m and £3.0m. In working with the NHS in developing their strategy further consideration should be given to the fact that not all this demand will necessarily be provided for within Cotswold District Council area, along with the fact that some demand will prefer privately funded healthcare.

## Flood Management, Water Supply and Waste Water

### Flood Management

Proposed development locations have been informed by Strategic Flood Risk Assessments (SFRA Levels 1 and 2) and are located in areas that are predominately at low risk of flooding (e.g. Flood Zone 1), with only small parts of the sites within Flood Zones 2 and 3.

The more constrained allocations in terms of flood risk have been identified through the SFRA level 2 as:

- Blockley;
- Cirencester;
- Lechlade;
- Moreton-in-Marsh; and
- South Cerney.

A number of flood management schemes have been designed and implemented since the Interim IDP and this Refresh therefore identifies the following likely cost for known flood defence works and flood management:

- A capital cost of £2,000,000 to deliver the River Churn Floodwater Storage Scheme.
- A cost allowance for district-wide flood risk management measures and the establishment of a maintenance fund. An annual budget of £250,000 is allocated at this stage, based on the assumption that it will be desirable to maintain levels of investment announced in November 2012.

Taking these together, a total estimated cost of £7mil results for the plan period.

### Water Supply and Wastewater

Water supply and wastewater services in Cotswold District are provided by a number of organisations, including:

- Albion Water (AB) – water supply and wastewater services to small areas within Westonbirt and Lasborough Parish;
- Bristol Water (BW) – Water supply services to Tetbury and surrounding area in the southwest of the District;
- Severn Trent Water (STW) – water supply and wastewater services to the northwestern fringe of the District;
- Thames Water (TW) – water supply and wastewater to the majority of the local authority area; and
- Wessex Water (WW) – water supply and wastewater services to the remainder of the District.

On being consulted during the refresh the service providers identified the following potential constraints.

Water Supply and Wastewater Comments

Settlement	Provider	Comments
Cirencester	TW	Upsizing of the sewerage network and a form of storage is likely to be required.
Down Ampney	TW	Developments over 10 units will require a local upgrade for onsite storage.
Andoversford	TW	Developments over 10 units will require a local upgrade for onsite storage.
Bourton-on-the-Water	TW	Development sites over 10 units will require local network upgrades. Larger sites over 100 units will require strategic upgrades.
Fairford	TW	Sites greater than 15 units likely to require local improvements and sites over 40 units likely to require catchment improvements. STW will require upgrade in short to medium term.
Kemble	TW	Sites over 10 units likely to require local network improvements with sites over 50 units likely to require catchment solutions.
Lechlade	TW	Sites over 30 units likely to require local network improvements while those over 70 units may require a larger capital scheme. Lechlade STW allows for approximately 5-10% growth to 2026.
Moreton-in-March	TW	Sites over 100 units likely to lead to need for strategic upgrade.
Northleach	TW	Development over 15 units are likely to impact on the network which is nearing capacity. Sites over 60 units may need larger improvements or would need to pump direct to the STW.
Siddington	TW	Development over 10 units likely to have an impact and require improvements.
South Cerney	TW	Development over 5 units likely to have an impact and require improvements.
Stow-on-the-Wold	TW	Development over 5 units likely to require local improvements. Larger sites (40+) may need to bypass the flooding or require larger investments.
Tetbury	WW	Engineering appraisal required to confirm scope of capacity improvements to the public sewer.
Willersey	STW	Hydraulic modelling required to understand impact on the small diameter sewerage system (150mm).

In general the funding for any site connections and necessary upgrades to the local water supply and wastewater networks for each settlement come from site developers. On-going maintenance of the water and wastewater networks, including any strategic water resource projects (such as new reservoirs), are funded by ratepayers.

## Recreation, Sports & Open Space

Using benchmark standards, the IDP estimates that the total cost of providing the necessary recreation, sports and open space could range between £19.36m and £24.28m. This capital costs will cover the following facilities:

- Indoor sports facilities (e.g. swimming pools and sports halls);
- Outdoor playing pitches;
- Open space;
- Children’s play space; and
- Accessible natural greenspace.

While the IDP has not undertaken a full audit of existing sports facilities and playing pitches, an overview of current facilities (excluding privately managed facilities) has been provided, along with an assessment of future demand using the Sport England Sports Facility Calculator (SFC).

The IDP estimates demand for between 1 and 1.3 new sports halls at a cost of between £2.8m and £3.5m, and between 0.75 and 1 new swimming pool with an estimated capital cost of between £2.5m and £3.1m.

In some cases, an alternative approach to the provision of new facilities would be to facilitate improvements to existing leisure and community centres, and improving hours of access.

In relation to playing pitches and open space, the IDP uses a combination of the Fields in Trust (FIT) Benchmark Standards and Natural England Accessible Natural Greenspace Standards (ANGSt).

The IDP estimates demand for between 19Ha and 24Ha of playing pitches with a capital cost of between £1.85m and £2.32m, and between 6.3Ha and 7.9Ha of space for other outdoor sports with a capital cost of between £6.3m and £7.91m.

In relation to open space, the IDP estimates a demand for between 8.7Ha and 10.9Ha at a cost of between £148,000 and £185,700 with play space demand estimated at between 4Ha and 5Ha, costing between £1.96m and £2.46m. The IDP has assumed that the majority of localised open space requirements and some children’s play space will be delivered as part of development proposals and funded directly by developers

Finally, the IDP estimates a demand for between 15.8Ha and 19.9Ha of accessible natural greenspace with an estimated capital cost of between £3.8m and £4.8m.

## Information & Communications Technology

The provision of ICT infrastructure may not be a key factor in determining the soundness of the emerging Local Plan, but it will have implications for the economic competitiveness of Cotswold District Council and the ability of households to access the online services of other infrastructure and service providers (e.g. library services, healthcare and education).

BT is currently upgrading their broadband infrastructure in Gloucestershire and exchanges within Cirencester have already been upgraded. The remaining more rural areas fall into the ‘final third’ category of upgrade, suffering from below average speeds and a lack of competition between services.

The Borders Broadband initiative has secured £14.4m towards the rolling out of fibre broadband in rural areas, which has been boosted by an additional £7.5m investment from Gloucestershire County Council and £6m from Herefordshire

County Council. This project aims to bring fibre broadband to around 90% of homes by the end of 2016.

## Transport and Public Realm

At the time of this refresh, no strategic highways model existed to enable a quantitative assessment of the development scenarios.

The Highways Agency, in their response to the refresh expressed concern over the inclusion of development at Down Ampney due to its proximity to the A417(T)/A419(T) corridor which forms part of the strategic road network. In September 2014, Cotswold District Council commissioned site assessment in order to identify traffic impacts of the development sites to include the following key junctions:

- A44 (Fish Hill)/ B4081 (Conduit Hill)
- A44 (Fish Mile Drive) / A424
- A44/Roman Road
- A424/Roman Road
- B4068/A424/ Sheep Street
- A429 (Fosse Way)/ A424
- A436 (Old Gloucester Road)/ A429
- A429/A40
- A417/ Cheltenham Road
- A433 (Tetbury Road)/ A429
- A433 (London Road/ Bath Road)
- A417 (High Street)/ A361 (Station Road)
- A435 (Cheltenham Road)/ A417 (Gloucester Road)
- A417/ B4425 (Burford Road)
- A417/ London Road/ Burford Road/ Swindon Road
- Bristol Road/A429
- A429/Tenbury Road/ Stroud Road
- Bristol Road/ Midland Road
- Swindon Road/ Bristol Road

The results of this commission will form a key element of the IDP and should be considered in future refresh work. Particularly key for infrastructure planning purposes are outline costs associated with any future improvements works.

At this stage of the process, it is expected that site-specific improvements will be met by the developer and funded through S106. Cost for site specific works are not therefore identified. These can be added to the Site Calculator as they become clear for individual sites. Budget costs have however been provided against the following key projects:

- Chipping Campden Rail Station Reinstatement - £15m

- Bus Service Enhancement (5 services) - £620,000 per annum or £12.4m over the plan period;
- Cirencester Public Realm – £1.25m
- Cycle Schemes – 4 schemes identified - £2.24m

Total cost for these transport projects is therefore estimated at £31.6m.

Alongside potential for localised improvements, a number of strategic projects have been identified which are considered to be of County wide importance. These include:

- Swindon to Kemble Rail Re-doubling;
- A417 Air Balloon Roundabout and “Missing Link”

## Waste

It is unlikely that Cotswold District will be required to accommodate major waste management infrastructure, however, in seeking to combat the challenges of changing patterns of commercial and household consumption, recycling and waste generation, further local waste infrastructure may be required. Developers are therefore advised to provide additional space within proposals to facilitate recycling by households and the need for additional capacity at household recycling centres in Cotswold District should be kept under review.

In order to meet the projected demand for waste management, the Waste Core Strategy identifies a number of locations within the County area with the potential to accommodate re-modelled, alternative and / or new waste management facilities over the timeframe of the plan. None of the facilities are located within Cotswold District.

## Implementation

Successful implementation of infrastructure requires a well-managed infrastructure delivery framework which is monitored and managed by the relevant local planning authorities and updated regularly as infrastructure is delivered and new projects and requirements are developed and fully costed. This process should:

- Consider any changes to housing and employment trajectories;
- Record and update critical or priority infrastructure as the plan progresses;
- Regularly update costing information in order to analyse the associated funding gap and update any cost plans;
- Review funding arrangements, both from private and public funding sources;
- Keep a robust and appropriate plan for maximising developer contributions; and
- Be shared with various service providers in order that priorities are known and providers are aware of the most up to date trajectories and development proposals.

Implementation of infrastructure requirements will not be possible without monitoring and review of this delivery framework. This can be completed via the associated cost tracker.

## Categorisation

The identified infrastructure projects have been placed into four categories, reflecting the relative importance of that infrastructure in achieving growth. The categories include:

- Regionally Critical Infrastructure – Projects that have wider geographic area implications than Cotswold District but which must happen to enable the delivery of growth within the District and beyond.
- Critical Infrastructure – Projects that the study has identified which must happen to enable the delivery of growth within Cotswold District.
- Essential Infrastructure – Projects that are required if growth is to be achieved in a timely and sustainable manner.
- Desirable Infrastructure – Projects that are required for sustainable growth but is unlikely to prevent development in the short to medium term

The table below provides a summary of the total cost and categorisation of the various infrastructure needs identified. In the round, the IDP has taken a worst case scenario in relation to capital cost and therefore the data should be viewed optimistically in terms of potential to reduce capital cost implications.

Cost Summary & Prioritisation – Scenario 1

	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Community & Cultural	£0	£0	£0	£5,900,000	£5,900,000	Being Investigated	£5,900,000
Education	£0	£0	£63,580,000	£0	£63,580,000	Being investigated	£63,580,000
Emergency Services	£	£0	£11,900,000	£591,000	£12,491,000	Being investigated	£12,491,000
Energy (Utilities)	£0	£0	£0	£0	£TBC	TBC	£TBC
Flood Water & Waste Water	£0	£7,000,000	£0	£0	£7,000,000	Being investigated	£7,000,000
Healthcare	£0	£0	£6,500,000	£0	£6,500,000	Being investigated	£6,500,000
Recreation, Sports & Open Space	£0	£0	£3,946,288	£15,413,712	£19,360,000	Being investigated	£19,360,000
Transport & Public Realm	£0	£0	£27,410,000	£3,490,000	£30,900,000	£160,000	£30,740,000

	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Waste	£0	£0	£0	£0	TBC	TBC	TBC
Total	£0	£7,000,000	£113,336,288	£25,394,712	£145,731,000	£160,000	£145,571,000

#### Cost Summary & Prioritisation – Scenario 2

	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Community & Cultural	£0	£0	£0	£7,400,000	£7,400,000	Being Investigated	£7,400,000
Education	£0	£0	£79,860,000	£0	£79,860,000	Being investigated	£79,860,000
Emergency Services	£	£0	£11,900,000	£591,000	£12,491,000	Being investigated	£12,491,000
Energy (Utilities)	£0	£0	£0	£0	£TBC	TBC	£TBC
Flood Water & Waste Water	£0	£7,000,000	£0	£0	£7,000,000	Being investigated	£7,000,000
Healthcare	£0	£0	£8,100,000	£0	£8,100,000	Being investigated	£8,100,000
Recreation, Sports & Open Space	£0	£0	£4,953,363	£19,326,637	£24,280,000	Being investigated	£24,280,000
Transport & Public Realm	£0	£0	£27,410,000	£3,490,000	£30,900,000	£160,000	£30,740,000
Waste	£0	£0	£0	£0	TBC	TBC	TBC
Total	£0	£7,000,000	£132,223,363	£30,807,637	£170,031,000	£160,000	£169,871,000

*Source: Consultation with Infrastructure Providers, Benchmark Standards & Arup Cost Estimates.*

This categorisation, with reference to the associated Project Tracker allows Cotswold District Council to consider the infrastructure needs across the authority area and begin a process of prioritisation, working alongside key delivery partners and developers. It is particularly important that the Cotswold District Council identify any ‘critical’ infrastructure necessary to deliver strategic growth. The project tracker identifies a high level programme for infrastructure projects and this can be contrasted with delivery programmes on key sites in order to prioritise investment.

Of those projects identified as being ‘regionally critical’ or ‘critical’ in the Project Tracker the majority are currently well advanced in design and funding

commitment terms and a number will be under construction or constructed in line in the short to medium term.

Further work is necessary from a transport modelling perspective in order to fully analyse 'critical' schemes and their alignment in relation to strategic growth.

## Prioritisation for Delivery

Infrastructure planning involves prioritisation at all stages and presents difficult choices in terms of which infrastructure is critical and therefore must be delivered in advance of other requirements. In general, prioritisation will reflect development viability, the availability of public sector funding as well as council and community priorities.

### *Developer Contributions*

As part of the strategy for preparing and adopting a CIL charging schedule, the council will need to identify priorities for spending funds secured through CIL, and the IDP forms the initial basis of this prioritisation. Cotswold District Council should develop a prioritisation process for the spending of any CIL and S106 monies, taking account of:

- Spatial growth projections and the anticipated phasing of strategic sites;
- The importance of physical infrastructure for enabling development; and
- Opportunities to deliver specific infrastructure through, for example, new funding opportunities.

Infrastructure categorised as critical, and related to the identified strategic allocations should form the initial focus for investment, especially where required to enable (e.g. flood prevention, access road and utilities).

### *Public Sector Investment*

Alongside developer contributions Cotswold District Council will need to carefully manage and plan other key infrastructure and associated funding sources, ensuring that all delivery partners work together in order to achieve the vision set within the Local Plan and enable sustainable and managed growth.

### *Funding Gap*

While the data presents a worst case funding gap within Cotswold District in excess of £145m it must be considered in light of this future prioritisation along with the fact that some of the infrastructure requirements will be delivered at the cost to the developer and/or commercial operator (e.g. utilities infrastructure). Other projects could clearly rely on other private and public funds including bids to central government, National Lottery and other sources.

It is also worth noting that limited information has been received to date on associated funding and therefore Cotswold District Council should work closely with service providers and colleagues across various departments in order to ensure an up to date funding picture for projects identified in the Project Tracker.

Cotswold District Council should therefore work to prioritise infrastructure development in order to focus efforts to reduce the identified funding gap.

## Funding

This report makes a high level assessment of funding that is available for infrastructure projects and assesses this against estimated capital costs. The assumptions in relation to funding have been informed through discussions with service providers and other stakeholders.

On this basis, it should be noted that further investigation of public sector funding sources is required as part of the iterative process required to update the IDP. The IDP Tracker should be updated with the clearer funding picture that will emerge following adoption of the Local Plan. This should be progressed through further consultation following adoption.

In order to meet the funding gap other funding sources and mechanisms will be required in order to offer a range of funding mechanisms to deliver infrastructure.

## Management and Co-ordination

The successful delivery of sustainable and timely employment and housing growth will be dependent on the evolution of the existing strong co-ordination, management and governance arrangements into a more delivery focussed decision making structure.

The delivery of infrastructure projects should be coordinated through a dedicated and independent Implementation Unit (IU) with strong links to the County Council and Local Enterprise Partnerships.

Formal arrangements would be required to engage and work with the full range of infrastructure delivery providers. This will be particularly important in trying to deliver efficiencies through innovative approaches to service delivery such as co-location or shared services

## Recommendations and Next Steps

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

For these reasons, infrastructure planning and delivery must be viewed as an iterative process with the IDP, associated Tracker and Site Calculator reviewed and updated on a regular basis in order to reflect the on-going project development, funding situation and the views of key consultees. Key tasks which must be fulfilled by the JCS authorities therefore include:

- Continued liaison with delivery partners, developers and other key stakeholders in order to understand priorities, programmes and delivery plans;
- Utilise the findings within the IDP and Tracker and work with service providers to explore and identify innovative solutions to infrastructure needs that potentially reduce costs. This could include, for example, collocated facilities or expansion of existing facilities over new build.

- Further work on associated funding in order to updated funding gap information;
- Regular updates to the IDP and associated Tracker as a ‘live process’ which will lead to improved accuracy and outcomes of the process;
- Meetings and workshops which focus on particular key infrastructure needs and/or strategic sites, particularly where cross-sectoral working is required;
- Monitoring of local plan policy in relation to infrastructure.

At present there may seem to be more questions than answers raised by the process. This is perfectly normal given infrastructure planning is an iterative process. Perhaps of greatest importance for Cotswold District Council is the need to begin to prioritise infrastructure needs and projects and further understand the potential funding situation in order to continue to develop a funding gap model.

# 1 Introduction

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## 1.1 Purpose of the Infrastructure Delivery Plan (IDP)

The objective of the Cotswold Infrastructure Delivery Plan (IDP) is to evaluate the transport, utilities, community and green infrastructure and services that will be required to support the levels of housing and employment growth proposed in the Draft Cotswold Local Plan. In doing so the study fulfils the following roles:

- Provides evidence base supporting the preparation of the Cotswold Local Plan. This version of the IDP has been prepared in support of the Local Plan Consultation Paper Preferred Development Strategy (2013)<sup>1</sup> that sets out the overall level of housing and employment development to be allocated within different parts of the District. For each sector and settlement where growth is allocated, the study seeks to identify what local infrastructure requirements and priorities may be and whether there is a reasonable prospect of provision of the necessary infrastructure.
- The IDP also presents sources of funding that could be pursued to assist with the delivery of infrastructure, including initial recommendations relating to developer contributions towards infrastructure through Section 106 Planning Obligations and the Community Infrastructure Levy (CIL). By presenting a list of infrastructure needs, estimated costs and responsibilities for delivery, the IDP provides evidence supporting the preparation of a CIL.
- In line with national guidance, the study seeks to identify whether any Nationally Significant Infrastructure Projects (NSIP, as defined in the Planning Act 2008) are expected to come forward in Cotswold District.

Setting out a coherent plan for projected housing and employment growth is an important role of the Cotswold Local Plan. However the Local Plan Preferred Development Strategy also sets out an overall Vision for the District of a high quality environment that is maintained and enhanced, thriving market towns and villages that are safe and socially balanced, and the provision of local services to meet residents' day to day needs. Through the preparation of an IDP the District Council seeks to foster the achievement of the wider vision for the Cotswold District. The upgrading of existing facilities and provision of new infrastructure provides a means for promoting investment and economic development, improving quality of life for residential communities and adapting to and mitigating the localised effects of climate change.

Preparation of the Cotswold IDP by Arup forms part of a joint commission by a partnership of the following councils in Gloucestershire: Cheltenham Borough Council, Cotswold District Council, Gloucester City Council, Forest of Dean District Council, Stroud District Council and Tewkesbury Borough Council. By preparing a series of IDPs for the District Councils in Gloucestershire, working closely with the County Council, the intention has been to apply a consistent methodology and provide for the identification of cross-boundary infrastructure issues and solutions.

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<sup>1</sup> Referred to as the Development Strategy throughout this document.

This version of the IDP presents a Refresh IDP which was commissioned separately by CDC to reflect updated housing forecasts. The refresh includes revised figures in relation to commitments as well as residential developments delivered between 1<sup>st</sup> April 2011 and 31<sup>st</sup> March 2014. The refresh also seeks to consider a revised Scenario 2 (contingency) which presents a higher number of dwellings to that proposed in previous correspondence.

## 1.2 Structure of the IDP

The contents and structure of the IDP are as follows:

- Chapter 2 describes the methodology that has been followed during the preparation of the IDP and this Refresh;
- Chapter 3 sets out the national policy guidance and local context for the IDP, including further information on the Cotswold Preferred Development Strategy and progress in Neighbourhood Planning;
- Chapter 4 provides a sector by sector assessment of the infrastructure required to support planned development, current projects, responsibilities for delivery, and sector specific funding routes;
- Chapter 5 provides a summary of the emerging infrastructure priorities for each settlement where growth has been allocated in the Cotswold Preferred Development Strategy scenario and the maximum SHLAA scenario;
- Chapter 6 discusses infrastructure prioritisation and provides a cost summary / funding gap;
- Chapter 7 sets out an initial view on the level of developer contributions towards infrastructure that may be viable and recommendations for a Community Infrastructure Levy (CIL);
- Chapter 8 reviews other potential funding sources that could be pursued to help deliver priority infrastructure projects;
- Chapter 9 considers next steps and governance arrangements that could help facilitate a collaborative approach to infrastructure planning and delivery;
- Chapter 10 presents conclusions and recommendations.

## 2 Methodology

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The common methodology adopted for the preparation of the Infrastructure Delivery Plans (IDP) has been informed by a review of national policy and guidance, together with a review of experience of producing IDPs and Community Infrastructure Levy (CIL) documents elsewhere in England.

### 2.1 National Policy and Guidance

#### 2.1.1 National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) states that Local Plans must be prepared with the objective of contributing to the achievement of sustainable development (paragraph 151), with infrastructure planning forming an important component of this. The three dimensions of sustainable development give rise to the need for the planning system to perform the following roles (paragraph 7 - summarised):

- **an economic role** – contributing to building a strong, responsive and competitive economy, which includes coordinating development requirements and ensuring the provision of infrastructure.
- **a social role** –by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.
- **an environmental role** – helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, mitigate and adapt to climate change including moving to a low carbon economy.

At paragraph 162, the NPPF sets out specific guidance on infrastructure planning, emphasising the need for joint-working with infrastructure and service providers:

“Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure with their areas.”

#### 2.1.2 Community Infrastructure Levy Legislation and Regulations

As set out in the IDP project objectives in chapter 1, the IDP is expected to inform decisions on the Community Infrastructure Levy (CIL) frameworks to be adopted by the Councils and provide the evidence base supporting any CIL Schedules. It is therefore logical that the IDP methodology complies with relevant legislation and regulations, to the extent that this is necessary to facilitate CIL preparation at a later date.

**The Planning Act 2008** put in place enabling legislation giving local authorities in England and Wales the power to levy a standard charge, the CIL, on most types of new development, to fund the infrastructure needed to support development in their area. A relatively narrow definition of infrastructure is provided in the Planning Act 2008, when compared to the NPPF. This may be on the basis that other sectors, such as the utilities, are in the main self-financing. Sectors referred to in the Act are:

- roads and other transport facilities;
- flood defences;
- schools and other educational facilities;
- medical facilities;
- sporting and recreational facilities;
- open spaces; and
- affordable housing.

This definition applies to infrastructure for the purposes of defining the CIL legislation. However, the phraseology within the Act allows for this list to be expanded or retracted as the Government sees fit. For instance, the statutory definition of “Infrastructure” which may be funded through CIL in the Planning Act 2008 is wide enough to include affordable housing, but the CIL Regulations specifically exclude affordable housing from CIL at this time.

Further background on CIL and relevant regulations is provided at section 6.2.

### 2.1.3 Planning Advisory Service Guidance

In June 2009, the Planning Advisory Service published ‘A steps approach to infrastructure planning and delivery’. The seven stages of the infrastructure planning process described in the guidance can be summarised as:

- Step 1 – Vision / Policy Context
- Step 2 – Governance
- Step 3 – Evidence Gathering
- Step 4 – Use Infrastructure Standards to assess deficits and identify requirements for strategic sites
- Step 5 - Prepare Infrastructure Delivery Plan, involving phasing and viability testing.
- Step 6 – Validation and consultation
- Step 7 – Implementation and monitoring

The guidance advises that many of the steps can be carried out concurrently and not all parts of the steps will be necessary if other work has already been undertaken. It also advises that evidence and the level of information gathered should be proportionate.

## **2.2 Summary of IDP Project Stages & Outputs**

### **2.2.1 Summary of IDP Methodology & Outputs**

The methodology for the IDP project that was agreed with the partnership of LAs at Stage 1 of this study is summarised in the diagram below and explained in further detail in the subsequent sections.

## **2.3 Stage 1 – Development Vision, Scenarios & IDP Governance**

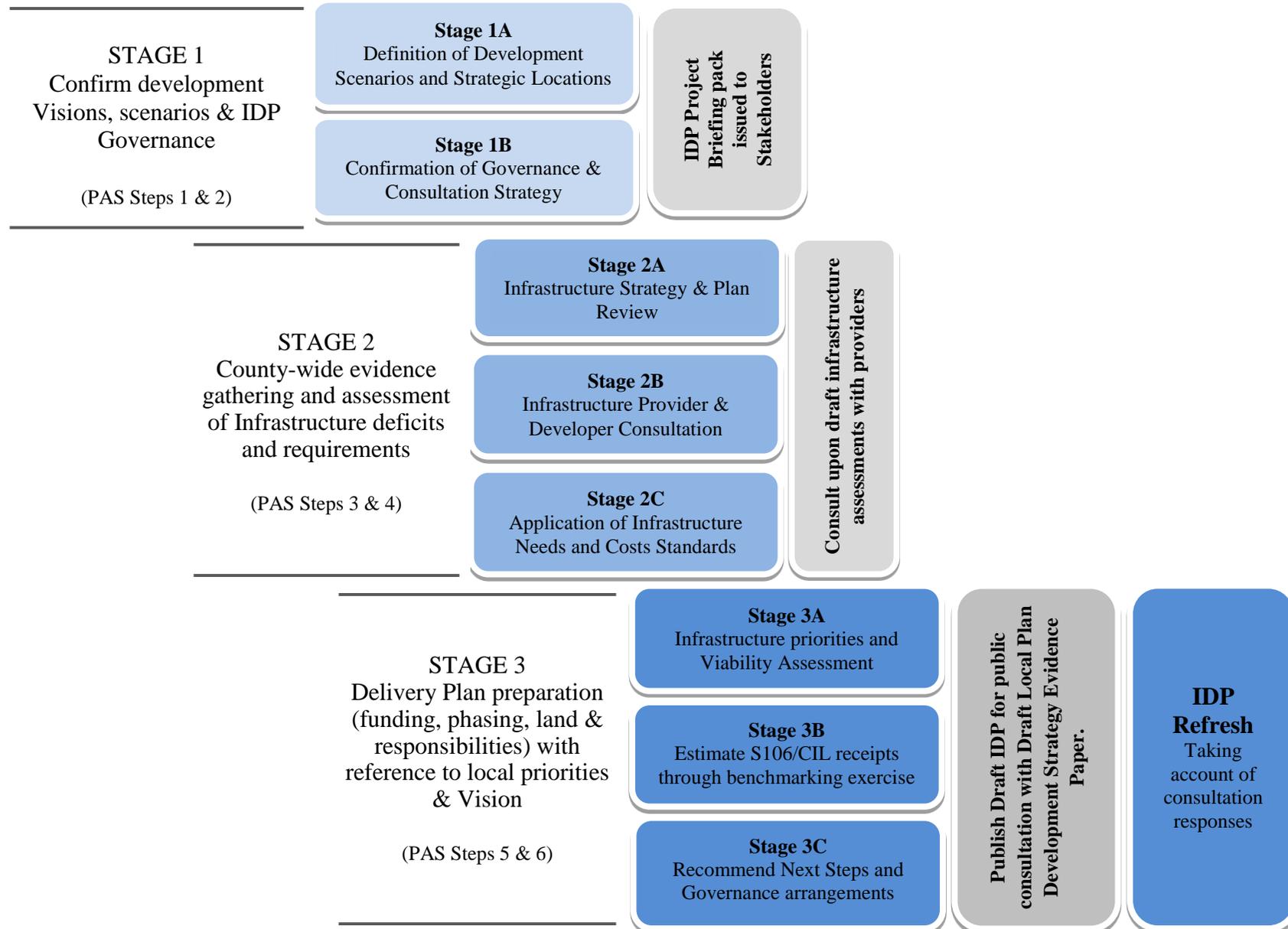
### **2.3.1 Stage 1A – Definition of Development Scenarios and Strategies Locations**

An important first step was to establish the development scenarios that formed the basis for infrastructure planning. This involved confirmation of:

- Strategic and local development Visions that could inform infrastructure delivery and funding priorities.
- Local Plan housing and employment development levels to be tested through the infrastructure planning process.
- Agreement of the appropriate geographies for infrastructure planning, such as the identification of sub-areas and strategic locations for development that underpin the spatial strategy for each Borough, City or District.

This information provides the context for the IDP and is set out at chapter 3.

**Figure 1 - Infrastructure Delivery Plan Study Stages**



## 2.3.2 Stage 1B – Establish Governance arrangements and Consultation Strategy

The County Planning Officers Group (CPOG) has met on a monthly basis during the commission to agree the IDP methodology, review progress and facilitate the consideration of cross-boundary matters in the spirit of the ‘Duty to Cooperate’. The CPOG comprises representatives of Cheltenham Borough Council, Cotswold District Council, Forest of Dean District Council, Gloucester City Council, Stroud District Council and Tewkesbury Borough Council.

As highlighted in the PAS Guidance, the preparation of robust IDPs relies upon consultation with a wide range of infrastructure and service providers, to ensure the projection of infrastructure requirements is realistic and that there is reasonable prospect of infrastructure provision. During the course of IDP preparation Council Members, developers and local communities will also be kept informed of emerging results and recommendations by a variety of means, as set out in the table below.

**Table 1- Summary of IDP Consultation Activities**

Group	Description
Infrastructure and Service Providers	Issue of IDP Briefing Pack and Questionnaire
	Telecoms and meetings (Stages 2B & 3B)
	Issue of draft IDP outputs for comment (end Stage 2)
	Consultation on Interim Version and request for updates to inform ‘refresh’ IDP to support Draft Local Plan.
Developers (Strategic Locations)	Meeting with Strategic Location developer (Stages 2B & 3B)
	Consultation on Preferred Development Strategy with Interim Version IDP published as supporting evidence.
Council Members	Local Plan Working Group Meeting
Local Community	Consultation on Preferred Development Strategy with Interim Version IDP published as supporting evidence.

## 2.4 Stage 2 – County-wide evidence gathering and assessment of infrastructure needs

Infrastructure needs assessment work is undertaken on the basis that the most up to date and detailed information is utilised. In some cases the Council has used agreed assessment standards to supplement and update the information available from infrastructure providers (see Stage 2C for further explanation).

### 2.4.1 Stage 2A - Infrastructure Strategy & Plan Review

In many cases infrastructure and service providers prepare their own forward plans for an area. Examples include the School Population Forecast and Organisation Plan of the Education Authority and the 5 year Asset Management Plans (AMPs) prepared by the water supply and wastewater utilities. Where asset plans and strategies are available they have been reviewed to identify relevant information including:

- the methodology used to assess future infrastructure requirements;
- the adequacy of baseline provision and whether there is an existing deficit or oversupply;
- whether the infrastructure plan timeframes and assumed development levels adequately provide for the Local Plan scenarios agreed at Stage 1; and
- whether there are priority infrastructure projects that should be highlighted in the IDP.

This review exercise provides background information to be further developed through consultation and infrastructure assessment at Stages 2B & 2C.

### **2.4.2 Stage 2B – Infrastructure Provider Consultation and Sign-off**

Telecoms and meetings were arranged with individual infrastructure and service providers to discuss the outcomes of the document review and understand whether further feedback could be provided in relation to the Local Plan development scenarios set out in the Infrastructure Briefing Pack. Supplementing information from the Stage 2B document review, the objective of the consultation was to understand whether any important development thresholds exist that prompt:

- provision of significant new infrastructure or extension/refurbishment of existing;
- the cost of providing the infrastructure and whether there are funding gaps; and
- whether there are any other viability issues, such as the availability of sites and unrealistic timescales for provision, that threaten reasonable prospect of provision.

Where further infrastructure assessment work was proposed to inform the IDP, the methodology for undertaking this work was also agreed with the relevant organisation. Wherever possible, draft IDP assessments have been circulated for agreement with infrastructure providers.

### **2.4.3 Stage 2C – Application of Infrastructure Needs and Costs Standards**

For certain infrastructure sectors it has been beneficial to update information available from existing sector-specific plans by using agreed infrastructure provision standards. These can be used to derive estimates of the amount of provision that is required, for instance one new primary school in a particular location, and an estimate of the capital cost for the new infrastructure. This tends to apply to the social and community infrastructure sectors, where benchmarking information has been used to derive national or local standards.

Assessing infrastructure requirements for other sectors, such as the utilities, transport and flood risk management is more reliant on modelling and infrastructure design information available from providers and developers.

The methodology used for each sector is described in chapter 4.

## 2.4.4 Stage 2 Outputs

By the end of Stage 2 the Councils were able to provide draft versions of the sector specific chapters (chapter 4) to infrastructure providers and developers for comment. As far as possible, these sector specific analysis sections are structured in a consistent way as set out below:

**Table 2 - Structure for infrastructure assessment by sector**

Topic	Contents
Responsibility	The organisation(s) responsible for planning and service delivery
Asset Plans & Strategies	Summary of the relevant plans and strategies and how they have informed the study.
Infrastructure baseline and deficits	Commentary and any available figures relating to the infrastructure provision baseline and existing areas/priorities for improvement.
Assessment of Infrastructure Needs	Assessment of infrastructure needs and costs relating to planned development, drawing on relevant strategies, plans, reports and/or national benchmarks
Recent and current infrastructure projects identified	A brief description of recent and current infrastructure projects.
Funding	Identifying relevant sector-specific sources of funding for infrastructure provision

## 2.5 Stage 3 – Delivery Plan preparation

### 2.5.1 Stage 3A –Infrastructure Priorities and Viability Assessment by Settlement

At this stage of the commission the focus shifted from preparing evidence base on a sector by sector basis towards reaching a view by settlement on: potential infrastructure priorities for each settlement; and the viability and phasing of infrastructure delivery relative to development in that location.

### 2.5.2 Stage 3B – Estimate S106 Planning Obligation / CIL receipts

To inform the Viability Assessment of infrastructure project delivery, it was important to understand the scale of developer contributions towards infrastructure that may come forward via S106 Planning Obligations and/or a CIL. As the Council was not yet at the stage of progressing draft CIL proposals (recommendations on CIL are set out at chapter 7 of this report), it was agreed that benchmarking exercises would provide a suitable methodology for estimating S106/CIL income at this stage. Existing information from the following two sources informed a judgement about what estimated contributions may be:

- infrastructure contributions set out in S106 Planning Obligations over the last 5 years; and
- proposed and established CIL rates in other Local Authority areas, taking market rates into account.

Further details of the methodology and outcomes of this stage are set out at chapter 7.

### 2.5.3 Stage 3C –Recommend Next Steps and Governance arrangements

Achievement of the Council’s Vision and Local Plan for an area will rely on a wide range of public, private and community sector organisations working effectively and efficiently to assist in delivering projects that contribute towards common goals. The Council has an important leadership and coordination role to play in this process. Chapter 10 provides a summary of next steps and actions identified during the course of preparing the IDP.

## 2.6 IDP Refresh

This IDP is a refresh following the publication of Preferred Development Strategy (2013) to include the settlement of Down Ampney. In order to ensure a robust infrastructure planning process is followed, the refresh also considers a further scenario that assumes the maximum capacity of Strategic Housing Land Availability (SHLAA) Sites. This IDP takes account of further updates from infrastructure providers gained through consultation during August 2014 and also considers updates in terms of Government legislation.

This stage of the methodology recognises that the IDP is a ‘living document’ which will need to be kept under review by Cotswold officers. This report forms the second version of the IDP and updates findings with the latest available information regarding infrastructure provision across the Cotswold area as of the 3<sup>rd</sup> quarter of 2014. Future iterations will need to be produced to reflect the changing plans and strategies of partners, progress in terms of project feasibility and costing and identification of any new infrastructure requirements.

This refresh approach will ensure that the IDP is up to date when the Cotswold Local Plan progresses to examination.

This refresh has utilised two main sources of information:

- Firstly, changes made through the Emerging Local Plan and the publication of The Local Plan Consultation Paper Preferred Development Strategy May 2013. This version of the IDP has been updated to take into account the changes made.
- Secondly, an IDP Update Briefing Pack was circulated to infrastructure and service providers during July 2014, with further comments requested.

Where additional information has been provided this has been incorporated within this document.

## 3 Local context for the IDP

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Cotswold District is one of the largest districts in England, with a very high quality natural and built environment. It covers an area of just over 450 square miles in the eastern part of Gloucestershire, within the South West of England. Around 70% of the district lies within the Cotswolds Area of Outstanding Natural Beauty (AONB). With a population of just under 83,000, the district has a low population density compared with the regional and national averages. The district is rural in character - the largest settlement, Cirencester, has around 19,000 inhabitants. Cirencester and the other 8 market towns provide a focus for much of the economic activity and public service provision within the district.

The environmental characteristics of the area and built heritage of the towns and villages give Cotswold District a individual identity and enviable reputation, but also give rise to distinct issues that have a bearing on infrastructure provision. There is an ever-increasing number of older people in the district, which is beginning to put pressure on local social care and health provision. At the same time, the number of young people in the district will decline, threatening the long-term economic and social well-being. Rural isolation is a key concern, particularly for younger and older people who are less likely to have access to their own transport, presenting major barriers for access to public services.<sup>2</sup>

### 3.1 Council's Vision & Objectives

#### 3.1.1 Council Corporate Strategy (2012 – 2015)

The Council's aim from 2012 - 2015 is to be recognised as the most efficient council in the country. Their priorities for the next 3 years are:

1. Freeze Council Tax for the next three years whilst protecting front line services that matter to our residents.
2. Maintain and protect our environment as one of the best places to live, work and visit.
3. Work with local communities to help them help themselves.

The Corporate Strategy which sets out the Council's priorities in more detail including the top tasks to achieve them will be published shortly.

#### 3.1.2 Cotswold Sustainable Community Strategy (2008 – 2012)

The Cotswold Local Strategic Partnership (LSP) identified six headline themes in the Sustainable Community Strategy that are considered to have ongoing relevance (our highlighting for emphasis):

- ***Children and Young People*** – priorities are to: provide training and job opportunities; improve transport facilities and access to services; involve young people in all our consultation work; and provide more things to do locally for young people.

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<sup>2</sup> Cotswold Sustainable Community Strategy 2008 - 2012

- ***Healthier Communities and Older People*** – priorities are to: increase access to services in rural areas; improve independence and health and well being for older people; implement countrywide obesity strategy; reduce the harm caused by drugs and alcohol; and address carer's needs.
- ***Housing*** – priorities are to: address the affordable housing needs of communities; improve private sector stock condition; meet the needs of the homeless; understand the housing market and needs of communities; improve marketing of shared ownership; and promote energy efficient and affordable homes.
- ***Safer and Stronger Communities*** – priorities are to: reduce the fear of crime in our communities; to engage with young people (16-25 years old) youth organisations, parish councils extended services to reduce the impact of crime on their lives; support local communities to keep their local facilities; and empower local people to have a greater choice and influence over local decision-making.
- ***Natural and Built Environment*** – priorities are to: improve our energy efficiency; develop more sustainable buildings and developments; prevent and mitigate against the impact of climate change; and encourage the reduction, reuse and recycling of domestic and commercial waste.
- ***Economy and Skills*** - priorities are to: encourage people to buy locally; increase access to appropriate skills training; improve the affordability and availability of business premises; improve our understanding of community and business skills needs; and development specific sectors within the economy, including promotion of tourism and arts and crafts.

The LSP has been disbanded and the SCS will not be updated however the 'Cotswold Conversation' group is being set up to replace it and is currently preparing a statement of intent.

## 3.2 Local Plan

The Local Plan for the Cotswold District will be accompanied by the Cirencester Supplementary Planning Document (SPD), together with emerging Neighbourhood Plans.

### 3.2.1 Cotswold Local Plan

The extant Local Plan 2001 – 2011 will be superseded by the new Local Plan scheduled for adoption in 2015. This IDP has been prepared to support public consultation on the Draft Local Plan, which will set out the overall spatial strategy for the District, including the numbers of houses that are proposed to be allocated to each settlement.

To accord with the principle of sustainability, the Preferred Development Strategy seeks to ensure that future development will be located at existing settlements in proportionate amounts, increasing their self-containment and enhancing their role as service centres. Cirencester is the largest town within Cotswold District, offering by far the widest choice of facilities and services to a large catchment area. Future strategic development at Cirencester will need to create cohesive, safe communities and address the lack of affordable housing. New development will have to link with the town centre and employment areas, incorporating

sustainable travel links, such as improved links to Kemble station. Improvements to the town centre public realm will boost the town's role as the area's main service centre with positive effects for town centre businesses.

At smaller towns and villages, small scale development would be appropriate – these settlements should have realistic potential to provide jobs, or at least choices, for local residents, as well as act as local hubs for community facilities and services including public transport.

The Preferred Development Strategy Vision for the Cotswold District is set out below:

### ***Vision for the Cotswold District.***

*By 2031 Cotswold District will be a place where the needs of all its residents are met within a network of sustainable, safe, socially balanced and inclusive, thriving, settlements, with services and facilities to meet residents' day-to-day needs. This will be within a high quality environment that supports the local economy, including tourism, and deliver housing (including affordable housing) which meets the needs of residents.*

*The towns, small towns and villages will work together with their hinterlands to provide services and facilities for a sustainable future, meeting the needs business, communities and visitors. Much of the planned change will occur in the main settlements to meet the needs of the existing and future residents, together with rural economies to offer a diverse range of opportunities.*

*This will occur in an environment that adapts to climate change, avoids flood risk, promotes local food production and sustainable living. The character and quality of the area's outstanding countryside, heritage and built environment will be maintained and enhanced through the careful promotion of the economy, and safeguarding of the landscape, biodiversity and green infrastructure.*

## **3.2.2 Cirencester Town Centre Supplementary Planning Document (SPD)(November 2008)**

The purpose of the SPD is to amplify existing Local Plan Policy CIR. 1, as set out below, and a series of site-specific policies of the Cotswold District Local Plan 2001-2011.

### **Local Plan Policy CIR.1: Traffic and the Environment in Cirencester Town Centre**

1. Measures to reduce, manage and calm traffic; integrate public transport; improve facilities for cyclists, pedestrians and the disabled; and improve the environment will be implemented throughout Cirencester town centre and along the main traffic, cycle and pedestrian routes into and out of it.

2.The Council will seek planning obligations to secure contributions towards the implementation of measures described in Clause 1 above in relation to any development likely to give rise to an increase in traffic, cycling, public transport and/or pedestrian movements to, in, or through the town centre.

Although the Local Plan is now due to be replaced, the SPD will continue to play an important role, providing guidance to support the Preferred Development Strategy Vision objective to regenerate Cirencester Town Centre.

### 3.2.3 Neighbourhood & Parish Plans

There are a number of Parish and Community Plans in place for some of those settlements within the Cotswold District where growth is specifically proposed in the Preferred Development Strategy:

- Stow on the Wold - Community Strategic Plan (2010 – 2015)
- Cirencester – Our future Cirencester ... A Community Plan (June 2008)
- South Cerney with Cerney Wick – Village Plan (2006) – South Cerney Community Plan 2005
- Northleach with Eastington –Town Plan (July 2010)
- Blockley – Parish Plan (2010)
- Siddington – Parish plan (November 2009)

The community at Moreton-in-Marsh is at the initial stages of compiling a Community Plan and Stow-on-the-Wold Town Council is the first in the District to apply for Neighbourhood designation status and is starting the next phase of defining the Neighbourhood Development Plan (NDP) and submitting it for approval.

These existing and emerging Community and Neighbourhood Plans often identify local priorities for infrastructure, informing the assessments in this study and potentially influencing developer contributions towards new infrastructure.

## 3.3 Housing development allocations

Cotswold DC have requested this refresh of the Interim IDP (May 2013) to take account of revised district housing requirements and proposed distribution of housing.

The May 2013 Cotswold IDP was based on a baseline 20 year housing requirement (2011-2031) of 6,900 dwellings, together with a contingency scenario of 7,200 dwellings.

This was based on a housing review which examined: Communities and Local Government (CLG)/ Office National Statistics (ONS) projections; demand/ trend based growth projections; house building and land supply; housing affordability; economic change and the impact of the recession. Alternative projections of housing requirement, based on 2011 Census data and including approaches based on jobs and household projections, were produced as an integral part of the review.

This refresh IDP again tests a baseline requirement (2011-2013) of 6,900 dwellings on the same spatial distribution. In addition, the refresh also tests a Maximum Strategic Housing Land Availability Assessment (SHLAA) scenario of 8,600 dwellings (an increase of 1,400 on the previous contingency).

These scenarios differ from those within the Interim IDP in the following ways:

- Some of the settlements, such as Tetbury, Fairford and Mickleton, indicate that an oversupply of houses have been given planning permission, this will have infrastructure implications.
- An additional settlement which has not been consulted upon is included in the strategy – Down Ampney.

This IDP has tested the following two development allocation scenarios for infrastructure planning purposes.

Table 3 Cotswold Preferred Development Strategy and SHLAA Capacity Development Levels

Scenario	Total Dwellings	Built and committed sites (March 2014)	Development Strategy allocations required
1 - Preferred Development Strategy (May 2013) plus Down Ampney	6,900 units	4,199	2,701 units
2 - Maximum SHLAA Capacity	8,614 units	4,199	4,415 units

The overall approach to distributing housing development in Cotswold District is to promote the self-containment and vitality of existing settlements, rather than plan for new stand-alone settlements. A reinvigorated Cirencester provides a focus for development, balanced with more resilient market towns and villages.

The location of Cotswold District settlements where housing is to be distributed under Scenarios 1 and 2 are shown in the map at [Appendix A](#). In order to provide a fuller picture of potential development at each settlement Table 4 below presents:

- existing development site commitments;
- a series of site options that may be developed to deliver the planned level of new housing, derived from the SHLAA; and
- an indication of the phasing of sites in 5 year tranches throughout the Local Plan period.

Please note that for some settlements, because a number of site options are presented, the total number of dwellings for the sites exceeds the overall level of development allocated to that settlement.

## Strategic Location

The Cotswold Preferred Development Strategy identifies **Chesterton, to the south/southwest of Cirencester**, as a Strategic Location and a key component of the Development Strategy for the District. With a housing allocation of around 2,500 units and the provision of employment land, it is expected that this large scale development will support locally identified infrastructure provision that will also benefit the whole District. Large-scale development should also help to deliver town centre regeneration.

Table 4 Scenarios 1 and 2 Housing Allocations and Phasing by Settlement

Settlements	Scenario 1			Scenario 2						
	Built / committed housing and potential allocation	Number of Dwellings	Population	Built / committed housing and potential allocation	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	Number of Dwellings	Population
Andoversford	Built / committed	67		Built / committed					67	
	Potential allocation	63		Potential allocation	-	40	-	-	40	
	Sub total	130	299	Sub total					107	246
Blockley	Built / committed	5		Built / committed					5	
	Potential allocation	52		Potential allocation	-	71	-	-	71	
	Sub total	57	131	Sub total					76	175
Bourton-on-the-Water	Built / committed	318		Built / committed					318	
	Potential allocation	-18		Potential allocation	10	-	32	-	42	
	Sub total	300	690	Sub total					360	828
Chipping Campden	Built / committed	78		Built / committed					78	
	Potential allocation	82		Potential allocation	-	127	29	43	199	
	Sub total	160	368	Sub total					277	637
Cirencester	Built / committed	873		Built / committed					873	
	Potential allocation	2,487		Potential allocation	-	918	835	881	134	
	Strategic Site (Chesterton)	-	-	Strategic Site (Chesterton)					2,500	
	Sub total	3,360	7,728	Sub total					3,507	8,066
Down Ampney	Built / committed	22		Built / committed					22	
	Potential allocation	78		Potential allocation	-	86	13	19	118	
	Sub total	100	230	Sub total					140	322
Fairford	Built / committed	320		Built / committed					320	
	Potential allocation	-60		Potential allocation	-	-	28	49	77	
	Sub total	260	598	Sub total					397	913
Kemble	Built / committed	55		Built / committed					55	
	Potential allocation	25		Potential allocation	-	24	12	-	36	
	Sub total	80	184	Sub total					91	209
Lechlade-on-Thames	Built / committed	92		Built / committed					92	
	Potential allocation	48		Potential allocation	-	9	-	9	18	
	Sub total	140	322	Sub total					110	253
Mickleton	Built / committed	151		Built / committed					151	

Settlements	Scenario 1			Scenario 2						
	Built / committed housing and potential allocation	Number of Dwellings	Population	Built / committed housing and potential allocation	0-5 yrs	6-10 yrs	11-15 yrs	16-20 yrs	Number of Dwellings	Population
	Potential allocation	-71		Potential allocation	-	8	-	-	8	
	Sub total	80	184	Sub total					159	366
Moreton-in-Marsh	Built / committed	595		Built / committed					595	
	Potential allocation	-81		Potential allocation	-	113	363	-	476	
	Sub total	514	1,182	Sub total					1,071	2,463
Northleach	Built / committed	16		Built / committed					16	
	Potential allocation	114		Potential allocation	22	48	-	5	75	
	Sub total	130	299	Sub total					91	209
Siddington	Built / committed	1		Built / committed					1	
	Potential allocation	69		Potential allocation	-	-	-	40	40	
	Sub total	70	161	Sub total					41	94
South Cerney	Built / committed	151		Built / committed					151	
	Potential allocation	71		Potential allocation	-	64	-	-	64	
	Sub total	222	511	Sub total					215	495
Stow-on-the-Wold	Built / committed	93		Built / committed					93	
	Potential allocation	92		Potential allocation	30	40	87	106	263	
	Sub total	185	426	Sub total					356	819
Tetbury	Built / committed	991		Built / committed					991	
	Potential allocation	-338		Potential allocation	20	43	-	-	63	
	Sub total	653	1,502	Sub total					1,054	2,424
Upper Rissington	Built / committed	368		Built / committed					368	
	Potential allocation	22		Potential allocation	-	-	21	-	21	
	Sub total	390	897	Sub total					389	895
Willessey	Built / committed	3		Built / committed					3	
	Potential allocation	47		Potential allocation	-	123	-	70	193	
	Sub total	50	115	Sub total					196	451
<b>Total</b>		<b>6,881</b>	<b>15,826</b>						<b>8,637</b>	<b>19,865</b>

### 3.4 Employment development allocations

While much of Cotswold District can be described as the rural hinterland of the major employment centres of Swindon and the Central Severn Vale (Gloucester and Cheltenham), it is recognised that maintaining a strong economy and providing new job opportunities amongst the hierarchy of market towns and within the countryside is vitally important for the District. Education and research, agriculture, forestry and tourism are identified as important sectors for the District.

The predicted level of population growth and the District's relationship with major employment centres rules out any need for a major strategic employment allocation. Instead the Council proposes sufficient land allocations, 20Ha in total, to enable existing local businesses to grow and appropriate inward investment. Locations identified are:

- Chesterton, to the south/southwest of Cirencester.
- Land north/northeast of Tetbury.
- Land east of Moreton-in-Marsh, in the vicinity of Cotswold Business Village
- Land north of Bourton-on-the-Water, adjacent to Bourton Industrial Estate.

When considering the infrastructure requirements of employment allocations, this study focusses on the transport and ICT sectors, although consideration is also given to the welfare needs of staff. These include access to childcare facilities and open space.

Infrastructure priorities relating to employment that the Local Plan is expected to reference include:

- improved broadband connections and mobile phone networks for the District; and
- improved public transport links to the District's two railway stations at Kemble and Moreton-on-Marsh.

### 3.5 Defining Infrastructure Assessment Geographies for the IDP process

When preparing the Cotswold IDP it has been recognised that, while the strategic development location at Chesterton, Cirencester is likely to trigger the greatest requirements for new infrastructure, smaller allocations of around 50 to 200 dwellings could have significant implications for the District's relatively small settlements. For this reason it has been decided that the infrastructure needs arising for each settlement should be assessed independently, as far as reasonably possible.

## 4 Infrastructure assessment by sector

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### 4.1 Community and culture

#### 4.1.1 Libraries

##### Overview

*The way in which library services are provided in Gloucestershire and Cotswold District is being reformed taking account of pressure on the financing of public services and the move towards providing digital services. The County Council intends to retain a network of library buildings across the District with the aim that the majority of people should be able to get to a library within a reasonable journey by foot, by public transport or by a short car journey of around 20 minutes. In some cases libraries are being transferred to community management under the County Council “Big Community Offer”, such as the Lechlade Community Library within the Cotswold District.*

*Libraries will increasingly act as the local access point for a range of public and digital services and therefore the additional demand for these services generated by new development justifies developer contributions towards the maintenance and enhancement of these facilities, where viable.*

*Based on a high level assessment of demand, it is predicted that the cost of library services to serve new development in Cotswold District will be around £1.6 million (Scenario 1) to £2.0million (Scenario 2), based on capital costs only.*

##### Responsibilities for delivery

Gloucestershire County Council is responsible for the delivery of library services across the County and in the Cotswold District. Under the public libraries and Museums Act 1964 there is a statutory requirement to provide a comprehensive and efficient library service for all.

There have been changes to support for these facilities at the national level that are noteworthy. Responsibilities for museums and libraries, previously undertaken by the Museums, Libraries and Archives Council (MLA), was transferred to the Arts Council in October 2011 as part of the Coalition Government’s review to reduce the number of arms length agencies. The Arts Council is funded by the Department for Culture, Media and Sport and the National Lottery. Whilst not responsible for direct provision or funding of library services, the Arts Council is now responsible for supporting and developing the libraries sector.

## Sector plans and strategies

**Gloucestershire County Council ‘A Strategy for Library Services in Gloucestershire’ (April 2012)** – this takes into account pressures on public sector spending and the growing importance of digital information resources. The new strategy proposes a library service that encompasses different delivery mechanisms through:

- Digital means and via development of the virtual library
- Services targeted to support vulnerable people
- A reconfigured network of libraries.
- Engagement with communities and volunteers
- Development of partnership with other public sector agencies

## Infrastructure baseline and deficits

There are currently seven libraries provided by the County Council in the Cotswold District, plus a community Library at Lechlade, that serve a total population of 82,811 (2011 census). The libraries operated by the County Council are listed below:

- Bourton-on-the-Water
- Chipping Campden
- Cirencester (Main Library)
- Fairford
- Moreton-in-Marsh
- Stow-on-the Wold (Main Library)
- Tetbury

Up to 9<sup>th</sup> November 2012, Gloucestershire County Council operated three rural mobile libraries, with the Cotswold rural areas being covered by the East Mobile library. From mid December 2012 a new public sector mobile library service has begun serving the rural areas of the Cotswolds. This mobile will offer access to the internet for customers and stop in 20 rural communities in this area for periods of at least one hour up to half a day, thereby enabling access to information and the services of other public sector partners, such as health for example. The *Share a Book* mobile bringing books to children aged 0-8 and early years centres also serves the Cotswold area on a rota of visits.

A ‘virtual Library’ website is in operation across Gloucestershire and is available to anyone with internet access. In 2011-12 125,000 ‘virtual’ library visits were made in the county and nearly 3 million actual visits to the county libraries. 10% of the physical visits took place at the libraries in the Cotswolds area. Cirencester Main Library is the most used library in this district council area.

Against a background of public spending cuts and changes in the ways library services are used, such as increasing demand for digital, web-based services, the County Council has undertaken a review of existing assets and what the library service should look like in the future. Three important elements of the strategy highlighted here are:

***A reconfigured network of libraries and the Big Community Offer*** - In April 2012 the County Council decided to apply a reduction of £1.8million (25%) in the context of library services and the new Library Strategy provides for 31 council run libraries, two mobile library services and the Virtual Library. Under the County Council's Community Offer 8 communities were invited to submit business cases for running a community library once council funding was withdrawn. By 1<sup>st</sup> January 8 community run libraries will be in place in the county. As part of the Big Community Offer encouraging third sector community groups to manage services, these libraries receive on-going support in the form of a cash revenue funding stream of £10,000 per year, provision of PCs and data lines enabling internet access and provision of the Libraries Management System for administering the library loan system. In addition, the library building was made available to them through a lease arrangement with a 'peppercorn rent' (£0) or 20% discount on market value if the library asset was purchased by the community or up to 50% share of sale proceeds to invest in an alternative community venue for the library provision.

In the case of the Cotswold District, a community library was set up from 1<sup>st</sup> November 2012 at Lechlade. Rural libraries generally tend not to be used as much as those in the larger towns and cities, potentially due to dispersed populations and restricted hours of use that could result in a cycle of decline. The county council policy for libraries is to engage with local communities and to seek co-location and other arrangements where feasible. The Moreton-in-Marsh case study below provides an example of how community involvement and the co-location of facilities can help to maintain longer opening hours.

***Co-location of facilities*** – The County Council Strategy identifies libraries as important access points to public services in Gloucestershire and therefore the provision of space for other organisations within library buildings is a logical step. Co-location agreements with the police are in place for a number of libraries, where *Police Points* are now provided, saving costs for both the County Council and Constabulary.

#### **Moreton-in-Marsh Case Study**

At Moreton in Marsh, Cotswolds Volunteers Agency (North) and the Registration service and the Police share the library site. These partner services at Moreton in Marsh mean that longer opening hours have been made possible. Under the library strategy the core opening hours provided by the county will be 12 hours per week but the co-location partnerships has meant that it has been possible to increase these to 27 opening hours per week and widen access to other public services.

***Development of the Virtual Library*** - The County Council's strategy is that libraries will continue to be key places in the community where people will be able to access broadband and use computers. They will continue to provide support to assist people with accessing digital public services and digital communication, and digital information. As such, the library service will continue to play an important role in ensuring that computer and digital services are accessible to all. The County Council aims to continue with the expansion of the services available through its own virtual library which means wherever the Internet is available anyone will be able to use these digital services 24/7.

### Assessment of infrastructure needs and costs

A high level assessment of library service infrastructure needed to support Local Plan growth was undertaken by Gloucestershire County Council as set out below:

- Provision of 30m<sup>2</sup> of Library space per 1000 people. An estimated capital cost of £3,500/m<sup>2</sup> is then used to calculate capital cost.

An assessment of library space to support new development per settlement based on this standard is set out in Table 5 below.

Taking account of the County Council's Strategy for library services summarised above, it is anticipated that the additional demand for services (and related funding) would be channelled towards maintaining and enhancing the existing library network and providing services for more vulnerable groups such as the elderly. Table 5 identifies those settlements where there are existing libraries and the closest facilities for those that do not have their own building. In the smaller settlements where there is no library currently and they are located further away from existing library buildings, for example at Andoversford and Northleach, the library service will be delivered through the new public sector mobile service.

Table 5 Assessment of need for Libraries

Cotswold District Council - Considered Development Locations for inclusion within the Emerging Local Plan	CDC IDP Scenario 1	Indicative Demand Analysis (Theoretical m2 requirement)	Indicative Demand Analysis: (reflective of 2009/10 prices and rounded to nearest £1000)	CDC IDP Scenario 2	Indicative Demand Analysis (Theoretical m2 requirement)	Indicative Demand Analysis (reflective of 2009/10 prices and rounded to nearest £1000)
Andoversford	130	8.8	£31,000	107	7.2	£25,000
Blockley	57	3.8	£13,000	76	5.1	£18,000
Bourton-on-the-Water	300	20.3	£71,000	360	24.3	£85,000
Chipping Campden	160	10.8	£38,000	277	18.7	£65,000
Cirencester	3360	226.8	£794,000	3507	236.7	£829,000
Down Ampney ( <i>low</i> )	50	3.4	£12,000	140	9.5	£33,000
Down Ampney ( <i>high</i> )	100	6.8	£24,000	-	-	-
Fairford	260	17.6	£61,000	397	26.8	£94,000
Kemble	80	5.4	£19,000	91	6.1	£21,000
Lechlade-on-Thames	140	9.5	£33,000	110	7.4	£26,000
Mickleton	80	5.4	£19,000	159	10.7	£38,000
Moreton-in-Marsh	514	34.7	£121,000	1071	72.3	£253,000
Northleach	130	8.8	£31,000	91	6.1	£21,000
Siddington	70	4.7	£17,000	41	2.8	£10,000
South Cerney	222	15.0	£52,000	215	14.5	£51,000
Stow-on-the-Wold	185	12.5	£44,000	356	24.0	£84,000
Tetbury	653	44.1	£154,000	1054	71.1	£249,000
Upper Rissington	390	26.3	£92,000	389	26.3	£92,000
Willersey	50	3.4	£12,000	196	13.2	£46,000
Total (a) <i>incorporating Down</i>	6831	461.1	£1,614,000	8637	583.0	£2,040,000.00

Cotswold District Council - Considered Development Locations for inclusion within the Emerging Local Plan	CDC IDP Scenario 1	Indicative Demand Analysis (Theoretical m2 requirement)	Indicative Demand Analysis: (reflective of 2009/10 prices and rounded to nearest £1000)	CDC IDP Scenario 2	Indicative Demand Analysis (Theoretical m2 requirement)	Indicative Demand Analysis (reflective of 2009/10 prices and rounded to nearest £1000)
<i>Ampney (low)</i>						
Total (b) incorporating Down Ampney (high)	6881	455.7	£1,595,000		-	-

## 4.1.2 Community centres

### Overview

*Each of the settlements to which development is allocated in the Preferred Development Strategy benefits from an existing community centre and these are managed by community groups. Youth centres previously operated by Gloucestershire County Council are now also being offered for transfer to management by community groups as part of the “Big Community Offer.”*

*In the majority of cases the size of the villages and relatively modest scale of development proposed suggests that future investment may be best directed towards the enhancement of existing community centres. The strategic development location at Chesterton, Cirencester is the exception, where the option of on-site provision of a new community hub should be explored in partnership with Cirencester Town Council and other established community groups that may be prepared to take on responsibility for long term management.*

*Based on a high level assessment of demand, it is predicted that the cost of community centres to serve new development in Cotswold District will be around £3.8 million (Scenario 1) to £4.8 million (Scenario2), based on capital costs.*

### Responsibility for delivery

The provision and maintenance of community and cultural facilities, such as community and village halls, will rely upon a mix of public, voluntary and community sector investment, although Cotswold DC will have an important leadership and coordination role to play. In a rural area like the Cotswolds, there is also a reliance on unstructured local fundraising to deliver community facilities, as well as use of the parish precept.

### Sector plans and strategies

There is no single county-wide or district-wide strategy for community centres, however information on existing provision and future plans has been gathered from a range of sources, in particular:

***Gloucestershire County Council ‘Young People’s Services Change Programme Public Consultation Paper’ (November 2010)*** – This paper highlights that there are numerous community, sports, voluntary and faith organisations already providing activities for young people in their local area. The County Council’s strategy is to work with these organisations to ensure a broad range of activities are available rather than deliver these services independently. This means the County Council will stop running youth centres, but offer the opportunity for communities to take over the running of these buildings and provide funding support to each District of £50,000.

Within the Cotswold District, the County Council has accepted the business case for transfer of the Tetbury Youth Centre under the **Big Community Offer**<sup>3</sup>. The freehold of Stow Youth Centre has also been sold to Stow Youth Club.

**Parish Plans and Neighbourhood Plans** – Communities with existing Parish Plans and emerging Neighbourhood Plans are summarised at section 3.2.3 of this report. The Gloucestershire Rural Community Council Parish/Community Led Planning Database has also been reviewed for relevant information.

### Infrastructure baseline and deficits

A review of information on community centres shows that there are existing buildings in each of the settlements where there are Draft Local Plan Development Strategy housing allocations, although the capacity, range of facilities and state of repair of community buildings will vary from place to place. The names of the community centres at each settlement are set out in Table 6 below.

**Table 6 – Baseline Community Centres**

Geography/Site	Existing community centres
Cirencester	Watermoor Church Hall, Bingham Hall, Parish Centre, Stratton Village Hall, St Lawrence's Church and Ashcroft Centre
Andoversford	Andoversford Village Hall
Blockley	St Georges Hall, Little Village Hall, Paxford Village Hall
Bourton-on-the-Water	Victoria Hall
Chipping Campden	Town Hall
Down Ampney	Down Ampney Village Hall
Fairford	The Palmer Hall
Kemble	Kemble Village Hall
Lechlade	Lechlade Memorial Hall
Mickleton	King George's Hall
Moreton-in-Marsh	Redesdale Hall
Northleach	Westwood Centre, Cotswold Hall
Siddington	Siddington Village Hall
South Cerney	South Cerney Village Hall, South Cerney United Church Hall
Stow-on-the World	St Edwards Hall / Public Library
Tetbury	The Old Courthouse, Dolphins Hall
Upper Rissington	-
Willersey	Willersey Village Hall

### Assessment of infrastructure needs and costs

In order to gauge the level of provision that would be appropriate to support growth in the Cotswold Development Strategy, a high level assessment of need

<sup>3</sup> <http://www.gloucestershire.gov.uk/extra/article/108406/Big-Community-Offer-Youth>

has been undertaken. This uses a neighbourhood accessibility standard provided in the publication *Shaping Neighbourhoods – A Guide for Health, Sustainability and Vitality* (Spon 2003, Figure 4.9):

- A community centre per 4,000 population, which equates to a community centre per 1,740 dwellings (based on an average household size of 2.3). Many of the villages in Cotswold District do not have a current population of 4,000 dwellings and therefore the standard is a guideline only. Accessibility in rural areas is clearly of importance and all the settlements where development is allocated in the Cotswold Development Strategy have an existing community centre.
- The Village and Community Halls Design Guidance Note (Sport England, 2001) sets out a number of standard floor plans for different sizes of hall. A two hall design with a plan area of 645m<sup>2</sup> is considered a reasonable template as it would allow for a range of activities to be undertaken during higher demand periods at evenings and weekends.
- An estimated capital cost of £1,500/m<sup>2</sup> (rounded) is applied based on Building Cost Information Services (BCIS) Online information (Q2 2013, costs rebased for Gloucestershire location) and SPONS 2012 example community centre achieving BREEAM Very Good (cost rebased to 2013 and Gloucestershire location). This results in an estimated cost of £967,500 for the Sport England template community centre.

A high level assessment of community centre provision to support new development with estimated provision per settlement is set out in the table below.

Table 7 Assessment of need for Community Centres

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (sqm)	Capital Cost	Dwellings	Population	Demand (sqm)	Capital Cost
Andoversford	130	299	48.21	£72,321	107	246	39.68	£59,525
Blockley	57	131	21.14	£31,710	76	175	28.19	£42,280
Bourton-on-the-Water	300	690	111.26	£166,894	360	828	133.52	£200,273
Chipping Campden	160	368	59.34	£89,010	277	637	102.73	£154,099
Cirencester	3360	7,728	1,246.14	£1,869,210	3507	8,066	1,300.66	£1,950,988
Down Ampney	100	230	37.09	£55,631	140	322	51.92	£77,884
Fairford	260	598	96.43	£144,641	397	913	147.24	£220,856
Kemble	80	184	29.67	£44,505	91	209	33.75	£50,624
Lechlade-on-Thames	140	322	51.92	£77,884	110	253	40.80	£61,194
Mickleton	80	184	29.67	£44,505	159	366	58.97	£88,454
Moreton-in-Marsh	514	1,182	190.63	£285,945	1071	2,463	397.21	£595,811
Northleach	130	299	48.21	£72,321	91	209	33.75	£50,624
Siddington	70	161	25.96	£38,942	41	94	15.21	£22,809
South Cerney	222	511	82.33	£123,501	215	495	79.74	£119,607
Stow-on-the-Wold	185	426	68.61	£102,918	356	819	132.03	£198,047
Tetbury	653	1,502	242.18	£363,272	1054	2,424	390.90	£586,353
Upper Rissington	390	897	144.64	£216,962	389	895	144.27	£216,406
Willersey	50	115	18.54	£27,816	196	451	72.69	£109,037
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>2,551.99</b>	<b>£3,827,986</b>	<b>8637</b>	<b>19,865</b>	<b>3,203.25</b>	<b>£4,804,871</b>

The assessment identifies that development at the Chesterton Strategic Location is of sufficient scale to justify provision of a community centre within the development, although an alternative option would be to seek a contribution to the enhancement and creation of additional capacity at an existing facility, taking their locations into account. Cirencester Town Council has advised that the Baptist Church on Coxwell Street has outgrown its current accommodation and is seeking to partner with another organisation to relocate to a new community centre / church in a suitable location.

Taking a pragmatic view, financing the modernisation and maintenance of existing community centres is a challenge for the third sector organisations that manage these facilities in the majority of cases. Cotswold DC seeks to provide support, including funding where possible, to these organisations. For this reason, and depending on the location of new development, it is recommended that finance may be directed towards supporting the viability of and enhancing existing facilities through maintenance and revenue payments, rather than provision of new halls. Projects identified through the review work are listed below.

### Recent and planned infrastructure projects

- **Cirencester Baptist Church Relocation** – the Baptist Church is proactively seeking to relocate to a larger facility that provides community rooms alongside a church.
- **Bourton-on-the-Water towards 2030** –the Core Strategy Issues and Options paper identifies a need to retain the village character and attractive built development and states that the future development needs to address the issue of provision of a multi-purpose youth/community centre. The Parish Council plans to purchase the Moore Cottage Hospital building to provide a Community Hub, which would co-locate the Parish Council Offices, the Library, the Youth Centre, Dental Facilities, café and possibly the Police Station.
- **North Cerney** – Supported by Cotswold District Council the Village Hall Committee has an objective to improve the village hall facilities access, heating and lighting as well as provide an extension. This demonstrates that there is potential for improvements to existing village halls and community buildings in the Cotswold area which should be considered in developing schemes to increase capacity. North Cerney is not a settlement where larger housing allocations arise and therefore this project is likely to be reliant upon funding sources other than S106 contributions/CIL.
- **Stow-on-the-Wold towards 2030** – Stow’s Community Plan (2010-15) identifies the potential for developing a multi-sports activity community/leisure centre.

### Funding Sources

**Community Projects Fund** - Cotswold DC operates a Community Projects Fund which supports local community projects providing capital grants for village and community halls between £1,000 and £10,000.

Communities also often rely on funding from local and national charitable trusts, the Lottery and local fundraising efforts, as well as use of the parish precept in some cases.

Cotswold DC will continue to work with partner organisations to identify sources of funding to maintain, enhance and where required, provide new community facilities to support development. Funding sources could include developer contributions through S106/CIL, subject to the prioritisation of planning obligations/CIL infrastructure schedules.

### **4.1.3 Youth Support Services**

#### **Responsibility for delivery**

Youth Support Teams in Gloucestershire provide a range of services targeted at vulnerable young people aged 11 – 19 (up to 25 for young people with special needs). Gloucestershire County Council is the commissioning authority for Youth Support Services and has a statutory responsibility to provide support for young people at risk. The Youth Support Team commissions the following services:

- Youth Offending Service
- Looked After Children
- Care Leaver's Support Services (for those aged 16+)
- Early Intervention and Prevention Service for 11-19 year olds
- Support for young people with learning disabilities and/or disabilities
- Positive activities for young people with disabilities
- Support with housing and homelessness
- Help and support to tackle substance misuse problems and other health issues
- Support into education, training and employment
- Support for teenage parents

Cotswold Youth Support Team are part of the Gloucestershire Youth Support Team and are based at the Impact Centre in Cirencester.

#### **Assessment of infrastructure needs and costs**

During consultation with Gloucestershire Youth Support Services three main measures relating to new development were identified.

Firstly, population growth and new residential development results in increased demand for Youth Support Services for vulnerable young people, with the result that it is necessary to increase the capacity of the single Youth Support Centre in each District. The Impact Centre in Cirencester provides the base for all youth support services in the Cotswold District.

Gloucestershire County Council provided an estimate of demand for youth support services and this is presented in Table 8. Costs relating to new development would apply for an 8 year period with the potential for annual review.

Table 8 Assessment of need for Youth Support Services

Cotswold District Council - Considered Development Locations for inclusion within the Emerging Local Plan	CDC IDP Scenario 1	Theoretical 'High-Level' Demand for TYSS Intervention Places (Rounded Totals)	Indicative Capital Delivery Cost (Based on 2012 prices) (Rounded to the nearest £10,000)	CDC IDP Scenario 2	Theoretical 'High-Level' Demand for TYSS Intervention Places (Rounded Totals)	Indicative Capital Delivery Cost (Based on 2012 prices) (Rounded to the nearest £10,000)
Andoversford	130		£9,000	107	1.3	£7,000
Blockley	57	0.7	£4,000	76	0.9	£5,000
Bourton-on-the-Water	300	3.6	£20,000	360	4.4	£24,000
Chipping Campden	160	1.9	£11,000	277	3.4	£19,000
Cirencester	3360	40.6	£228,000	3507	42.4	£238,000
Down Ampney ( <i>low</i> )	50	0.6	£3,000	140	1.7	£9,000
Down Ampney ( <i>high</i> )	100	1.2	£7,000	-	-	-
Fairford	260	3.1	£18,000	397	4.8	£27,000
Kemble	80	1.0	£5,000	91	1.1	£6,000
Lechlade-on-Thames	140	1.7	£9,000	110	1.3	£7,000
Mickleton	80	1.0	£5,000	159	1.9	£11,000
Moreton-in-Marsh	514	6.2	£35,000	1071	13.0	£73,000
Northleach	130	1.6	£9,000	91	1.1	£6,000
Siddington	70	0.8	£5,000	41	0.5	£3,000
South Cerney	222	2.7	£15,000	215	2.6	£15,000
Stow-on-the-Wold	185	2.2	£13,000	356	4.3	£24,000
Tetbury	653	7.9	£44,000	1054	12.7	£71,000
Upper Rissington	390	4.7	£26,000	389	4.7	£26,000
Willersey	50	0.6	£3,000	196	2.4	£13,000
<b>Total (a) incorporating Down</b>	<b>6831</b>	<b>82.6</b>	<b>£462,000</b>	<b>8637</b>	<b>104.5</b>	<b>£584,000.00</b>

Cotswold District Council - Considered Development Locations for inclusion within the Emerging Local Plan	CDC IDP Scenario 1	Theoretical 'High-Level' Demand for TYSS Intervention Places (Rounded Totals)	Indicative Capital Delivery Cost (Based on 2012 prices) (Rounded to the nearest £10,000)	CDC IDP Scenario 2	Theoretical 'High-Level' Demand for TYSS Intervention Places (Rounded Totals)	Indicative Capital Delivery Cost (Based on 2012 prices) (Rounded to the nearest £10,000)
<i>Ampney (low)</i>						
<b>Total (b) incorporating Down Ampney (high)</b>	<b>6881</b>	<b>81.6</b>	<b>£457,000</b>		-	-

A second aspect of Youth Support Services where new development is of importance relates to the opportunity to provide training, apprenticeships and employment during the construction of new schemes. The recession following the global credit crunch of 2008 has resulted in a bulge in youth unemployment in Gloucestershire. 30% of Job Seekers Allowance claimants across the County are aged under 25 years and 32% of these remain unemployed for 6+ months.<sup>4</sup> Local planning authorities are therefore urged to consider the agreement and implementation of Employment and Skills Charters working with developers, to help facilitate the creation of employment opportunities within the construction sector.

The third recommended measure is to ensure that facilities for young people within major new developments are brought forward early in the phasing schedule (by way of appropriate planning conditions) and that a Community Development Officer is appointed to help establish pioneer community activities and services.

The Kingsway development in Gloucester has been identified as an example of where the absence of community infrastructure during the early years of occupation of the estate was a contributing factor to escalating anti-social behaviour, particularly amongst young people. A youth worker is now to be appointed to assist in tackling issues and improve the availability of facilities for young people.

For those developments that are considered to be of a scale that would warrant the appointment of a community development / youth worker officer, a basic annual cost allowance of £30,000 - £35,000 is recommended by Gloucestershire County Council.

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<sup>4</sup> *'Grow Gloucestershire: A youth employment and skills strategy for Gloucestershire'*  
(Gloucestershire County Council Youth Economic Stimulus Project, July 2012)

## 4.2 Education

### 4.2.1 Early Year's education and childcare

#### Overview

*The Childcare Act 2006 requires Local Authorities to provide universal childcare provision for 3 to 4 year olds to ensure that there is sufficient good quality childcare available for parents who want to work, train for work, or who are already in work. The Government is also committed to introducing a new targeted entitlement for 2 year olds to access free early education. The first phase of this commitment has been introduced (free early education for 20% of the least advantaged two-year-olds from September 2013) with the number of places increasing to provide for 40% of the least advantaged children from September 2014. Ensuring there is sufficient capacity within the network of Children's Centres, nurseries, pre-school playgroups and child-minders will therefore be of great importance.*

*A detailed assessment of the need for additional Early Year's places will rely on the provision of updated baseline information, as well as more detailed information on planned housing mix and type (dwellings size and tenure) for each development. Gloucestershire County Council have undertaken a high level assessment of need using a locally derived standard. This suggests that planned development would result in the need for between 514 (Scenario 1) and 645 (Scenario 2) Early Year's care places, provided at a capital cost in the order of £6million (Scenario 1) or £7.5m (Scenario 2).*

#### Responsibilities for delivery

Early Years education is currently defined as full-time or part-time education from the start of the term following the child's 3rd birthday and up to compulsory school age, although coverage is broadening in certain circumstances to include two year olds. Early Years education places are provided through partnership working between the responsible Local Authority (LA) and providers in the maintained, private, voluntary and independent sectors. Gloucestershire County Council's Children's Centres operate some local services through on-site pre-school nurseries to contribute towards local childcare provision, although childcare provision across the county is predominantly delivered through day nurseries and pre-school playgroups that offer full and sessional day care. Other local options include child-minders, nursery classes within independent schools and privately operated nursery schools.

The Childcare Act 2006 requires LAs to provide universal childcare provision for 3 to 4 year olds to ensure that there is sufficient good quality childcare available for parents who want to work, train for work, or who are already in work. The Government is also committed to introducing a new targeted entitlement for 2 year olds to access free early education. This is part of the Government's Fairness Premium, to drive up social mobility and improve life chances.

Department for Education *Statutory Guidance for Local Authorities on the Delivery of Free Early Education for Three and Four Year Olds and Securing Sufficient Childcare* (September 2012) summarises the responsibilities of English LAs under the 2006 Act:

- **2 year old entitlement** – the free entitlement to early education was initially extended to some 2 year olds through a national pilot. Gloucestershire has been part of the pilot since 2007, delivering the free entitlement to the most vulnerable and disadvantaged 2 year olds. The Cirencester Children’s Centre was included as part of this pilot. The Government now plans that the new entitlement for 2 year olds will be implemented across the country in two phases. In September 2013 (phase one), around 130,000 (20%) of 2 year olds in England will be able to access free early education places. From 2014 (phase 2), the entitlement will be extended to around 260,000 (40%) of two year olds.
- **3 and 4 year olds entitlement** – Regardless of their parents’ ability to pay, all eligible children are able to take up high quality early education. LAs are required by legislation to make available sufficient free early education places offering 570 hours a year over no fewer than 38 weeks of the year for every eligible child (the equivalent for 15 hours/week for 38 weeks a year).
- **Childcare for older children** – In addition, LAs are required by legislation to secure sufficient childcare, as far as reasonably practicable, for working parents (or parents studying or training for employment), for children aged 0-14 (or up to 18 for disabled children).

### Infrastructure related sector specific plans and strategies

**The Childcare Sufficiency Assessment (April 2011)** - The Childcare Act 2006 formalises the process of gathering information on the planning and development of childcare, and requires local authorities to undertake a thorough ‘sufficiency assessment’ every three years, and to update this information regularly in the interim periods. The latest *Childcare Sufficiency Assessment* was prepared by Gloucestershire County Council (CC) Childcare Team and published in April 2011. The assessment sets out details of the current level of provision within the County for Early Years provision and, more specifically, details of the supply and demand of facilities.

### **The Gloucestershire Strategic Infrastructure Delivery Plan (October 2010)**

The Gloucestershire Strategic Infrastructure Delivery Plan (SIDP) provided an initial assessment of Early Years education needs linked to future growth in the County up to 2026, as determined during 2009 and 2010. The section on Social and Community Infrastructure applied locally derived standards for the number of early year’s education places anticipated to be generated through new development.

### Infrastructure baseline

The following provides an overview of provision of Early Year’s provision, based on data collected during the latter part of the 2010/2011 financial year, as set out in the latest Gloucestershire Childcare Sufficiency Assessment (April 2011):

- Cotswold is served primarily by four Children's Centres, these are based in Cirencester, Stow-on-the-Wold, Northleach and Tetbury which cover wide catchment areas. Children's Centres were developed as part of the previous Government's policy to invest in the early years; they initially built on Sure Start programmes that were run in the most deprived areas and then broadened out to a universal service that now serves every community. Gloucestershire has 39 Children's Centres in total which vary between large centres offering a wide range of services throughout the week in deprived areas and smaller 'bases' that offer occasional activities and staff outreach.
- 164 providers operate through these Children's Centres.
- For the Cotswold District, the theoretical maximum number of Early Year's places available in the Children's Centres was 3,172, based on: 1,203 in Cirencester, 940 in Stow, 533 in Northleach and 496 in Tetbury.
- In Cirencester Children's Centre, take-up is 78% of the 3 year old population, and 51% of the 4 year old population, with 0.3% take up on the free entitlement for a pilot for 2 year olds. In the catchment of Cirencester Children's Centre, there is a high demand, and some gaps in the provision.
- In Stow Children's Centre, take-up is 70% of the 3 year old population and 42% of the 4 year old population. For this centres there are some gaps on the need indicators for this Children's Centre.
- In Northleach Children's Centre take-up is 71% for 3 year olds, and 37% take up for 4 year olds. This is an area where intervention is required as the centre covers a large catchment area, including the villages of Fairford, Lechlade and Andoversford.
- In Tetbury Children's Centre, there is 40% take-up of the 3 year old population, and 1.1 % of the 4 year old population. For this centre there are some issues around affordability to be addressed.

### Assessment of infrastructure needs and costs

To complete a detailed local assessment of the need for additional Early Years places, up to date data on capacities and anticipated future changes in provision will be needed. In addition, more detailed information on proposed housing mix and type (dwellings size and tenure) will be required.

However, a high level District-wide indicative assessment of basic need based on the overall numbers of new dwellings proposed has been completed. This applies the locally derived Gloucestershire standard for the number of Early Year's places likely to be generated through new development. The standard reads as follows:

- 7.467 (full-time equivalent) Early Year's care places per 100 qualifying homes<sup>5</sup> (housing developments). £11,682 per Children's Centre care place.

It is important to note that this indicative assessment has suspended the application of qualifying homes and has included all potential dwellings in its calculations. The assessment of need will therefore need to be reviewed as part of

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<sup>5</sup> A 'qualifying home' for education purposes is defined as a single residential unit that is not an apartment/flat or which has not been covered by restricted occupancy in respect of families (e.g. retirement/age restricted housing).

a more detailed analysis once data on the locations and proposed housing mix and type (i.e. size and tenure) has been confirmed.

This Gloucestershire standard is well established and has been successfully used in local planning for a number of years, including for the consideration of development proposals. It is based upon statistical research into estimating future theoretical demand, which was carried out by Gloucestershire County Council's Chief Executive's Support Unit (CESU) and Business Services (Property) Directorate<sup>6</sup>. In line with good practice, the County Council have recently instigated an update review of this standard.

Table 8 sets out the results of the indicative assessment of demand from growth for Early Year's provision across Cotswold District. It covers the main Scenario 1, as applies for the emerging Development Strategy, and contingency growth scenario. The Table also includes an indicative cost based on a basic needs cost multiplier applicable to Children Centre places.

It should be noted that this indicative assessment covers all planned growth within Cotswold District and a large majority of this is either built or committed.

Table 9 Assessment of need for Early Year's / Care places

Early Years Education (Early Year's / Care places)				
Geography/Site	Dwellings	Pop'n	Development Strategy	
			Theoretical Demand for Places	Estimated Capital Cost
Scenario 1	6,900	15,826	513.8	£5,940,000
Scenario 2	8,637	19,865	644.9	£7,540,000£

**Notes:**

Population: based on national average household size of 2.3 from Census 2011.

The County Council have advised that facilities for early years childcare should ideally have a local focus so as to ensure that users – young children, parents and employees, can achieve reasonable and flexible access without the need to heavily rely upon motorised travel. Evidence to support local transport planning work – namely the Gloucestershire Manual for Streets, indicates that early year's infrastructure should occur within 'walkable neighbourhoods'. This would mean facilitating sufficient local choice within 10 minutes or 800 metres safe walking distance of residential areas. In addition, consideration should also be given to the emerging trend of working parents, whereby facilities close to places of work are utilised rather than those close to home. As a consequence any future assessment of need, that seeks to incorporate existing and emerging surplus' in provision should seek to try and factor in these circumstances.

## Current projects

As previously mentioned, the County Council is in the process of reviewing the local standard used for assessing Early Year's requirements with respect to the demand arising from new development. This may result in the creation of a new

<sup>6</sup> *Child Population of New Developments in Gloucestershire: An investigation into the Numbers of Children Likely to be Resident on New Housing Developments in Gloucestershire* - Gloucestershire County Council (GCC): Chief Executive's Support Unit (CESU) (June 2007)

standard that could be applicable to local planning and the future consideration of planning applications. In terms of infrastructure projects, the County Council are currently undertaking a major commissioning exercise for the running of all of its 39 Children's Centres for a period of up to 7 years. This will include all of those Children Centre's located in Cotswold. Newly commissioned services are due to be agreed by mid-2013.

## Funding

**Early Years Single Funding Formula** - Funding is channelled through Gloucestershire CC via the Early Years Single Funding Formula (EYSFF) to a mix of local authority, private, voluntary, independent nurseries and accredited childminders.

The aim of the EYSFF introduced by the Government is to distribute funding based on common principles. In Gloucestershire the EYSFF was introduced in 2010 and is based on participation of children and so only funds occupied places. The formula consists of a base (hourly) rate plus an annual supplement for deprivation (statutory requirement). The introduction of the EYSFF decreased the base rate, but introduced an annual supplement for deprivation. In April 2010 when the EYSFF was introduced, the hourly base rate was £3.22. This rate increased to £3.25 in April 2011.

## 4.2.2 Primary and Secondary Education

### Overview

*The education system is currently in a period of transition as management and funding arrangements are changed to reflect the coalition Government's objectives. The Government wants to provide schools with greater management and budgetary freedoms, with the result that many schools, particularly secondary schools at this time, are converting to Academy status. Local Authorities will retain a strategic coordinating role to ensure that all children have a school place and will continue to allocate funding for state schools until such time as they convert to Academies.*

*Planning for future school capacity is complicated by the desire to enable parent/student choice and changes to the popularity of different schools. This means that pupils may not attend the closest school to new development and the County Council therefore uses School Planning Areas to gauge changes in capacity requirements across a wider area.*

*At this stage of the infrastructure planning process high level assessments of need have been undertaken by Gloucestershire County Council. Application of these results in projected demand for 1,910 primary school places (Scenario 1) and 2,398 primary school places (Scenario 2) at a capital cost of between £22m and £28m.*

*In relation to secondary school places, Gloucestershire County Council estimate a demand for 1,077 secondary school places (including 6<sup>th</sup> form) (Scenario 1) or 1,362 secondary school places (including 6<sup>th</sup> form) (Scenario 2). This would lead to an estimated capital cost of between £19.4m (Scenario 1) and £24.3m (Scenario 2) where 6<sup>th</sup> form is provided locally.*

### Responsibilities for delivery

Published by the Department of Education in November 2010, *The Importance of Teaching White Paper* sets out the Government's intended direction of travel for the schools system and funding. A principal objective of the Government is to increase the autonomy of schools and reduce bureaucratic constraints at the national and local levels. Based on a review of international experience and the high performance of Academies and City Technology Colleges (CTCs) in the UK, the Government wants to provide schools with greater management and budgetary freedoms, while Local Authorities (LAs) will retain a strategic coordinating role.

In summary, the White Paper states that the Government will:

- Restore all original freedoms to Academies, while ensuring there is a level playing field on admissions (particularly in relation to Special Educational Needs).
- Dramatically extend the Academies programme, opening it to all schools.
- Ensure lowest performing schools are considered for conversion to Academies to effect educational transformation.
- Ensure there is support for schools to collaborate through Academy chains and multi-school trusts and federations.
- Support teachers and parents to set up new Free Schools to meet parental demand, especially in areas of deprivation.

With respect to the on-going role of LAs, the White Paper proposes to give LAs a strong strategic role as champions for parents, families and vulnerable pupils. They should promote educational excellence by:

- ensuring a good supply of strong schools and high quality school places;
- co-ordinating fair admissions to schools for every child;
- retain responsibility for school transport arrangements which promote fair access;
- support vulnerable pupils, including Looked After Children, those with Special Educational Needs and those outside mainstream education;
- support maintained schools performing below the floor standards to improve quickly or convert to Academy status with a strong sponsor;
- use their democratic mandate to stand up for the interests of parents and children; and
- develop their own school improvement strategies.

Importantly, while the majority of schools are LA maintained schools, funding will continue to pass to them through the LA, which is Gloucestershire County Council for the Cotswold District. As more schools become Academies, funding

will be provided directly by the Government to improvement funding consistency nationwide.

Local authorities will, over time, play a role in commissioning new provision and overseeing the transition of failing schools to new management.

In practical terms, where there is a need for a new school, the Government advises that the first choice will be a new Academy or Free School. Where a local authority is unable to identify a suitable sponsor to open a new school, it will be able to contact the Secretary of State, so that they can work together to find a sponsor.

### Infrastructure related sector specific plans and strategies

***The Gloucestershire Strategic Infrastructure Delivery Plan (April 2011)*** - The Gloucestershire Strategic Infrastructure Delivery Plan (SIDP) provided an initial assessment of primary and secondary education needs in the County up to 2026, as determined during 2009 and 2010. The section on Social and Community Infrastructure presented locally applied standards for the anticipated number of education places that would be generated through new development, for primary and secondary education (up to age 16 years).

### Infrastructure baseline – Primary Schools

There are 44 state primary schools situated within the Cotswold District. These schools are divided between 6 local school planning areas that encompass the entirety of the district and broadly cover the settlements and surrounding localities of Bourton-on-the-Water, Cirencester, Chipping Campden, Fairford, Northleach, Stow-on-the-Wold and Tetbury. There is also one Cotswold-based school that forms part of the neighbouring local school planning area for Nailsworth. This school planning area mostly encompasses localities within Stroud District.

The majority of state primary schools in Cotswold are either Voluntary-Aided (VA) or Voluntary-Controlled (VC) with the remainder operating as Community schools. At present there are no primary-level Free Schools, Academies or Academy Converters open or proposed within the district.

All primary schools situated within Cotswold District provide primary-level education from reception (4-5 yrs olds) through to year 6 (10-11 yr olds). The district does not accommodate any infant-only schools, which usually accommodate pupils from reception (4 - 5 yr olds) through to year 2 (6-7 yr olds) or junior-only schools that provide for year 3 (7-8 yr olds) through to year 6 (10-11 yr olds).

### Infrastructure baseline – secondary schools

There are six secondary schools located within Cotswold District, which have been grouped into two Cotswold secondary school planning areas – North and South. The Cotswold North area covers the settlements and surrounding localities of Chipping Campden, Stow-on-the-Wold, Moreton-in-Marsh, Bourton-on-the-Water and Northleach, whilst the Cotswold South area encompasses the towns and surrounding environs of Tetbury, Cirencester and Fairford.

All of the secondary schools in Cotswold are Academy Converters. There are no Grammar Schools in Cotswold District, although there are several elsewhere in Gloucestershire, in Cheltenham, Gloucester and Stroud. Grammar schools are state schools that select their pupils on the basis of academic ability. Pupils in their final year of primary school sit an exam known as the 11-plus which determines whether or not they are eligible for a place.

Two of the secondary schools in Cotswold, The Cotswold Academy in Bourton-on-the-Water and Chipping Campden School provide a sixth-form.

### Assessment of infrastructure needs and costs

Providing a meaningful assessment of need for new school places requires careful consideration. It is not a simple exercise of identifying unmet need by deducting the anticipated number of new pupils generated by new development from the current unused number of places available in the closest local schools. A number of other factors need to be taken into account such as increasing opportunities for parental choice – this is a statutory duty of the LA, and acknowledging changes in local popularity of local schools over time. Consequently, at this stage of the IDP process a broader needs assessment to the level of a school planning area represents the most practical approach. This need assessment will also need to reflect an occurrence of new pupils over time, such as in five-year blocks over the lifetime of the Local Plan.

Detailed assessments of need for school places will therefore rely upon up to date baseline information for each school planning area along with more detailed information on planned housing mix and type (dwellings size and tenure).

For the purpose of this study, a high level assessment of indicative need has been undertaken by Gloucestershire County Council based on the following standards:

- 27.76 primary school places required by every 100 additional dwellings at a estimated cost of £11,682 per primary school pupil place.
- 13.87 secondary school places per 100 qualifying homes, for 11-16yrs only at an estimated cost of £15,101 per secondary school pupil place.

It should be noted that this indicative assessment covers all planned growth within Cotswold District and a large majority of this is either built or committed.

Table 10 Assessment of need for Primary Education places

Primary Education (Pupil Places)				
Scenario	Dwellings	Pop'n	Development Strategy	
			Demand	Capital Cost
Scenario 1 (High)	6,900	15,826	1,910	£22,300,000
Scenario 2	8,637	19,865	2,398	£28,030,000

Table 11 Assessment of need for Secondary Education places

Secondary Education (Pupil Places)							
Scenario	Dwellings	Pop'n	Development Strategy				
			Secondary Demand	6 <sup>th</sup> Form	Secondary incl. 6 <sup>th</sup> Form	Cost where no 6 <sup>th</sup> Form provided locally	Cost where 6 <sup>th</sup> Form provided locally
Scenario 1 (High)	6,900	15,826	954.6	129.7	1,077.4	£14,430,000	£19,350,000
Scenario 2	8,637	19,865	1,198.2	164	1,362.2	£18,080,000	£24,280,000

### Current projects

**Primary Schools** – the County Council currently has two committed capital projects in the Cotswold District:

**Cirencester Primary Schools Expansion** – a programme of works to increase primary school capacity across the Cirencester area, which is valued at £3.5million and is timetabled through to 2014/15. This comprises:

- **Cirencester Watermoor Church of England Primary School Relocation and Expansion** – the County Council proposes expansion of the school from 140 to 210 pupils. The school would be relocated to a new site and accommodation on land off Kingshill Lane from September 2014. The planned expansion would be undertaken in two phases: increasing to 175 places in September 2015 and 210 places in September 2016.
- **Great Rissington Primary School expansion**

**Secondary Schools** – proposals for the improvement and expansion of secondary schools in the Cotswolds are currently being progressed for:

- **Cirencester, Kingshill School**
- **Cirencester, Deer Park School**
- **Bourton-on-the-Water, Cotswold Academy**

### Funding

**The Dedicated School Grant** - As set out above under Responsibilities for Delivery, the County Council will remain responsible for the allocation of funding to schools until they reach a stage of converting to Academy status. The Government's proposal in the White Paper is to simplify funding and provide greater flexibility by giving autonomous schools a single funding stream, the Dedicated Schools Grant. This will be based on a national funding formula to improve consistency and fairness of funding levels.

The Government also proposes to target more resources towards the most disadvantaged areas, primarily through the application of a 'Pupil Premium', which means schools will receive extra money for each pupil from a deprived background.

**Schools Capital Spending** – the Building Schools for the Future programme was ended by the Government as it considered that large sums of money were being wasted on bureaucracy. This has resulted in a 60% reduction in education capital spending, but the Government has committed to spend £15.8 billion between 2011-12 and 2014-15. The priority for spending has shifted from new build programmes towards addressing the poor condition of the existing school estate and ensuring that there are enough places for the predicted increase in the number of school age children, particularly at the primary level (paragraphs 8.24 and 8.25 of the *Importance of Teaching White Paper*, 2010).

### 4.2.3 Further Education

#### Overview

*In 2008 the Government set requirements that by 2015 all 17 and 18 year olds should remain in education or training. This requirement will have clear implications for capacity at the existing Further Education institutions in the Cotswold District: Cirencester College, the Cotswold School (Bourton-on-the-Water) and Chipping Campden.*

*The Education Funding Agency (EFA) has put in place a 16-19 Demographic Growth Fund to assist institutions provide the additional accommodation, however further research will be required to understand whether this will enable the creation of sufficient student places taking account of proposed new development.*

*A high level assessment of estimated demand has been undertaken, which concludes that around 104 additional further education places (Scenario 1) or 130 places (Scenario 2) at a cost of between £1.6m (Scenario 1) and £2m (Scenario 2)..*

#### Responsibilities for Delivery

The Education Funding Agency (EFA), an executive agency of the Department for Education, is responsible for the funding of 16-19 provision in academies, general further education colleges, sixth-form colleges and independent provision. Funding allocations administered by the EFA are designed to support the Government's aims for raising the age of participation in education or training. The Education and Skills Act 2008 sets out that from summer 2013, all young people will be required to continue in education or training. This change is being implemented in two phases:

- From summer 2013, all young people will be required to continue in education or training until the end of the academic year in which they turn 17.
- From 2015 they will be required to continue until their 18<sup>th</sup> birthday.

This requirement will have clear implications for the capacity of Sixth-Form and Further Education providers and Local Authorities will have a statutory responsibility to secure sufficient education and training places in their areas, taking into account quality and other factors.

## Baseline and assessment of need

Current providers of further education in the Cotswold District are:

- **Cirencester College** – a sixth-form college that provides a range of academic, vocational, recreational and skills-related courses to students from Gloucestershire and Wiltshire.
- **Bourton-on-the-Water, Cotswold School Sixth Form**
- **Chipping Campden School Sixth Form**

Further Education colleges that offer a range of academic and vocational courses, such as Cirencester College, tend to serve a wider catchment area with intake of students from all parts of Gloucestershire and neighbouring counties.

In terms of assessing future demand, this study does not seek to assess the full implications of the Government's age of participation objectives, with respect to children and young people already within the system. However, it does seek to appraise the implications of new development in Cotswold District Council taking account of the requirements for 17 and 18 year olds to remain in education or training.

A high level assessment of need for Further Education places has been undertaken Gloucestershire County Council. This assumes an additional 4.8 places are per 100 qualifying homes at a cost of £15,101 per pupil place.

Application of these standards results in the following estimated demand for Further Education places as a result of new development:

Table 12 Assessment of need for Further (Post 16) Education places

Further Education (Pupil Places)				
Geography/Site	Dwellings	Pop'n	Development Strategy	
			Demand	Capital Cost
Scenario 1	6,900	15,826	103.6	£1,560,000
Scenario 2 (contingency)	8,637	19,865	130	£1,960,000

It should be noted that this indicative assessment covers all planned growth within Cotswold District and a large majority of this is either built or committed.

## Funding Sources

The Government has put in place a series of funding mechanisms to support Further Education capital and infrastructure spending, which are administered by the Education Funding Agency (EFA):

- **Devolved Formula Capital (DFC)** – Sixth-form colleges will receive DFC payments for the 2012-13 financial year of £4,000 per institution plus £22.50 per full-time learner. This is to be allocated to planned capital and maintenance works.
- **Sixth-form college Building Condition Improvement Fund (BCIF)** – BCIF funding will be available during 2012-13 to help improve colleges in the lowest two condition categories.

- **16-19 Demographic Growth (Basic Need) Fund (DGCF)** - The purpose of the DGCF is to provide funding to create accommodation for new learners aged 16 to 19 in local areas, arising from increases in the local population or increases in participation by young people who were not in education, employment or training (NEET). In particular, the EFA wants to identify new learners with learning difficulties and/or disabilities (LLD/D) who require local provision.

## 4.3 Emergency Services

### 4.3.1 Ambulance Service

#### Overview

*The Great Western Ambulance Service that previously served Gloucestershire has now merged with the South Western Ambulance Service NHS Foundation Trust. As a result of the merger, the new organisation is undertaking a review of the combined estate to understand where disposal, re-provision or new facilities would be appropriate or required. The review work has not identified any major or key infrastructure projects in the Cotswold area, but investment in Public Access Defibrillators and Community First Responders Schemes is advocated.*

#### Responsibilities for delivery

South Western Ambulance Service NHS Foundation Trust (SWASFT) provides services across Gloucestershire as well as Cornwall, Devon, Somerset, Dorset, Wiltshire and the former Avon area. The trust employs more than 4000 staff across 120 operational sites, responding to over 660,000 incidents. The trust covers an area of 9,600 square miles with a population of more than 5.3 million people.

#### Baseline and assessment of needs

Emergencies in Gloucestershire County are responded to by a number of ambulances and rapid response vehicles that are strategically located at Ambulance Stations and Standby Points. There is a requirement to respond to 75% of all Red Calls (Life Threatening) Emergencies) within 8 minutes and therefore the location of these vehicles is of paramount importance. The Ambulance Stations and Standby Points in the Cotswolds are set out below:

- Moreton-in-Marsh Ambulance Station; and
- Cirencester Ambulance Station

Following the merger of the Great Western Ambulance Service (GWAS) with SWASFT, a new Estate Strategy is being developed to cover the enlarged area. The current requirement is for existing ambulance stations to be supported by local Standby Points where if feasible staff facilities for rest breaks and vehicle parking are provided.

The information in the table below is based on feedback provided by GWAS in November 2012 and updated by SWASFT in April 2013. This includes several references to the need for further investment in the Gloucestershire Fire and Rescue Service (GFRS) Co-Responder Scheme. There are several pilot sites for this approach to joint-working, which is described as a unique model for the delivery of front-line operations in the UK. A practical example is the increasing co-responding medical responses firefighters provide in rural areas of the county to support life ahead of the arrival of paramedics.

The ambulance service welcomes engagement in the plan-making process and pre-application discussions so that opportunities for co-location and joint working can be investigated. For example, where new healthcare facilities are planned, in some cases it may be beneficial for the ambulance service to establish a satellite ambulance station or standby point.

**Table 13 - Ambulance Service requirements relating to development.**

Settlement	Fire & Rescue Service Feedback
<b>Cirencester</b>	This area can be served by the existing resources at the Cirencester station.
<b>Andoversford</b>	Investment in a Public Access Defibrillator is required.
<b>Blockley</b>	Investment in a Public Access Defibrillator is required.
<b>Bourton-on-the-Water</b>	A standby point in the BOW area would be required in order to meet the 8 minute Red target in this area.
<b>Chipping Campden</b>	Further investment would be required in the GFRS Co-Responder Scheme
<b>Fairford</b>	Investment is required to establish a Community First Responder Scheme
<b>Kemble</b>	Investment in a Public Access Defibrillator is required.
<b>Lechlade</b>	Investment is required to establish a Community First Responder Scheme
<b>Moreton-in-Marsh</b>	This area can be served by the existing resources at the MIM station
<b>Mickleton</b>	Investment in a Public Access Defibrillator is required
<b>Northleach</b>	Investment in a Public Access Defibrillator is required
<b>Siddington</b>	A new standby point would be required to the east of Cirencester in order to make this area within 8 minutes
<b>South Cerney</b>	This area can be served by the existing resources at the Cirencester station.
<b>Stow-on-the-Wold</b>	Further investment would be required in the GFRS Co-Responder Scheme.
<b>Tetbury</b>	Further investment would be required in the GFRS Co-Responder Scheme.
<b>Willersey</b>	Investment in a Public Access Defibrillator is required

### Key infrastructure projects

As stated above, the two existing trusts were working together prior to acquisition in early 2013 to develop an Estate Strategy covering the wider area. Initial reviews are continuing in the GWAS area following the approval of the GWAS Estate Strategy in May 2011 – these do not include any major or key infrastructure projects in the Cotswold area.

## 4.3.2 Fire and Rescue Service

### Overview

*The Gloucestershire Fire and Rescue Service undertook a comprehensive review of its estate during 2005 and secured a £multi-million Private Finance Initiative to deliver four new fire stations around Gloucester and Cheltenham. Supplemented by smaller community fire stations in the Cotswold District, the Fire & Rescue service has put in place the infrastructure to respond quickly to life threatening incidents across the county.*

*Development proposed in the Cotswold Development Strategy is not expected to result in a requirement for major new infrastructure. Nevertheless, continuing consultation with the Fire and Rescue Service is recommended to ensure that development proposals enable rapid response times, and include safety measures such as sprinkler systems and fire hydrant provision as appropriate.*

### Responsibilities for delivery

The Fire and Rescue service for the whole of Gloucestershire is delivered by the Gloucestershire Fire and Rescue Service. From 2012 the service was delivered from 22 community fire stations across the County.

### Sector plans and strategies

The Gloucestershire Fire and Rescue Service Integrated Risk Management Plan 2012 – 2015 notes that in 2005 Gloucestershire Fire and Rescue Service carried out a review of the best way to continue to protect their service area. From this review it was noted that the County needed better located fire stations, to enable faster responses to life threatening incidents.

Using the Government's Private Finance Initiative the Fire Service successfully secured a £multi-million project in 2010 to build four new community fire stations. The new community fire stations are being built at Shepherd Road (incorporating the Life Skills Centre) and Cheltenham Road East in Gloucester (replacing existing fire station on Eastern Avenue) and Keynsham Road (existing fire station demolished and rebuilt) and Uckington in Cheltenham.

The Gloucestershire Fire and Rescue Service Integrated Risk Management Plan 2012 – 2015 states that the number of firefighters with specialist skills and vehicles at each station reflects the existing risks within the area, giving the most efficient and effective emergency response to the local community, as well as county wide resilience for larger scale incidents.

### Infrastructure baseline and deficits

Of the 22 stations in Gloucestershire, five are crewed permanently 24 hours a day and one is crewed during the day with retained firefighters at night. The other sixteen stations, located in the smaller towns are crewed by retained firefighters only (where firefighters respond to emergencies from their main jobs or from

home as and when required). The Gloucestershire Fire and Rescue Headquarters is based in Gloucester, where a Tri-Service Co-Responding scheme is based (see Ambulance section for further information).

The table below shows each of the community fire stations in the Cotswold District and the fire equipment available at each station.

**Table 14 - Fire and Rescue Stations in the Cotswolds**

Community Fire Station	Day crewing / Wholetime / Retained	Fire Equipment
<b>Cotswolds</b>		
Chipping Campden	Retained	1 Fire Engine
Moreton-in-Marsh	Retained	1 Fire Engine
Stow-on-the-Wold	Retained	1 pump rescue, 1 fire engine
Northleach	Retained	1 Fire Engine
Fairford	Retained	1 Fire Engine
Tetbury	Retained	1 Fire Engine, Incident Support Unit
Cirencester	Day Crewing and Retained	1 Fire Engine, 1 Pump Rescue, 1 x Incident Response Unit, 1 x High Volume Pump, 1 x Prime Mover, 1 x 4x4

### Assessment of infrastructure needs

As detailed above the Gloucestershire Fire and Rescue Service reviewed their services in 2005 and embarked on the creation of four new community fire stations, which were completed in 2012. The location of existing and new fire stations has been carefully considered and together they provide an emergency response to any incident in the County. No further major infrastructure is expected to be required in response to the Preferred Development Strategy proposals.

During consultation with the Gloucestershire Fire and Rescue Service, the following matters were raised with respect to ensuring the appropriate design of new development:

- Access points and road sizing within developments are important when ensuring that rapid response times can be achieved. Consultation with the Fire and Rescue Service is recommended at the pre-application stage when development proposals are at an early stage.
- Fitting housing with sprinkler systems is recommended as an important safety measure, particularly within affordable housing developments. This can also form an important form of mitigation where target response times cannot be met due to the location or layout of development.
- Fire hydrants will be required within new developments, typically spaced 50m apart. Developers should consult with the Fire and Rescue Service on layout and minimum standards for hydrants, which are normally secured by a condition attached to a planning permission.

The Fire and Rescue Service places a great deal of emphasis on accident prevention through education, awareness raising and advice. A complete package of care is provided that is aimed at providing advice and education for every age group from the very young to the elderly and vulnerable. This includes the appointment of Community Safety Advisers (CSAs) that visit homes and give advice to the most vulnerable members of the community.

### 4.3.3 Police Services

#### Overview

*Gloucestershire Constabulary operates the Cotswold Local Policing Area and currently maintains three police stations at Cirencester, Bourton-on-the-Water and Stow-on-the-Wold. Cotswold DC has an obligation to consider crime and disorder reduction in the exercise of all their duties.*

*The police service has seen substantial budget reductions as part of the Government's Comprehensive Spending Review and the constabulary has emphasised that developer contributions (through S106 Planning Obligations or CIL) will be necessary to provide police infrastructure to support growth, as no other funding sources are available. Contributions of around £45 – 60 per dwelling will be sought towards the following projects and services: a new Gloucestershire central custody centre; potential replacement of the Cirencester station; refurbishment and upgrade of Stow-on-the-Wold station; new staffing costs; and enhanced vehicles and mobile ICT equipment that enable officers to be "on the streets" for large parts of the day, rather than completing paperwork at stations. Failure to secure appropriate developer contributions may necessitate additional borrowing by the Constabulary, reducing the amount of money available for operational policing.*

*In their response to the Refresh (Sept 2014), Gloucestershire Constabulary concluded that the proposed growth in Cotswold "will not present the Constabulary with a major requirement for growth as the main area of development is around Cirencester and the other identified developments are scattered across the district..... but clearly growth in the Cotswold District will increase the burden on police infrastructure to some extent both locally and centrally within the County for which capacity building will be necessary".*

#### Responsibilities for delivery

**Gloucestershire Constabulary** has a statutory responsibility to ensure that Cotswolds district is a safe place to live and work; where crime and fear of crime is reduced.

The Crime and Disorder Act 1998 introduced a wide range of measures for preventing crime and disorder. Section 17 (as amended by Schedule 9 of the Police and Justice Act 2006), imposes an obligation on every local authority (which includes Local Planning Authorities such as Cotswold DC) and other specified bodies to consider crime and disorder reduction in the exercise of all

their duties. This duty extends to spatial planning and by clear association the infrastructure planning required to facilitate growth in a sustainable way.

### Sector plans and strategies

***Police and Crime Commissioner's Police and Crime Plan ( 1 April 2013) -*** A Police and Crime Plan replaces the “old” Local Policing Plan and sets out to reduce crime by: involving all of Gloucestershire’s criminal justice agencies in one joined-up strategy, bringing together the Police, Crown Prosecution Service, Courts, Probation Service and HM Prison Service and including community and voluntary sectors. It is the first time the county’s police, criminal justice services, community and voluntary sectors have all been included in a co-ordinated approach to reducing crime. Commissioner Surl’s vision can be described as “*less crime, more peace and good order*”. The Police and Crime Commissioner’s priorities are:

- Accessibility and accountability
- Older but not overlooked
- Young people becoming adults
- Safe days and nights for all
- Safe and social driving

***'People First Policing' 2012 – 2013 -*** The Policing Plan for Gloucestershire, ‘People First Policing’ 2012 – 2013, set out the purpose of Gloucestershire Constabulary as an organisation is “to keep people safe from harm and to inspire the highest levels of public confidence in us, their local police.” The Constabulary’s mission is “to consistently deliver first class policing that meets the expectations and needs of individuals and communities.” Key activities identified for the year were:

- Improve: the deployment of police officers and staff; and organisational structures, processes and systems.
- Achieve the savings required. The Government’s Comprehensive Spending Review requires the constabulary to make savings of £18million. This will include the closure of Police Stations, which will be replaced with Police Points that enable members of the public to meet local officers through locally arranged surgery hours.
- Realise opportunities for collaboration and sharing resources. This includes the establishment of Police Points in shared accommodation such as Council offices or libraries.

Neighbourhood Policing and Mobile Information are important aspects of the constabularies approach to policing.

- **Neighbourhood Policing** is identified as being at the heart of Gloucestershire Constabulary with teams established in each of our 55 communities, staffed by Police Officers and Police Community Support Officers. The ongoing success of these teams is built through improvements in the quality of our engagement and communication as we continue tackling local priorities identified by our communities. Research suggests that people who feel well informed about local policing feel more confident in their local police and are more likely to believe that levels of local crime and anti-social behaviour have improved.

- **Mobile Information** will enable Officers to make enquires and provide updates using hand-held BlackBerry devices reducing the requirement to return to a police station to access systems.

### *Asset Management Strategy (April 2013)*

The Asset Management Strategy is a strategic level document to guide the delivery of an estate that meets operational needs, including the requirements of planned growth in the County. The strategy covers a 20 year period and lists the high level priorities, but does not include timescales for the delivery of any projects. Priority projects are:

- Centralised Custody Suite – this project was initiated in October 2011 and it is anticipated building work will start in the summer of 2013
- New Gloucester Police Station – a site has been purchased and an outline business case approved but no timescales as yet.
- New Cheltenham Police Station – a site has been identified but to date no further progress has been made on this project.

### Baseline

Gloucestershire Constabulary has recently been restructured and now operates with six Local Policing Areas, commanded by Superintendents, corresponding with the six District authorities. Local policing is provided by response teams in each area and nine Neighbourhood Policing Teams, two each in Cheltenham, Gloucester and Stroud and one in Tewkesbury, the Forest of Dean and the Cotswolds. Within the Local Policing Areas are fifty-five neighbourhoods, each with identified officers and locally agreed priorities.

Each neighbourhood has a dedicated neighbourhood policing team and in the Cotswolds there are currently policing facilities in Cirencester, Bourton-on-the-Water and Stow-on-the-Wold, with some specialist services centralised in larger stations in the county. The table below summarises relevant existing facilities, their key functions and comments on future strategy in each case.

The Constabulary has also set up a number of Policing Points across the County which are leased and therefore supported by revenue budgets. Policing Points within the Cotswold District include Tetbury, Moreton-in-Marsh and Fairford .

**Table 15 - Police Stations in the Cotswold District**

Name of facility	Buildings Type	Key Functions	Policing Strategy
Cirencester	LPA	Neighbourhood policing and response	Cirencester Police Station, although younger than the police station in Stow-on-the-Wold, requires modernisation or replacement. Options are being explored and to some extent are dependent on the development of the The Forum area of Cirencester
Stow	LPA	Neighbourhood policing and response	Stow on the Wold Police Station is a Victorian building which in its current state is not fit for purpose. The building requires a complete

Name of facility	Buildings Type	Key Functions	Policing Strategy
			refurbishment to bring it into the 21st century and to provide the right kind of accommodation for modern day policing to meet the needs of planned growth. It is proposed to retain, refurbish and upgrade Stow.
Bourton	Sub LPA	Neighbourhood policing	Will be disposed of in due course and replaced with a police point

**Central Custody Facility** - When assessing the additional property infrastructure that is required to meet planned growth in Cotswold District, it is also necessary to look at the whole of the County and the level of growth proposed in other local authority areas. The central custody suite in Gloucestershire is one of the central specialist facilities in Gloucestershire utilised by Neighbourhood Policing Teams in the Cotswold District. A decision has already been made to replace custody facilities as the current suites are increasingly becoming unfit for purpose. However, the suites also do not have the capacity to meet the needs of planned growth, so if the replacement facility with extra capacity is not provided officers will be forced to take arrestees to other county custody suites such as West Mercia or Wiltshire or not to make arrests. The new facility, which is planned for construction at an identified site close to Police Headquarters in Waterwells is required to replace the existing custody facilities at Gloucester, Bearland and Lansdown Road, Cheltenham, but has also been designed so as to provide additional capacity for planned growth across the County.

In terms of the number of Police Officers and staff, recruitment has been frozen for a number of years and only recently has the constabulary been able to commence recruiting new Police Officers. However, these will only be replacing the officers who have retired as the overall establishment has been cut. The current funding arrangements will not allow for growth.

Potential constraints/issues faced by the Police characteristic of the Cotswold district are:

- The population in the Cotswolds is sparsely dispersed across a large rural district. The main town in the south being Cirencester with the three market towns of Bourton-on-the-Water, Moreton in Marsh and Stow-on-the-Wold in the North Cotswolds.
- The Cotswolds is a very popular tourist area with Bourton on the Water being especially busy.

The local policing priorities for the teams located in the Cotswolds can currently be summarised as speeding and parking issues and incidents of antisocial behaviour.

The baseline infrastructure position in respect of policing infrastructure in Cotswold District reflects the changes incurred as a result of the Comprehensive Spending Review (November 2010). Police Forces will, however, be expected to grow in line with population and economic growth.

## Assessment of infrastructure needs and costs

For the purposes of infrastructure planning, Gloucester Constabulary define infrastructure as property and non-property infrastructure necessary to maintain an adequate police service.

Gloucestershire Constabulary has advised that the growth related impacts of effective and efficient policing are twofold:

- **Population growth** - Policing is essentially a population driven service; with any increase in population there is a concomitant increase in the pressure on the ability of the Police to fulfil their obligation under the Police Act 1996 to deliver an efficient and effective Police service. The causal relationship between population size and levels of crime is supported by academic research. Put simply, if a population increases there is a proportionate increase in the level of crime.
- **Dispersal or concentration of property** - New housing is delivered (broadly) either through redevelopment and intensification of existing urban areas, or through the development of new peripheral green field sites. Each will impact on delivery of policing; either through a concentration of population within an existing urban area, which places greater demand on existing facilities/staff; or by spreading the growing population more widely within an area, thereby facilitating a need for additional facilities located more closely to new centres of population.

Economic growth is also a key Government policy objective. Economic growth creates a greater stock of premises to be policed, which impacts for similar reasons (to residential growth) on the delivery of policing. Maintenance of a visible police presence is a key deterrent to crime, and therefore an increase in the amount and dispersal of all types of property necessarily increases demands on policing infrastructure.

In their response to the Refresh, Gloucestershire Constabulary has concluded that the proposed level of growth in the Cotswold District “*will not present the Constabulary with a major requirement for growth as the main area of development is around Cirencester and the other identified developments are scattered across the district. It is unlikely that this would have a major impact on the required policing service level as this is an affluent area with generally lower levels of crime, but clearly growth in the Cotswold District will increase the burden on police infrastructure to some extent both locally and centrally within the County for which capacity building will be necessary*”. The Constabulary has sought to identify the minimum level of additional infrastructure necessary to cater for the increased demands on policing generated by the planned level of growth. This has been assessed at the county-wide and district level and both for property and non-property infrastructure.

In line with guidance from the Association of Chief Police Officers (ACPO) (which advises Police Forces nationally), Gloucestershire Constabulary has prepared a county-wide formula in order to provide a quantitative assessment of infrastructure needs and costs for each Local Policing Area. The formula produces an indicative figure that is based on the premise that an increase in population will necessitate further recruitment and associated infrastructure provision. This indicative figure has enabled the Constabulary and its Local Area Commanders to identify levels of additional infrastructure which are proportionate to the levels of

growth proposed. This formula produces a figure between £45 and £60 per dwelling, however, this approach has been superseded the Constabulary in their response to the refresh identify how they are using incident data from the local areas to individually assess each development proposal. The force feel this provides a much more accurate assessment of requirements.

Infrastructure investment required to support development in Cotswold District is summarised below:

### Property infrastructure:

Table 16 Police Property Infrastructure

Project	Type of Infrastructure	Estimated Cost
Stow Police Station	Refurbishment and Upgrade of existing building	£252,000
Cirencester Police Station	Upgrade	Unknown
Quedgeley Custody Suite	Provision of Central Unit	£11.9 million

Contributions to this planned infrastructure would be expected from the proposed development within Cotswold District.

### Non-property infrastructure:

The planned new growth in the Cotswold District has been identified to require the setting up of 11 new Police Officer and staff posts. The estimated cost of these posts is circa £339,000 which would include:

- Uniform and protective equipment;
- Patrol car - the Constabulary has a replacement programme but additional vehicles can only be purchased if additional funding is available. The proposed growth within the County would have an impact on the number of vehicles required and this is reflected in the formula. The formula accounts for costs in terms of a patrol car. If a mobile police station were funded the individual costs would be higher but fewer patrol cars would be required.
- Cost of recruitment
- Training
- IT Equipment, airwave /telephony - as the Cotswold District is a large rural area, officers will be expected to rely on mobile data and vehicles rather than returning to police stations to complete paperwork.
- Furniture

Gloucestershire Constabulary has stressed that if developer contributions towards policing infrastructure cannot be secured, the Constabulary would only be able to provide a reduced service which would impact detrimentally on sustainability of planned development. Failure to secure appropriate developer contributions/CIL funding for police infrastructure may necessitate additional borrowing by the Constabulary, reducing the amount of money available to deliver operational policing (further notes on the funding situation are provided below). Failure to secure appropriate developer contributions/CIL funding for infrastructure to police new growth will put the public at risk because of:

- inability to respond to police incidents within safe parameters of risk; and

- dilution of police presence within communities which will result in higher levels of criminality.

## Funding

The delivery of growth and new development within the Cotswolds District imposes some additional pressure on Gloucestershire Constabulary's infrastructure base, which is critical to the delivery of effective policing and to securing safe and sustainable communities. The Police Service does not receive any dedicated funding for capital projects. While revenue funding is provided by the Home Office and the Council Tax precept, capital spending is predominantly financed by prudential borrowing. Borrowing to provide infrastructure necessarily has an impact on the delivery of safe and sustainable communities because loans ultimately have to be repaid from revenue budgets, the corollary of which is a reduction in the funding available to deliver operational policing.

As part of the Government's Comprehensive Spending Review (CSR) announced in November 2010, Gloucestershire Constabulary has been forced to rationalise its estate and plan for future financial cuts in order to achieve its CSR requirements of an £18 million saving over 4 years. This has included the consolidation of policing services at some police stations and the closure of other police stations. Any receipts generated from the disposal of existing facilities cannot be 'ring-fenced' or dedicated to new capital spending projects; instead the funds are required by statute to be reinvested into the running of the police estate as a whole. Income is therefore ploughed back into areas such as building maintenance; replacement of operational equipment and operational funding. As a consequence in practical terms there is no 'pot' of money available to provide new facilities, where expansion, replacement or upgrading is required. Capital receipts from the sale of stations are committed to supplementing other funding streams within Gloucestershire Constabulary (to minimise potential impacts on frontline services). Post-CSR, through its Estate Plan, the Force has sought to streamline its infrastructure base to reduce operational costs whilst maintaining frontline presence to match the existing population and maintain delivery of an efficient and effective police service.

To this end, the baseline position for this document reflects the post-CSR spending cuts. Therefore, any net additional growth within the Local Policing Area will place some additional pressures on policing infrastructure.

## 4.4 Healthcare

### Overview of Responsibilities for Delivery

Healthcare structures in Gloucestershire, as across England, are in a period of transition as a result of the Coalition Government's recent health reform plans. As a result of the changes set out in the Health and Social Care Act 2012, the Gloucestershire Primary Care Trust administration level has now been phased out. From April 2013 the responsibility for commissioning and managing primary and secondary healthcare services and the management of healthcare estates falls to the following organisations and groups:

- ***NHS England (formerly the National NHS Commissioning Board)*** – Established in October 2011 as an independent body, at arm's length to the Government, the Commissioning Board's first responsibility was the authorisation of locally based Clinical Commissioning Groups (CCGs) across England. From April 2013 the Board became responsible for commissioning **Primary Healthcare** from CCGs in ways that support consistent, high standards of quality across the country.
- ***Gloucestershire Clinical Commissioning Group (GCCG)*** – In Gloucestershire there is one county-wide Clinical Commissioning Group, with a locality sub-structure. At the Cotswold District level, two Practice-based Commissioning Clusters have been established. These are the North Cotswold Practice-based Commissioning Cluster and the South Cotswold Practice-based Commissioning Cluster. These clusters comprise the GP surgeries delivering local **Primary Healthcare** services. From April 2013 the GCCG and Practice-based Commissioning Clusters became responsible for commissioning **Secondary Healthcare** services from the Gloucestershire Hospitals NHS Foundation Trust and other equivalent providers. This is a key element of the Government's objective to establish a clinically-led commissioning system.
- ***Secondary Healthcare providers*** – The principal secondary healthcare providers for the county are the Gloucestershire Hospitals NHS Foundation Trust, which provides countywide acute hospital services from two large district general hospitals, Cheltenham General Hospital and Gloucestershire Royal Hospital. Gloucestershire Care Services NHS Trust (established in April 2013) delivers nursing and community hospital services. There are eight community hospitals in the county and a major building programme aimed at enhancing or replacing several of them is currently in progress.
- ***Gloucestershire County Council and the Gloucestershire Shadow Health and Wellbeing Board*** – Established by Gloucestershire County Council, the Board is a high-level strategic group whose purpose is to drive the new health and social care agenda and improve outcomes through monitoring, forward planning and promotion of public health. The Board has oversight of the Joint Strategic Needs Assessment (JSNA) and has a duty to produce a Joint Health and Wellbeing Strategy that identifies key priorities for health and local government commissioning. The County Council and Gloucestershire Clinical Commissioning Group (GCCG) also have a joint statutory responsibility to ensure the use of the JSNA to inform commissioning and the board has to ensure that GCCG has demonstrated its use in its commissioning plans for the NHS.

- **PropCo** - A Government-owned limited company, NHS Property Services, has taken ownership of, and will manage, that part of the existing primary care trust estate that have not transferred to NHS community care providers under the healthcare reform plans. PropCo will: hold property for use by community and primary care services, including social enterprises; cut costs of administering the estate overall by consolidating the management of over 150 estates; deliver and develop cost-effective property solutions for community health services; and dispose of property surplus to NHS requirements. It should be noted that some GP surgeries are owned independently.

#### 4.4.1 Primary Healthcare

Primary healthcare services which have typically fallen under the direct control of Primary Care Trusts (PCTs) in the past include General Practitioners (GPs), nurses, therapists, dentists, optometrists and pharmacists. This study has focussed on the provision of GP and dentists surgeries as key local services.

#### General Practitioners (GPs)

#### Responsibilities for delivery and baseline

As summarised above, two Practice-Based Commissioning Clusters will deliver Primary Healthcare in Cotswold District, with funding provided by the National NHS Commissioning Board.

#### Plans and strategies

- **Joint Strategic Needs Assessment (JSNA)** - The Joint Strategic Needs Assessment (JSNA) is a 'live' strategic planning tool which brings together the latest information on the health and wellbeing of people who live in Gloucestershire and people who use Gloucestershire public services. The JSNA looks at all the factors which impact on health and wellbeing, including income, work, environment and housing; and individual lifestyle behaviours, like smoking and alcohol consumption.
- **Joint Health and Wellbeing Strategy: Fit for the Future (2012 – 2032)** - The JSNA informs Gloucestershire's Joint Health and Wellbeing Strategy. The strategy sets out the key priorities for action to improve the health of Gloucestershire's population at different stages of life. It does not yet provide information on what interventions or programmes will be put in place to achieve improvements, but identifies the following key principles that will guide the development of actions plans:
  - Supporting communities to take an active role in improving health.
  - Encouraging people to adopt healthy lifestyles to stop problems from developing.
  - Taking early action to tackle symptoms or risks.
  - Helping people to take more responsibility for their health.
  - Helping people to recover quickly from illness and return home to their normal homes.

- Supporting individuals or communities where life expectancy is lower than the county average or where quality of life is poor.

### Assessment of infrastructure need and costs

The IDP assessment of need is based upon preliminary feedback provided by the North and South Cotswold GCCG representatives, supported by a high level assessment of need of the additional GPs and associated surgery space that would be required to support growth. The assessment assumes that a current average GP list size is maintained at the District's surgeries.

The demand for doctors is based on the average GP patient list size as specified by the Gloucestershire Clinical Commissioning Group of 1,800.

The capital cost of delivering surgeries is based on a standard of 140m<sup>2</sup> per GP, at a capital cost of £2,000/m<sup>2</sup> (the floorspace capital cost of £2,000/m<sup>2</sup> is based on £1,500/m<sup>2</sup> plus VAT plus 12% fees). This figure has been revised for the refresh IDP in order to account for opinion from GPs that the capital cost of surgery provision can be substantially greater than that indicated previously, particularly where additional design standards apply, such as in Conservation Areas within the Cotswold District, and also to align the IDP with that of neighbouring authorities.

This assessment indicates that residential development set out in the Development Strategy would generate demand for between 9 and 11 additional GPs in total at an estimated capital cost of between £2.6m and £3.3m.

Table 17 Assessment of need for General Practitioner positions (GPs)

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (GPs)	Capital Cost	Dwellings	Population	Demand (GPs)	Capital Cost
Andoversford	130	299	0.17	49,833	107	246	0.14	£41,017
Blockley	57	131	0.07	£21,850	76	175	0.10	£29,133
Bourton-on-the-Water	300	690	0.38	£115,000	360	828	0.46	£138,000
Chipping Campden	160	368	0.20	£61,333	277	637	0.35	£106,183
Cirencester	3360	7,728	4.29	£1,288,000	3507	8,066	4.48	£1,344,350
Down Ampney	100	230	0.13	£38,333	140	322	0.18	£53,667
Fairford	260	598	0.33	£99,667	397	913	0.51	£152,183
Kemble	80	184	0.10	£30,667	91	209	0.12	£34,883
Lechlade-on-Thames	140	322	0.18	£53,667	110	253	0.14	£42,167
Mickleton	80	184	0.10	£30,667	159	366	0.20	£60,950
Moreton-in-Marsh	514	1,182	0.66	£197,033	1071	2,463	1.37	£410,550
Northleach	130	299	0.17	£49,833	91	209	0.12	£34,883
Siddington	70	161	0.09	£26,833	41	94	0.05	£15,717
South Cerney	222	511	0.28	£85,100	215	495	0.27	£82,417
Stow-on-the-Wold	185	426	0.24	£70,917	356	819	0.45	£136,467
Tetbury	653	1,502	0.83	£250,317	1054	2,424	1.35	£404,033
Upper Rissington	390	897	0.50	£149,500	389	895	0.50	£149,117
Willersey	50	115	0.06	£19,167	196	451	0.25	£75,133
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>8.79</b>	<b>£2,637,717</b>	<b>8637</b>	<b>19,865</b>	<b>11.04</b>	<b>£3,310,850</b>

Variations in the characteristics of the two Practice-based Commissioning clusters are represented by separate overarching principles established for each area.

### North Cotswold Practice-based Cluster

The overarching principles for the North Cotswolds healthcare area are to develop service delivery models and pathways of care closer to where people live and to shift services from acute to primary and community care. Provision of local services will lead to fewer and shorter patient journeys and provide better access for families and friends. ‘Winter Deaths’ amongst the elderly has been identified as a particular issue in the North Cotswold area, with the poor condition of some of the housing in the area (e.g. poor insulation) considered to be an important factor.

The locations of surgeries in the North Cotswold area and initial feedback with respect to the implications of growth for each of the existing surgeries is summarised in the table below. General Practitioners representing the Cotswold District have recommended that the data on the number of GPs is updated to reflect Whole Time Equivalent (WTE) partners, to improve the accuracy of the average patient list size recorded here. This work will be undertaken to inform the final version of the IDP.

**Table 18 - North Cotswold Doctors Surgeries**

Surgery	Number of GPs <sup>7</sup>	Average patient list size per GP <sup>8</sup>	Commentary on implications of proposed development
Bourton-on-the-Water	5	1,971	GP practice currently operates two surgeries covering a large catchment area of approximately 300 square miles: the Moore Health Centre in Bourton-on-the-Water since July 1998 and Westwoods Surgery in Northleach since 2003. Both facilities are relatively modern and it is not envisaged that the proposed growth at Andoversford, Northleach and Bourton-in-the-Water will result in the need for additional capacity to be provided.
Northleach	Info not available	Info not available	
Chipping Campden	4	1,141	The Chipping Campden Surgery is considered to be already constrained within the existing premises. Further development at Mickleton, Chipping Campden and Willersey would further exacerbate this situation and relocation or expansion of the surgery may be required.
Moreton-in-Marsh	6	746	The Practice based in Moreton-in-Marsh comprises of two surgeries. The White House Surgery is the main branch located on the High Street in Moreton-In-Marsh. Blockley Surgery is the second site, which is located on Greenway Road (this surgery is open part-time only). These two surgeries are in the process of being consolidated into a single premises shared with Mann Cottage, on the new community hospital site (see below for further details). It is expected that there will be

<sup>7</sup> Data on number of GPs sourced from NHS Choices website in November 2012.

<sup>8</sup> Data source from [www.apho.org.uk](http://www.apho.org.uk) National General Practices Profiles (accessed April 2013)

Surgery	Number of GPs <sup>7</sup>	Average patient list size per GP <sup>8</sup>	Commentary on implications of proposed development
			sufficient capacity to cater for new development at Blockley and Moreton-in-Marsh at the new premises.
Stow-on-the-Wold	5	1,100	The surgery is actively pursuing relocation to new premises as the existing building on Well Lane is too small and no longer fit for purpose. New development at the village will serve as a further prompt for relocation of the surgery to provide new capacity.

Where additional capacity is required, the North Cotswold cluster has advised that the priority for investment would be on expanding capacity and improving facilities available at the existing network of practices (including relocation where necessary), in favour of creating new practices. This improves the economies of purchasing modern medical equipment that would not be viable for a series of small satellite surgeries.

### South Cotswold Practice-based Cluster

There are eight practices within the South Cotswold covering a wide geographical area stretching from the A40 in the North, to Lechlade in the East, Cricklade in the South and Tetbury in the South West.

Consultation with GP representatives for the South Cotswold area has highlighted the implications that an ageing population will have for healthcare provision, additional to the demands placed on services by population growth. In 2012 20% of the adult population in the south Cotswold area was aged over 65 and by 2030 it is predicted that 30% of the adult population will be aged >65 (based on ONS data). Healthcare needs and costs tend to rise steeply over the age of 65, for instance, individuals aged >65 are three times more likely to be admitted to an acute hospital than those <65. Patients aged >65 stayed on average over twice as long in hospitals as those aged <65.

As for the North Cotswold area, alternative modes of care provision are being investigated by the South Cotswold cluster. As the elderly are the predominant users of health care there will be a marked rise in the demands placed on GP surgeries. The locality is working with health and social service to develop Integrated Care Teams that are designed to support patients in their own homes. The integrated care teams would enable patients to access services from a range of healthcare professionals through a single point of contact.

Distance from secondary care and shift from secondary to primary care such that it will be difficult for local GP practices to deliver increased services without investment in infrastructure (both human resources and buildings)

- Three main hospitals (Swindon, Gloucester and Cheltenham) are used by the localities residents. Each of these hospitals is more than ten miles away. They are particularly hard to access by the elderly using public transport.
- In the future there will be an ever greater shift of care and service delivery away from hospitals and into general practice and the community

The locality therefore wants to prioritise the commissioning of local services for local people, both in terms of volume and the range of specialities offered. Within the South Cotswold area, Cirencester will continue to act as the main focus for healthcare at the four existing GP surgeries and Cirencester Community Hospital. The patient list size for GP surgeries in Cirencester is already relatively high and the four practices are located in small buildings that limit the options for expansion to meet the demands of new development and demographic changes.

General Practitioners representing the Cotswold District have recommended that the data on the number of GPs is updated to reflect Whole Time Equivalent (WTE) partners, to improve the accuracy of the average patient list size recorded here. This work will be undertaken to inform the final version of the IDP.

**Table 19 - South Cotswold Doctors Surgeries**

Surgery	Number of GPs <sup>9</sup>	Average patient list size per GP <sup>10</sup>	Commentary on implications of proposed development
<b>Cirencester -</b> St Peters Rd The Park Surgery The Avenue Phoenix Surgery 9 / Royal Agricultural College	20	1,635	Two of the GP surgeries within Cirencester have been investigating options to amalgamate services, through from rationalising administrative services to consolidating their surgeries on a single site. The practices are at an early stage of project planning, but a new facility could enable the provision of increased healthcare capacity and modernised facilities for the area.  Phoenix Surgery has recently confirmed it is progressing with plans to relocate its main premises and move into new purpose built accommodation which would help it to cope with additional demand and also provided a greater range of services for its growing list of patients and wider branch network (which includes Kemble, South Cerney and the Royal Agricultural University).
<b>Fairford - Hilary</b> Cottage Surgery	7	1,045	Further consultation is required to understand the implications of the assessed demand for GP services in the village.
<b>Kemble - Branch</b> of Phoenix Surgery 9	No separate information available for branch surgery.		Patients at the Kemble branch surgery would benefit from the proposals to relocate Phoenix Surgery's main premises.
<b>Lechlade –</b> Medical Centre	3	1,492	Further consultation is required to understand the implications of the assessed demand for GP services in the village.
<b>Siddington -</b>	Covered by GP surgeries in Cirencester		
<b>South Cerney –</b> Branch of Phoenix Surgery 9	No separate information available for branch surgery.		Further consultation is required to understand the implications of the assessed demand for GP services in the village.  Patients at the South Cerney branch surgery would benefit from the proposals to relocate Phoenix Surgery's main premises.
<b>Tetbury – Romney</b>	6	1,336	Further consultation is required to understand

<sup>9</sup> Data on number of GPs sourced from NHS Choices website in April 2013.

<sup>10</sup> Data source from [www.apho.org.uk](http://www.apho.org.uk) National General Practices Profiles (accessed April 2013)

Surgery	Number of GPs <sup>9</sup>	Average patient list size per GP <sup>10</sup>	Commentary on implications of proposed development
House, Long Street			the implications of the assessed demand for GP services in the village.

## Current Projects

Based on a review of *Developing Health Services in the North Cotswolds* (January 2012) and within the *NHS Gloucestershire Annual Report 2010/2011* and the assessment work above, the following GP surgery projects have been identified:

- **Chipping Campden Surgery Relocation** – options to increase capacity at the existing surgery and relocation of the surgery to be explored.
- **Cirencester New Healthcare Centre** – two existing surgeries in Cirencester are considering the possibility of consolidating their existing practices at a new healthcare centre, enabling them to cater for increased demand and operate within modern facilities.

Phoenix Surgery is the largest practice in Cirencester and the closest to the majority of the new housing developments. More recently it has confirmed it is progressing with plans to relocate its main premises and move into new purpose-built accommodation which would help it to cope with additional demand and also provided a greater range of services for its growing list of patients and wider branch network (which includes Kemble, South Cerney and the Royal Agricultural University). Specialist consultants have been appointed and discussions initiated with the NHS.

- **Gloucestershire GP Opening Hours** - As part of improving access to local services, NHS Gloucestershire has worked with local GPs to ensure all patients are able to see a GP outside of normal working hours. All patients in Gloucestershire are now able to access extended opening hours at their GP practice.
- **Moreton-in-Marsh GP Surgery Replacement** - Provision of a new surgery premises on the new Community Hospital site, replacing the existing Whitehouse and Blockley surgeries. The completion date for the new surgery is August 2013.
- **Stow-on-the-Wold Surgery Relocation** – the main option being pursued for the relocation of the surgery is relocation to Ashton House, a premises owned by Cotswold DC.

## Dentists

### Responsibilities for delivery and baseline

Under the Health and Social Care Act 2012, responsibility for commissioning and managing NHS dental contracts will move from local PCTs to the NHS Commissioning Board in April 2013. Most dental care is provided by privately operated general dental practitioner surgeries, for whom NHS contracts are very important. Some treatment, however, is carried out directly by NHS community dental services and hospital dental departments.

NHS Gloucestershire currently manages 98 contracts for the provision of NHS dental services and 12 for the provision of orthodontic treatment. Dental Provision is measured by UDAs (units of dental activity) or UOAs (units of orthodontic activity). Units are equivalent to a various bands of treatment; Band 1 is equal to 1 UDA and basic treatment up to a cost of £17.50, Band 2 equal to 3 UDAs covers treatment costing up to £48.00 and Band 3 which is equal to 12 UDAs covers all serious treatments costing up to £209.00. Contractors are commissioned to provide a specific volume of activity, which across the Gloucestershire County totals 844,866 UDAs and 42,218 UOAs, at a cost of £20.5 million.

### Baseline and Assessment of Infrastructure Needs and Costs

The IDP assessment of need is based upon a high level assessment of need of the additional Dentists and associated surgery spaces that would be required to support planned growth. The table below sets out the number of surgeries in each of the settlements to which growth has been allocated.

The assessment assumes that a current average Dentist list size is maintained at the District's surgeries. The demand for dentists is based on the average number of dentists in the South West region of 0.5 per 1,000 population (taken from the NHS Information Centre *NHS Dental Statistics for England: 2010/2011*). The capital cost of delivering surgeries is based on a standard of 130m<sup>2</sup> per Dentist, at a capital cost of £1,400/m<sup>2</sup> (benchmark cost taken from NHS London Healthy Urban Developments Unit model, with estimated cost based on BCIS Online Q2 2013 and Spons 2012 surgery example, rebased and locational factor applied).

Application of this benchmark results in a demand for between 8 and 10 new dentists in Cotswold district at a cost of between £1.4m (Scenario 1) and £1.8m (Scenario 2).

Table 20 Assessment of need for Dentists

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand	Capital Cost	Dwellings	Population	Demand	Capital Cost
Andoversford	130	299	0.15	£27,209	107	246	0.12	£22,395
Blockley	57	131	0.07	£11,930	76	175	0.09	£15,907
Bourton-on-the-Water	300	690	0.35	£62,790	360	828	0.41	£75,348
Chipping Campden	160	368	0.18	£33,488	277	637	0.32	£57,976
Cirencester	3360	7,728	3.86	£703,248	3507	8,066	4.03	£734,015
Down Ampney	100	230	0.12	£20,930	140	322	0.16	£29,302
Fairford	260	598	0.30	£54,418	397	913	0.46	£83,092
Kemble	80	184	0.09	£16,744	91	209	0.10	£19,046
Lechlade-on-Thames	140	322	0.16	£29,302	110	253	0.13	£23,023
Mickleton	80	184	0.09	£16,744	159	366	0.18	£33,279
Moreton-in-Marsh	514	1,182	0.59	£107,580	1071	2,463	1.23	£224,160
Northleach	130	299	0.15	£27,209	91	209	0.10	£19,046
Siddington	70	161	0.08	£14,651	41	94	0.05	£8,581
South Cerney	222	511	0.26	£46,465	215	495	0.25	£45,000
Stow-on-the-Wold	185	426	0.21	£38,721	356	819	0.41	£74,511
Tetbury	653	1,502	0.75	£136,673	1054	2,424	1.21	£220,602
Upper Rissington	390	897	0.45	£81,627	389	895	0.45	£81,418
Willersey	50	115	0.06	£10,465	196	451	0.23	£41,023
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>7.91</b>	<b>£1,440,193</b>	<b>8637</b>	<b>19,865</b>	<b>9.93</b>	<b>£1,807,724</b>

Of note is that Cotswold District Council highlighted their concerns about insufficient NHS provision in the North Cotswolds area in the *Health and Community Care Overview and Scrutiny Committee May 2012*.

### Recent and current projects

Recent and current projects identified are:

- ***New Cirencester Dental Practice*** - NHS Dental Commissioning and Provision in Gloucestershire (produced by NHS Gloucestershire [Date required]) identifies where NHS Gloucestershire has been expanding the availability of NHS Dental Services. Following tender processes, four new practices have opened across Gloucestershire between September 2011 and January 2012, including one new practice in Cirencester, called Cirencester Dental Practice.

## 4.4.2 Secondary Healthcare

### Responsibilities for delivery

At present, Gloucestershire Hospitals NHS Foundation Trust provides countywide acute hospital services from two large district general hospitals, Cheltenham General Hospital and Gloucestershire Royal Hospital.

Gloucestershire Care Services NHS Trust (established in April 2013) delivers nursing and community hospital services. There are eight community hospitals in the county and a major building programme aimed at enhancing or replacing several of them is currently in progress.

### Baseline

At a County level, the hospitals Trust is a net ‘importer’ of patients for the services they deliver, suggesting that more patients come from surrounding counties into the Trust than those who leave the Gloucestershire area to providers outside the county.

Four of the seven Community Hospitals currently operated by Gloucestershire Care Services NHS Trust are located within Cotswold District, providing a network of local facilities:

- ***Cirencester Hospital*** - Cirencester Hospital is an important part of the local health care community and is very well supported by patients and GP practices.
  - Cirencester Hospital is one of the largest community hospitals in the country.
  - It contains an important minor injuries unit (considering the local Accident & Emergency departments are over ten miles away).
  - Its inpatient beds are used to avoid admitting patients to large busy district general hospitals as well as allowing local patients to be rehabilitated and cared for closer to home following an admission to a district general.

- It provides a range of well supported outpatient specialties to the local population who would otherwise have to travel long distances.
- **Fairford Hospital**
- **Moreton-in-Marsh – North Cotswold Hospital.** Following the closure of the Moore Cottage Hospital at Bourton-on-the-Water, a new George Moore Clinic has been provided at the North Cotswold Hospital to provide outpatient services such as physio and occupational therapy. The Jubilee Lodge provides 14 intermediate day care beds.
- **Tetbury Hospital**

The following table summarises the average number of beds available and percentage of occupied beds by sector for hospitals operated by Gloucestershire NHS Foundation Trust and Gloucestershire Care Services. The information shown is sourced from the Department of Health Unify2 data collection (KH03 – January to March 2012), with the number of beds available per 1,000 population based on the county population of 596,984 (2011 census estimate). This does not account for movement of people across county boundaries for treatment, such as use of hospitals in Swindon or Bristol.

Bed Type	Number available	Number available / 1,000 pop'n	Number occupied	% Occupied	% Occupied, England average
General & Acute (Hospitals Trust)	980	-	908	92.6%	-
General & Acute (PCT)	80	-	76	95.4%	-
General & Acute Sub-total	1,060	1.78	984	92.8%	89%
Learning Disabilities	-	-	-	-	
Maternity	46	0.08	39	85.1%	61%
Mental Illness	-	-	-	-	
<b>Total</b>	<b>1,106</b>	<b>1.85</b>	<b>1,023</b>	<b>92.5%</b>	<b>86.9%</b>

These figures demonstrate that there is less than 10% spare capacity in the system for General and Acute beds and that the level of bed occupation is higher than the average for England. This is particularly the case for maternity beds.

### Assessment of infrastructure needs and costs

Pending the provision of more detailed assessment of long term acute care service requirements, a high level assessment of need has been undertaken for the purpose of this study. This applies an overall target that the average number of General & Acute beds of 1.78 per 1,000 population is maintained.

Capital costs have been estimated based on a floorspace standard of 50m<sup>2</sup> per bed (based on the NHS London Healthy Urban Development Unit model) and cost per

bed of £1,700/m<sup>2</sup>, based on BCIS Online April 2013 information with cost rebased to a Gloucestershire location.

The results of the assessment is summarised in the table below and suggest a demand for between 28 and 35 additional acute bedspaces at a cost of between £2.4m (Scenario 1) and £3m (Scenario 2).

Table 21 Assessment of need for General and Acute Care Hospital Beds

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (beds)	Capital Cost	Dwellings	Population	Demand (beds)	Capital Cost
Andoversford	130	299	0.53	£45,239	107	246	0.44	£37,235
Blockley	57	131	0.23	£19,835	76	175	0.31	£26,447
Bourton-on-the-Water	300	690	1.23	£104,397	360	828	1.47	£125,276
Chipping Campden	160	368	0.66	£55,678	277	637	1.13	£96,393
Cirencester	3360	7,728	13.76	£1,169,246	3507	8,066	14.36	£1,220,401
Down Ampney	100	230	0.41	£34,799	140	322	0.57	£48,719
Fairford	260	598	1.06	£90,477	397	913	1.63	£138,152
Kemble	80	184	0.33	£27,839	91	209	0.37	£31,667
Lechlade-on-Thames	140	322	0.57	£48,719	110	253	0.45	£38,279
Mickleton	80	184	0.33	£27,839	159	366	0.65	£55,330
Moreton-in-Marsh	514	1,182	2.10	£178,867	1071	2,463	4.38	£372,697
Northleach	130	299	0.53	£45,239	91	209	0.37	£31,667
Siddington	70	161	0.29	£24,359	41	94	0.17	£14,268
South Cerney	222	511	0.91	£77,254	215	495	0.88	£74,818
Stow-on-the-Wold	185	426	0.76	£64,378	356	819	1.46	£123,884
Tetbury	653	1,502	2.67	£227,237	1054	2,424	4.32	£366,781
Upper Rissington	390	897	1.60	£135,716	389	895	1.59	£135,368
Willersey	50	115	0.20	£17,400	196	451	0.80	£68,206
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>28.17</b>	<b>£2,394,519</b>	<b>8637</b>	<b>19,865</b>	<b>35.36</b>	<b>£3,005,590</b>

## Recent and current projects

The Comprehensive Spending Review announced on 20 October 2010 included an increase in the total health budget of £10.6 billion over the period 2011/12 to 2014/15. This comprises a total revenue increase of £11.1 billion, but a reduction in capital spending of £0.5 billion.

Although further information remains to be gathered surrounding a definitive programme of capital investment, recent and future projects within the Cotswold area have been identified through various documents include the *Strategic Commissioning Plan 2009-2014*, *Developing Health Services in the North Cotswolds 2012* and *Your Guide to Services 2009*. These projects include:

- ***Bourton-on-the-Water, George Moore Clinic Refurbishment and Extension*** – scheduled for completion during Spring 2012, works comprised a newly refurbished outpatient facility, next to the current hospital building. A new modern intermediate care rehabilitation unit has also been provided on another site in Bourton-on-the-Water with 14 community beds. This will support intensive therapy services (rehabilitation care) to support independent living. The unit will be a separate, but linked part of a larger community care centre in Station Road. The centre will be run by not-for-profit organisation, The Orders of St John Care Trust.
- ***Fairford Hospital*** – This hospital was reopened in partnership with Fairford League of Friends and an independent care provider, after the close of the facility in 2006. A new facility is proposed in Fairford which would provide a range of outpatients services and community care, alongside: 12 further intermediate care beds, 12 long stay elderly nursing beds, 24 beds for long stay elderly dementia nursing and 4 extra care flats for sale.
- ***Moreton-in-Marsh, North Cotswolds Hospital Replacement*** –Funding for the new facility was provided from the Community Hospital Development Fund . The hospital opened on 31<sup>st</sup> March 2012 and is described as a state-of-the-art modern community hospital with 22 en-suite bedrooms.

## 4.5 Energy

### Overview

*This study is primarily concerned with understanding whether there are any engineering or other obstacles that would prevent or delay the connection of development sites to the electricity and gas grid/network, resulting in implications for site delivery or phasing. Network operators have not identified any sites where connections could not be provided, but have identified the following locations where early liaison with utilities and 3rd parties will be necessary to prevent delays to site delivery:*

- *Bourton-on-the-Water - major off site reinforcement of the electricity network will be required to support development at Upper Rissington and Bourton-on-the-Water. An agreement is now in place for this work to commence, which is expected to take around 18 months to 2 years to complete. Scottish and Southern Energy (SSE) also advise that certain option SHLAA sites in Bourton-on-the-Water are crossed by overhead lines and further consultation with SSE is required to understand the feasibility of diverting lines.*
- *Cirencester (Chesterton), Mickleton (land adjacent to Arbour Close) & Tetbury (land off London Road) – 3rd party permissions may be required in order to provide gas connections.*
- *Andoversford – WWU information indicates that there is currently no natural gas supply to this settlement. Significant new infrastructure would need to be established to support these proposals.*

*There are currently no Nationally Significant Infrastructure Projects in the Cotswold District registered with the Planning Inspectorate.*

*A brief review of the potential for renewable energy generation and heat distribution has also been undertaken for this study. The Gloucestershire Renewable Energy Feasibility Study has looked at the potential for district heat networks and concludes that there is potentially sufficient demand intensity that large district heating networks fuelled by low carbon fuels such as biomass or waste may be viable in settlements that include Cirencester, Tetbury, Stow-on-the-Wold and Moreton-in-the-Marsh. This information could inform Local Plan policy and a requirement for Feasibility Studies to be submitted with applications for development in qualifying locations.*

### Responsibilities for delivery

Following the privatisation of the English energy industry in 1990, responsibilities for energy generation and distribution has been dispersed to numerous private sector infrastructure operators, as described below, with oversight and regulation

provided by the industry regulator Ofgem. More recently, however, in response to energy security and climate change drivers, both the national and local tiers of government have become increasingly active in strategy and planning processes and promoting low carbon energy generation.

## 4.5.1 Electricity generation

### Responsibilities for delivery

Security of energy supply in terms of generation capacity is a matter safeguarded at the national level and there is not a requirement to demonstrate there is sufficient supply overall to ensure Local Plan soundness, however Cotswold DC does have a responsibility to assist in the achievement of UK targets to reduce emissions of greenhouse gases.

The Climate Change Act 2008 sets a target to reduce greenhouse gas emissions in the UK by at least 80 per cent from 1990 levels by 2050. To achieve this, nationwide there will need to be an increase in energy generation from renewable sources, a new generation of nuclear power stations, the development of newer and sometimes smaller scale generation techniques such as anaerobic digestion and the replacement of existing coal-fired power stations with cleaner alternatives, including the commercial deployment of carbon capture and storage technology.

The NPPF states that ‘...local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources’ (paragraph 97). They should (in summary):

- have a positive strategy to promote energy generation from renewable and low carbon sources;
- design policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed;
- consider identifying suitable areas for renewable and low carbon energy sources;
- support community-led initiatives for renewable and low carbon energy; and
- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy sources.

### Sector plans and strategies

**Gloucestershire Renewable Energy Study (2010-2011)** A two stage study looking at the potential for renewable energy in Gloucestershire in the period to 2026<sup>11</sup>, forms an important part of the evidence base underpinning the Cotswold Local Plan. The Stage 2 report considers that in Cotswold there is good potential for renewable energy generation in the west of the District, but there are significant constraints in other areas of the district due to RAF activities, and there is some existing biomass potential.

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<sup>11</sup> Gloucestershire County Council (2010) Renewable Energy Study and Resource Assessment  
Gloucestershire County Council (2011) Renewable Energy Study 2 – Resource Assessment

## Current and planned infrastructure projects

**Cotswold Area of Outstanding Natural Beauty (AONB) Climate Change Advice Service** – Businesses in the Cotswold AONB can access a specialist advice service through a programme designed to help them reduce their carbon footprint and costs. The Cotswold Conservation Board with support from the National Grid has appointed a Climate Change Advisor to help promote and deliver a wide range of resource management and renewable energy activities.

### 4.5.2 Electricity Transmission

#### Responsibilities for Delivery

The extra high-voltage transmission grid (275kV and 400kV) in England is owned and operated by National Grid Electricity Transmission (NGET).

National Grid have identified that the following high voltage electricity overhead transmission network within Cotswold DC forms an essential part of the transmission network in England and Wales:

- 4TE Line – 400kV overhead transmission line from Walham substation in Tewkesbury to Cowley substation in Oxford
- ZF Line – 400kV overhead transmission line from Feckenham substation in Bromsgrove to Melksham substation in North Wiltshire
- ZFB Line – 400kV overhead transmission line from Walham substation in Tewkesbury to the ZF line in Cotswold

The regional distribution network operators for the Cotswold District are Scottish and Southern Energy (SSE) and Western Power Distribution, who are responsible for distributing electricity from the national grid to consumers. Scottish and Southern cover the district as far north as Bourton-on-the-Water, further north the provider is Western Power Distribution.

#### Assessment of Infrastructure Needs and Costs

Electricity is transferred from generation to point of use via Transmission and Distribution networks. Transmission networks (TN) in England typically operate at 275kV and above whereas the Distribution network (DN) generally operates from 132kV down to the 240V supplied to domestic customers. The high voltages used on the transmission network allow electricity to be transported with relatively low losses. Electricity can also be transported far more readily than heat which means that the requirement for supply to be located close to demand is not essential (heating networks can be restricted to 10's of kms at most whereas the electricity grid covers the whole of the UK) (see also Heat Distribution section below).

The Stage 2 report of the Gloucestershire Renewable Energy Feasibility Study confirms that *'...there is a relatively even distribution of circuits across Gloucestershire and there are no areas of the County which are remote from the grid... however, a connection to the closest point of grid infrastructure is not guaranteed and any generation development should be assessed on its own merits'* (Section 9.2 GCC 2011).

SSE have provided the following feedback in relation to new proposed new development in the Cotswold District:

- Connections for new development from existing infrastructure can be provided subject to cost and timescale.
- Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (Ofgem). Maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.
- Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Southern Electric Power Distribution (part of SSE).
- In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals.
- To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Southern Electric Power Distribution prior to submission of a planning application.

Comments provided in relation to each of the settlements within the Development Strategy are summarised in the table below.

**Table 22 - Comments by settlement on Electricity Distribution Network**

Settlement	Distribution Network Provider	Comments
Cirencester	SSE	It is anticipated that the Chesterton development would be supplied from the existing primary substation in Love Lane, Cirencester. It is expected that it will be necessary to install two new 11,000 volt circuits from this primary substation to supply the development. Distribution substations and Low Voltage mains will be required within the development.
Andoversford	WPD	No specific comments on this settlement.
Blockley	WPD	Broadway and Moreton primary substations primarily serve the Blockley area, based on existing load data – no primary reinforcement works are anticipated if the development were to be fed from Broadway. WPD currently have an infrastructure project in place to reinforce the transformers at Moreton, this is anticipated to be completed in August 2013. The proposed development cannot be accommodated at Moreton primary substation until the reinforcement is

Settlement	Distribution Network Provider	Comments
		complete. The site is likely to require 11kV infrastructure works to extend the existing network, along with associated transformer and LV infrastructure work.
Bourton-on-the-Water	SSE	It is understood that the electrical infrastructure in and around Bourton-on-the Water would not be adequate to supply the proposed development. Major off-site reinforcement of the network will be required to support development at Bourton and Upper Rissington. An agreement is now in place for the work to commence, which is expected to take around 18 months to 2 years to complete. SSE also highlight that the SHLAA sites B_10, B_16 and B_25 are crossed by 11,000 volt overhead lines and warn that development beneath the overhead lines or diversion / undergrounding of the overhead lines may not be possible. Further consultation with SSE in respect to planning proposals in these locations is urged.
Chipping Campden	WPD	Broadway primary substation primarily serves the Chipping Campden area. Based on existing load data, no primary reinforcement works are anticipated to accommodate the proposed development. The site is likely to require 11kV infrastructure works to extend the existing network, along with associated transformer and LV infrastructure work.
Fairford	SSE	No specific comments on this settlement.
Kemble	WPD	The primary substation that supplies the Kemble area is Cherington PSS. This substation has approximately 1 – 2 MVA spare capacity.
Lechlade	SSE	No specific comments on this settlement.
Mickleton	WPD	Long Marston primary substation primarily serves the Mickleton area. Based on existing load data, no primary reinforcement work is anticipated to accommodate the proposed development. The site is likely to require 11kV infrastructure works to extend the existing network, along with associated transformer and LV infrastructure work.
Moreton-in-Marsh	WPD	Moreton primary substation primarily serves the Moreton area, based on existing load data – the proposed 200 dwelling development can only be accommodated after primary reinforcement work at Moreton has been completed (estimated Aug 2013). The site is likely to require 11kV infrastructure works to extend the existing network, along with associated transformer and LV infrastructure work.
Northleach	SSE	No specific comments on this settlement.
Siddington	SSE	No specific comments on this settlement..
South Cerney	SSE	No specific comments on this settlement.
Stow-on-the World	WPD	Stow-on-the-Wold primary substation primarily serves

Settlement	Distribution Network Provider	Comments
		the Stow area, based on existing load data – a 100 dwelling development can only be accommodated after the primary reinforcement work has been completed at Moreton (est. Aug 2013). The site is likely to require 11kV infrastructure works to extend the existing network, along with associated transformer and LV infrastructure work.
Tetbury	SSE	It is anticipated that 300 homes can be supplied by extending and altering the existing electrical infrastructure within Tetbury. A distribution substation and Low Voltage mains will be required within the development. Further comment is sought on the Development Strategy allocation of 650 dwellings in total.
Upper Rissington	SSE	SSE have confirmed that major off-site reinforcement of the network will be required to support development at Bourton-on-the-Water and Upper Rissington. An agreement is now in place for the work to commence, which is expected to take around 18 months to 2 years to complete.
Willersey	WPD	The Broadway primary substation that supplies the Willersey area has ample capacity to accommodate the 50 dwelling development proposed.

## Current Projects

Current infrastructure projects identified by the study are as follows:

- **Swindon to Cirencester 33kV Reinforcement** Scottish and Southern have identified one project in the Cotswold District area, the Swindon to Cirencester 33kV reinforcement. This work is due for completion in 2012.
- **Bourton-on-the-Water reinforcement** – as referred to above, SSE have confirmed that a major reinforcement of the existing network would be required to serve proposed development at Bourton-on-the-Water and Upper Rissington, with a timescale for project delivery of over the standard 2 years.
- **Moreton-in-Marsh** - WPD currently have an infrastructure project in place to reinforce the transformers at Moreton, this is anticipated to be completed in August 2013.

### 4.5.3 Gas Distribution

#### Responsibilities for delivery

The National Grid Gas (NGG) transmits gas from the production beachhead and import terminals to regional distribution companies or Distribution Operators (DO's). Wales and West Utilities (WU) are the DO for the Cotswold District, with the exception of Siddington and Northleach.

## Assessment of infrastructure needs and current projects

WWU require relatively detailed information on development sites before they can provide formal feedback on network capacities and constraints. This should include the size and shape of sites, number of units and indicative layout and phasing.

In general, where existing infrastructure is deemed to be insufficient, WWU can remedy the situation with a number of reinforcement solutions (e.g. replacing existing piped with larger pipes, increasing operating pressures or reinforcing areas of the network to improve pressures elsewhere).

Cost for works are dependant on whatever contractor rates are applicable, materials required and size of ancillary items. Other licensed companies can connect to the WWU network and therefore costs are only supplied following a formal approach from a developer. Maintenance of the network is undertaken by WWU with each consumer or end user paying towards gas transportation costs.

WWU have made general assessments regarding capacity, location and possible engineering or legal obstacles for the Development Strategy allocations and SHLAA option sites presented to them (see Table 14). They have advised that they cannot guarantee that capacity will be available by the time these other sites are committed to so any additional information or updates is essential so that they are able to prepare for the long term.

**Table 23 - Comments by settlement on gas network connections**

Settlement	Potential Site Options (and SHLAA ref)	Comments from Wales & West Utilities (WWU)
<b>Cirencester</b> (excluding Stratton)	Land between A419 and A417 Kingshill North (planning permission granted)	It has been requested that approved planning drawings are provided so that WWU can establish where connection to the network is likely to take place. This will enable WWU to accurately forecast requirements and plan the network to ensure that this development can be supplied.
	Land at Kingshill South, Phases 5, 6 & 7 (planning permission granted)	
	Chesterton (C_75 & C_111)	There is Intermediate Pressure (IP) infrastructure to the east of this site. In order to ensure that this site can be served over the proposed site phasing this presents the better option as more capacity is available. IP mains will be brought into site, a boundary governor erected in a suitable location and low pressure infrastructure taken from this to serve the entire development taking into account future demand. Due to the location of the IP 3rd party permission may be required.
	Bowling Green Lane (C_42)	The nearest gas asset is the existing 63mm pipe near the site. It does not currently have capacity to support the total demand for 87 homes. If planning permission is granted or a firm commitment confirmed WWU will be able to plan the network in advance of this proposal to ensure that capacity is available. This may take the form of reinforcement or growing the network to meet the site's needs. This investment will only be considered by WWU if it is likely that the development will go ahead.

Settlement	Potential Site Options (and SHLAA ref)	Comments from Wales & West Utilities (WWU)
<b>Andoversford</b>	Land to rear of Templefields & Crossfields (R_21)	Andoversford is located within WWU's jurisdiction, but further investigation is required as there appears to be no gas presence for this settlement. If it is the case that Andoversford has never been on gas, significant infrastructure will need to be established to support these proposals.
	Land to west of Station Road (R_22B)	
<b>Blockley</b>		Area is well served by both low and medium pressure assets. The medium pressure assets may be useful should capacity be an issue in the low pressure assets.
	Land north east of Blockley (R_402A)	Connection is possible off the existing 180mm LP main in Station Road. This currently has sufficient capacity for the total load expected for a development of this size. It should be noted that there is currently Medium Pressure (MP) main in the ground onsite. This will need to be diverted at cost to ensure that there are no gas assets under buildings.
<b>Bourton-on-the-Water</b>		Area is well served by both low and medium pressure assets. The medium pressure assets may be useful should capacity be an issue in the low pressure assets.
	Land adjacent Hackling House (B_10)	Nearest main is 63mm near Kings Meadow. There is not sufficient capacity so growth investment will be required
	Land off Station Road	Location of site queried and to be confirmed.
	Land behind Roman Way	Location of site queried and to be confirmed.
	Land at the Manor Fields (B_15)	There is Low Pressure (LP) infrastructure in Station Road which currently has sufficient capacity to serve this site.
<b>Chipping Campden</b>	Land at Aston Road (CC_23C)	There is an existing LP asset in the main road which currently has sufficient capacity to serve this proposal. There is also an existing MP main adjacent to this which will provide additional capacity if necessary.
	Berrington Mills Nurseries (CC_10B)	Low Pressure infrastructure is available in the main road.
	Land at Aston Road (CC_23A)	There is an existing LP asset in the main road which currently has sufficient capacity to serve this proposal. There is also an existing MP main adjacent to this which will provide additional capacity if necessary.
<b>Down Ampney</b>		There is a low pressure mains in this area fed by a medium pressure mains. Coverage is limited so depending on final number of dwellings capacity may be an issue.
<b>Fairford</b>	Land behind Milton Farm and Betterton Close (F-35)	Low Pressure asset available in Coronation Street.
	Land east of Fairford (F_39)	MP asset to north of the site. This should be able to provide sufficient capacity
	Land south east of Fairford (F_20A)	There is no gas infrastructure in the immediate vicinity, so this would have to be brought in from the existing MP main.
	Land between Horcott and Fairfield (F_36B)	Existing LP asset available in Cirencester Road and Horcott Road.
	Land at Totterdown	Existing LP asset in Cirencester Road would have to be

Settlement	Potential Site Options (and SHLAA ref)	Comments from Wales & West Utilities (WWU)
	Lane, Horcott (F_34)	extended or reinforced to reach the proposed site boundary.
<b>Kemble</b>	-	There is no natural gas infrastructure in this area. WWU would need to usage and timelines for development in order to evaluate the investment needed to grow the network.
<b>Lechlade</b>	Old Station Site	It has been requested that approved planning drawings are provided so that WWU can establish where connection to the network is likely to take place.
	Land off Moorgate, Downington (L_18)	LP and MP infrastructure available in A417
	Telephone Exchange, The Lodgers (L_1) (Brownfield site)	An access road leads back to LP and MP infrastructure in Sherborne Street.
<b>Moreton-in-Marsh</b>	Land at Fire Service College, London Rd (planning permission granted)	It has been requested that approved planning drawings are provided so that WWU can establish where connection to the network is likely to take place.
	Site at Fosseyway Farm (M_28)	There is MP and LP infrastructure surrounding this site. Some MP traverses the site boundary and may need to be diverted if the site size increases.
	Land to rear Fosseyway Ave (M_19)	There is LP infrastructure to the West of the site. MP is also available.
	Land at Evenlode Road (M_12)	Everlode Road has an LP asset close to the West access point of the site. This may need to be reinforced to support the proposal.
	Fire Service College Campus, land west of 7 <sup>th</sup> Ave and south of 5 <sup>th</sup> Ave (M_21) (part Brownfield)	There is no gas infrastructure in the immediate to connect to. This will have to be brought in from point nearest to the proposed access point. Plans for this site would be useful to determine where the connection point should be.
	Land at Parker's Lane (M_13)	There is MP infrastructure at the Eastern end of the site.
<b>Mickleton</b>		The settlement is predominately low pressure. As it's very small capacity, this could be an issue for larger developments.
	Land adjacent to Arbour Close (R_409)	MP infrastructure in the road to the south of the site. 3rd party easement may be an issue to bring the gas into the site.
	Harbour Ground (R_409B)	MP infrastructure in the road to the south of the site.
	Land at Granbrook Lane C (R_249)	There is LP infrastructure in Granbrook Lane
	Land at Granbrook Lane B (R_250)	There is LP infrastructure in Granbrook Lane
	Meadow View (R_253) (part Brownfield)	There is LP infrastructure at the boundary to this site in Granbrook Lane.
<b>Northleach</b>	Land off Bassett Road (N_1)	Northleach currently has no natural gas infrastructure.
	Land to rear	Northleach currently has no natural gas infrastructure.

Settlement	Potential Site Options (and SHLAA ref)	Comments from Wales & West Utilities (WWU)
	Shepherd's Way & West End Plan 2 (N_12)	
<b>Siddington</b>	Siddington Site B (R_321)	There are low, medium and intermediate gas assets in this settlement.
	Siddington Site C (R_322)	There are low, medium and intermediate gas assets in this settlement.
	Siddington Site A (R_318)	There are low, medium and intermediate gas assets in this settlement.
<b>South Cerney</b>	Land at Former Aggregate Industries (planning permission granted)	It has been requested that approved planning drawings are provided so that WWU can establish where connection to the network is likely to take place.
	Land to rear of Berkeley Close (SC_13)	The nearest asset is LP and is in Berkeley Close.
<b>Stow-on-the-Wold</b>		There is limited gas infrastructure in the area as and low and medium pressure assets are based at the most westerly and south-westerly points in Stow.
	Land East of King Georges Field (S_22)	The nearest LP asset is in Griffin Close. Reinforcement may be required as well as 3 <sup>rd</sup> party permissions.
<b>Tetbury</b>	Former Matbro Site (T_24) (Brownfield – Local Plan allocation)	Request that plans are provided so that WWU can establish where connection to the network is likely to take place.
	Application decision pending – Highfield Farm (Secretary of State call-in)	MP assets available but they will have to be diverted away from the sites to be built on.
	Application decision pending – Berrells Road (Secretary of State call-in)	-
	Application decision pending – SIAC, land south of Quercus Road	-
	Land off London Road (T_35)	LP infrastructure available in Northlands Way if access to site is to be from here. Alternatively there is MP to the north of the site running between T-35 and T-28 but 3 <sup>rd</sup> party permissions may apply to divert this.
	Land to west of Tetbury, recreation ground, Sherwood Road (T_45)	There is no infrastructure in the immediate vicinity that will not require 3 <sup>rd</sup> party permission to gain access. The nearest asset is in Linfoot Road.
	Land adjacent Blind Lane (T_31B)	There are LP and MP assets available for connection. However, the MP will need to be diverted from its current position if the following proposals are to be considered T_31.
	Autonumis Site (T_61) (Brownfield)	LP and MP assets available in Cirencester Road

Settlement	Potential Site Options (and SHLAA ref)	Comments from Wales & West Utilities (WWU)
	Highfield Farm (T_28 (& T_40))	MP assets available but they will have to be diverted away from the sites to be built on.
	Land adjacent Blind Lane (T_31)	MP assets available but they will have to be diverted away from the sites to be built on.
	Priory Industrial Estate (T_63) (Brownfield)	LP assets are available in the immediate area.
<b>Upper Rissington</b>	Land Parcel at Upper Rissington (planning permission granted)	Currently no natural gas supply.
<b>Willersey</b>		There are low and medium pressure assets in the area. May require some diversion on the medium pressure mains as they appear to be located within development land.

Funding for infrastructure works is determined based on the request made but normally takes two routes as follows:

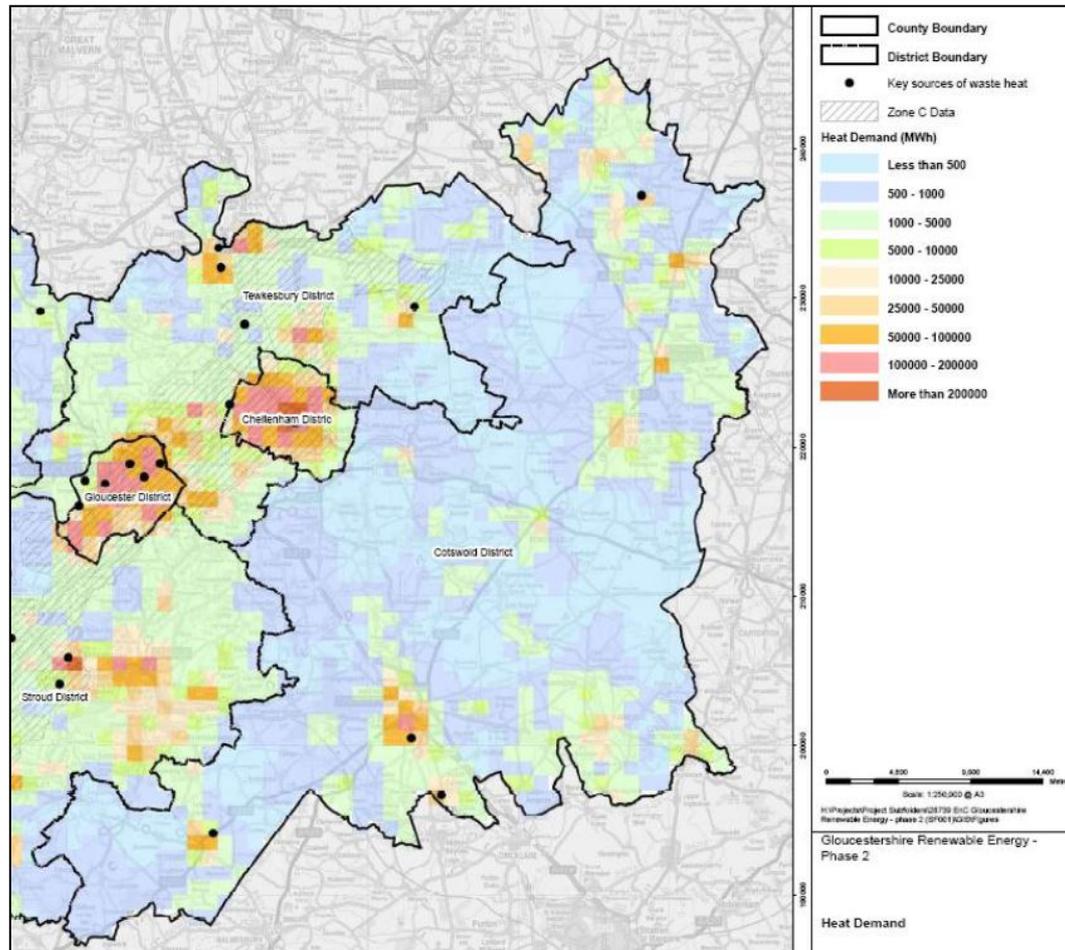
- For a new supply to meters (one-off supply to a new development) this would have to be paid for by whoever requests the works (e.g. the developer or end user)
- For reinforcement works, WWU use an economic test to determine the level of customer contribution or is it in WWU's interest to fund the reinforcement entirely.
- Large-scale network expansion is funded by WWU as part of their investment procedure.

## 4.5.4 Heat Distribution

### Sector plans and strategies

The Gloucestershire Renewable Energy Feasibility Study has looked at the potential for district heat networks. It illustrates that there are areas in the Cotswold District where there is potentially sufficient demand intensity that large district heating networks fuelled by low carbon fuels such as biomass or waste may be viable, as shown in the figure below. These include Cirencester, Tetbury, Stow-on-the-Wold and Moreton-in-the-Marsh. It is also noted that small networks may be viable at other sites.

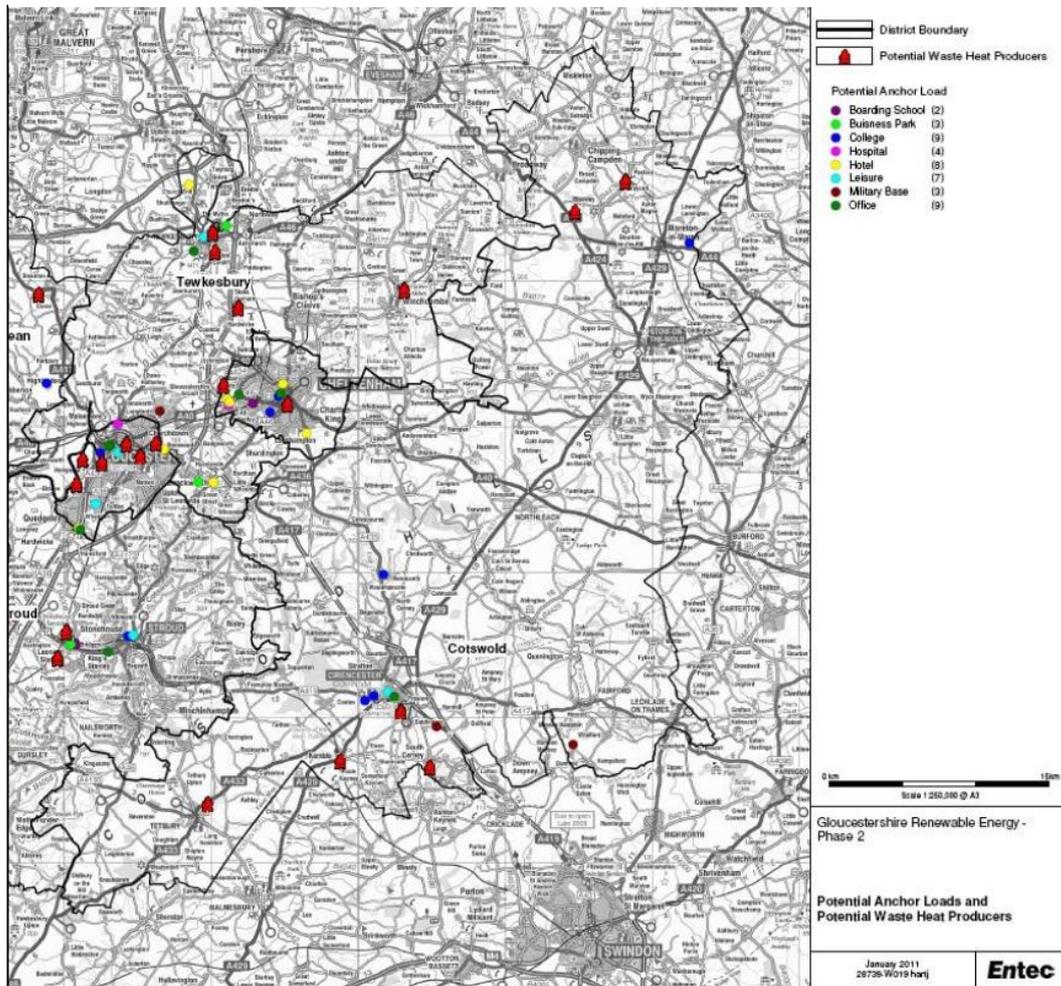
**Figure 2 - Heat Demand in Cotswold District (recreated from Gloucestershire County Council (2011) Renewable Energy Study 2 – Resource Assessment, Figure 8.1)**



The study has also identified potential sites for the deployment of stand-alone installations or ‘anchor loads’. These include sites in colleges, offices and leisure sites in Moreton-in-Marsh, Woodmancote and Cirencester. Also identified are seven potential waste heat producers in the District which could provide a source of energy. These are located in Tetbury, Kemble, South Cerney, Cirencester, Blockley and Chipping Campden.

The feasibility study considers where particular forms of energy are most suitable, in terms of new residential development, and concludes that new build flats/apartment complexes provide the best opportunities, along with other large high density uses such as hospitals, while noting that the use of heat networks may be possible for other forms of development.

**Figure 3 - Sites with Good Potential for Renewable Heating - recreated from Gloucestershire County Council (2011) Renewable Energy Study 2 – Resource Assessment, Figure 8.1**



## Funding

### *The UK Green Investment Bank*

The following priority sectors have been determined for the UK Green Investment Bank:

- Offshore wind power generation;
- Commercial and industrial waste processing and recycling;
- Energy from waste generation, including gasification, pyrolysis and anaerobic digestion for the production of heat and/ or power;
- Non-domestic energy efficiency, including onsite renewable energy generation and heat; and
- Support for the Green Deal.

At least 80% of the funds will be invested in these priority sectors.

There is initial capitalisation up to £3 billion until 2015, which the GIB will have powers to borrow (subject to debt falling as a % of GDP) subject to State aid clearance from DG Competition and the European Commission.

## 4.6 Flood management, water supply and wastewater

### 4.6.1 Flood risk management

#### Overview

*Following the severe flooding that occurred during the summer 2007, the County Council, District Council and local partners embarked upon a series of flood risk management schemes across the Cotswold District. The County Council announced in November 2012 that an additional £250,000 funding would be made available for work in the district, with the result that the majority of main schemes identified to date have either been completed or are fully funded and are due for completion during 2013.*

*An emerging Local Flood Risk Management Strategy identifies a further main scheme for Cirencester, involving the provision of upstream floodwater storage on the River Churn. The project has an estimated capital cost of £2million and funding has yet to be secured. There are also a number of smaller schemes in the smaller hamlets where a shortfall in finance remains and it has been identified that Cotswold DC needs to create a maintenance pot of funding for the long term critical maintenance of flood risk management structures.*

*Heavy rain during the winter 2012/2013 has meant that a number of settlements in Cotswold District have experienced further flooding incidents. This has triggered a reassessment of problem areas and has ensured that dealing with flood risk issues remains a high priority for the Council. The capacity of combined sewage and drainage systems is a particular cause for concern that needs to be addressed regardless of whether new development is brought forward. A Task Group has been set up to investigate the flooding issues and once the causes and responsibilities are fully understood, project funding mechanisms can be pursued, that may include utility Asset Management Plans (AMPs), Defra Resilience Partnership Funding, Environment Agency Local Levy and Community Infrastructure Levy.*

*The Cotswold Development Strategy has been prepared to ensure that the numbers of dwellings allocated to each settlement can be achieved on sites that do not fall within high flood risk areas, in compliance with the Sequential Test. A Level 2 Strategic Flood Risk Assessment was published in June 2014 and further informs decisions about site allocations within the Local Plan and this IDP. It remains necessary, however, for the Local Planning Authority and developers to ensure that new building does not increase flood risk elsewhere. In those areas where the Development Strategy does propose additional development and the existing drainage system is not resilient, it is recommended that a robust Flood Risk Assessment and flood risk management implementation plan is required in support of new development. Developers*

*are therefore urged to engage early with the Environment Agency, Gloucestershire County Council, the relevant wastewater utility provider and Cotswold DC, on the basis that there may be relatively long lead times to deliver necessary flood risk management infrastructure. It is recommended that the Local Plan incorporates a policy highlighting the importance of early consultation and the potential need for planning conditions to control the early delivery of flood risk management and drainage infrastructure.*

### **Responsibilities for delivery**

When preparing a Local Plan it is the responsibility of Cotswold DC to ensure that inappropriate development in areas at risk of flooding is avoided, but where development is necessary in flood risk areas, this can be provided safely and without increasing flood risk elsewhere (NPPF, para. 100). Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, using opportunities offered by new development to reduce the causes and impacts of flooding (NPPF, para. 100).

Wider responsibilities for flood risk management are complex and shared amongst a number of organisations. A summary of responsibilities most relevant to the IDP is provided below<sup>12</sup> and a full list of responsibilities is attached at Appendix B.

**The Environment Agency (EA)** – With its national role, the EA has a strategic overview of all sources of flooding and coastal erosion (as defined in the Flood and Water Management Act). It is responsible for flood and coastal erosion risk management activities on main rivers and the coast, regulating reservoir safety, and working in partnership with the Met Office to provide flood forecasts and warnings. It must also look for opportunities to maintain and improve the environment for people and wildlife while carrying out all of its duties.

The Environment Agency is a ‘category one responder’ to flood events under the Civil Contingencies Act.

**Gloucestershire County Council (GCoC) as Lead Local Flood Authority (LLFA)**– The LLFA is required to perform roles that include:

- prepare and maintain a strategy for local flood risk management in their areas;
- maintain a register of assets and designate flood risk management assets;
- investigate significant local flooding incidents and publish the results;
- establish approval bodies for Sustainable Drainage Systems (SuDS); and
- play a lead role in emergency planning and recovery after a flood event.

As the Highways Authority, GCoC has lead responsibility for providing and managing highway and roadside drainage under the Highways Act 1980.

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<sup>12</sup> Summary of Local Government Association information:  
<http://www.local.gov.uk/web/guest/local-flood-risk-management/>

**Cotswold DC** – all LAs are ‘category one responders’ to flood events under the Civil Contingencies Act and are also able to designate flood risk management assets.

**Water and wastewater companies** – Water companies are responsible for the provision, maintenance and operation of public sewers and works for the purposes of ‘effectually draining’ their area. They are also responsible for managing the risk of flooding to water supply and sewerage facilities and the risk to others from the failure of their infrastructure. The utilities are partners in developing the county flood defence strategy and must share data with the LLFA.

**Developers** – site developers must demonstrate that their proposals would not increase flooding elsewhere and, if the site is in an area at risk of flooding, demonstrate that the development is appropriately flood resilient and resistant (NPPF, para. 103).

### Sector plans and strategies

The following plans and strategies have been reviewed to inform the IDP:

**Gloucestershire County Council Preliminary Flood Risk Assessment (PFRA)(Nov 2011)** – Undertaken in compliance with the EC Floods Directive and UK Flood Risk Regulations (2009), the PFRA is a high level screening exercise to identify the areas of most significant ‘flood risk areas’ across Europe. Using national criteria approved by Defra it was found that there are ten ‘Flood Risk Areas’ in England, none of which are in Gloucestershire. GCoC did not propose to add any new ‘Flood Risk Areas’ for the PFRA, but have identified actions that include the development Surface Water Management Plans for the most vulnerable areas.

**Thames Catchment Flood Management Plan (CFMP)(Dec 2009)** – CFMPs are intended to provide an understanding of the scale and extent of flooding now and in the future and set policies for managing flood risk within the river catchment. Parts of the Cotswold District falls within the north-west sub area of the Thames catchment and the preferred policy option is to use areas of low to moderate flood risk to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits.

**Gloucestershire Flood Risk Management Strategy** – the County Council are in the process of preparing a Local Flood Risk Management Strategy, which will be published for consultation during the summer 2013. This is prepared in consultation with a Flood Risk Management Partnership Group with representatives from the Borough, City and District authorities. The Strategy is expected to identify a list of the twenty priority flood risk schemes and areas for investigation across the county. Preliminary information provided by the Council has been incorporated within this chapter.

**Level 1 Strategic Flood Risk Assessment (SFRA)(Sep 2008)** – GCoC together with the District Councils commissioned the SFRA to inform the preparation of Local Plans. The aim of the SFRA therefore is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas (Zone 1). Where development cannot be located in Flood Zone 1, the planning authority should apply the Sequential Test to land use allocations and, where necessary, the Exception Test (requiring a Level 2 SFRA).

**Level 2 Strategic Flood Risk Assessment (SFRA)** – The Level 2 study was published in June 2014 and refines and builds on the findings of the Level 1 study, focussing specifically on sites within Cotswold District. The study identifies potential constraints at sites in Blockley, Cirencester, Lechlade, Moreton-in-Marsh, and South Cerney.

**Thames Catchment Flood Management Plan (CFMP)(Dec 2009)** – CFMPs are intended to provide an understanding of the scale and extent of flooding now and in the future and set policies for managing flood risk within the river catchment. Parts of the Cotswold District falls within the north-west sub area of the Thames catchment and the preferred policy option is to use areas of low to moderate flood risk to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits.

**Groundwater Scoping Study** – The County Council is in the process of preparing a groundwater study that will cover the Cotswold District.

**Review and Response to the Summer 2007 Floods in Cotswold District, Second Phase Report (July 2008)** – Cotswold DC commissioned a study by Hyder to establish the extent and causes of the problems experienced during the 2007 flooding events and to prioritise remedial works.

**Cirencester, Andoversford, Bourton-on-the-Water, Chipping Campden, Moreton-in-Marsh, Northleach and Weston sub edge Flood Risk Management Studies (2009)** – Flood risk modelling work was undertaken for a number of towns and villages across the Cotswold by MWH and Hyder leading to recommendations on mitigation works that could be undertaken.

### Infrastructure baseline and deficits

The Level 1 SFRA sets out a high level review of flood defence assets, utilising data from the National Flood and Coastal Defence Database (NFCDD), but insufficient information was available on the condition of existing defences within the Level 1 SFRA to inform the IDP further.

The severe flooding that occurred in 2007 across many parts of Gloucestershire, following one of the wettest summer records on record, prompted studies to better understand the causes of flooding and to identify flood risk management projects (where engineering solutions are feasible). A summary of the worst affected areas and causes of flooding is provided below, forming a baseline for the report.

### Assessment of local infrastructure needs and costs

Information contained in the county-wide PFRA, emerging Local Flood Risk Management Strategy and the Strategic Housing Land Availability Assessment (SHLAA) Review has been used to appraise those locations where flood risk management infrastructure requirements have been identified or may arise:

- The PFRA provides a summary of the consequence of the summer 2007 floods. In total approximately 900 properties in Cotswold District were flooded. Following the floods, the District Council undertook a ‘Flooded Homes Survey’ which identified the worst affected areas and assessed the mechanisms of flooding within these areas. This information has been

summarised in the table below, together with brief details of the recent flooding events occurring during the winter 2012/23.

- Where flood risk management projects have been implemented following the 2007 floods or are planned these are also recorded in the table or infrastructure projects section below. Seven of the twenty priority schemes identified in the emerging Local Flood Risk Management Strategy are located in Cotswold District and these are also recorded.
- The SHLAA Review incorporates maps that present the boundaries of the site options for each settlement and their locations relative to Flood Risk Zone 3 (High Risk). Where a site is located substantially within, partially within or directly adjacent to Flood Risk Zone 3 these are highlighted in the table.

The Environment Agency has confirmed that it has and will continue to be involved in the preparation of Local Plans in Gloucestershire and that it does not anticipate any “showstopper” issues arising for the development scenarios or growth options identified.

**Table 24 – Review of flood events and flood risk by settlement.**

Settlement	New Dwellings Allocation	PFRA review of 2007 flood event (worst effected settlements) and emerging Local Flood Risk Management Strategy	Summary of measures implemented since 2007	Winter 2012/2013 flood events	SHLAA Preferred Sites Review
Cirencester	2,660	Approximately 55-60 properties were flooded in Cirencester in the July 2007 floods. The majority of the flooding was a result of surface water drainage problems. Surface water mapping predicts a significant number of properties to be at risk of flooding. The Environment Agency flood map indicates there is potential for significant flood risk in the town to properties adjacent to the River Churn. Whilst most of the flooded properties in 2007 were due to surface water flooding, the River Churn presents a significant flood risk to the town.	Improvements to sluices at Gloucester Street and Barton Mill; flood defence constructions north of Cirencester. <sup>13</sup>  See also Current Projects section below.	Spitalgate Lane was closed after the River Churn broke its banks and flooded the road and the entrances to Trafalgar Road and Hereward Road.  Nearby Escote Road and Dugdale Road were flooded from drains and sewers.  Flooding occurred at other locations including Melmore Gardens, Swindon Road Picnic Site and Preston Toll Bar.	Chesterton Strategic Location SHLAA sites located outside Flood Zones 2 and 3.  Bowling Green Lane (ref: C_42) adjacent to Flood Risk Zone 3, but occupies rising land above the River Churn, so flood risk not expected to be a significant issue.
Andoversford	80	N/A		N/A	Land to west of Station Road (ref: R_22B) within Flood Zone 3. The original proposal site was purposefully subdivided into the portion outside the floodplain (R_22B and portion falling in Flood Zone 3 (R_22A) to avoid development in the floodplain.
Blockley	55	See Current Projects section below.		N/A	SHLAA Preferred sites located outside Flood Zones 2 and 3.
Bourton-on-the-Water	245	Approx. 81 residential properties were flooded, although flood relief works (bunds and improvements to flood relief ditch) have been implemented since 2007. Incidents of flooding from drains/sewers were also recorded. <sup>14</sup>	Bund to protect the highway; and additional bunds upstream of Bourton-on-the-Water. <sup>15</sup>	N/A	SHLAA Preferred sites located outside Flood Zones 2 and 3.

<sup>13</sup> Source: Environment Agency ‘Success in Partnership, reducing flood risk in Thames West Area’ (April 2009 – March 2010)

<sup>14</sup> Source: Minutes of meeting: <http://www.naunton.info/pages/floodforum.html>

Settlement	New Dwellings Allocation	PFRA review of 2007 flood event (worst effected settlements) and emerging Local Flood Risk Management Strategy	Summary of measures implemented since 2007	Winter 2012/2013 flood events	SHLAA Preferred Sites Review
Chipping Campden	160	Approx. 130 residential properties, 64 non-residential properties and 1 critical service were flooded from surface runoff, exceedance from drainage systems, and surcharging at structures where flow through watercourses is restricted. Flooding also occurred in July 1992 and Spring 1993. Surface water mapping (undertaken by Cotswold District Council) predicts significant flood risk to properties in the town.	Work was completed in January 2012 on the highway drainage at Blind Lane, along with channel and culvert drainage improvements at the junction of Dyers Hill and Park Road.  See also Current Projects section below.	N/A	Berrington Mills Nurseries (ref: CC_10B) adjacent to and may partially be within Flood Zone 3. As a result, the number of dwellings that could be achieved on the site has been revised down from 61 to 39 to ensure that the portion of the site within the floodplain would not be developed.
Fairford	260	Approx. 92 residential properties were flooded, primarily due to fluvial flooding from the River Coln (and Courtbrook and Waterloo Brook), but also some surface water flooding arising as flowed down the A417 road. Surface water mapping predicts a number of properties to be at risk from surface water flooding. Main River flooding from the River Coln is the dominant source of flooding in Fairford.	See Current Projects section below.	N/A	Land south east of Fairford (ref: F_20A) adjacent to Flood Zone 3. The original F_20 proposal site was purposefully subdivided into the portion outside the floodplain (F_20A and portion falling in Flood Zone 3 (F_20B) to avoid development in the floodplain.
Kemble	25	N/A		N/A	SHLAA preferred sites located outside Flood Zones 2 and 3.

<sup>15</sup> Source: Environment Agency 'Raising funds locally to invest in flood risk management' (June 2009)

Settlement	New Dwellings Allocation	PFRA review of 2007 flood event (worst effected settlements) and emerging Local Flood Risk Management Strategy	Summary of measures implemented since 2007	Winter 2012/2013 flood events	SHLAA Preferred Sites Review
Lechlade	80	Approximately 130 properties (including caravans) flooded in July 2007 from a combination of surface water and fluvial flood risk. In addition, Downington flooded due to overland flow from surrounding fields and fluvial flooding when a watercourse burst its bank. Surface water mapping has identified a number of properties at risk of flooding adjacent to the A417, but the dominant source of flooding is the River Thames.	See Current Projects section below.	N/A	SHLAA Preferred sites located outside Flood Zones 2 and 3.
Mickleton	80	N/A		N/A	SHLAA Preferred sites located outside Flood Zones 2 and 3.
Moreton-in-Marsh	180	Approx. 265+ residential properties, 3 non-residential properties and 1 critical service were flooded when overland flow from Bourton-on-the-Hill caused the High Street and East Street to flood. The trash Screen on culverted River Evenlode blocked at Queen Victoria Gardens. Backwater from a culvert which carries a flood relief ditch under the railway line led to properties flooding on Fossey Avenue. Surface water mapping (undertaken by Cotswold District Council) predicts significant flooding to properties on High Street, Bourton Road, East Street, Fossey Avenue (upstream of railway) and the River Evenlode floodplain.	Inspection, repair and improvement of culverts and two new culverts for Bourton Rd, plus a new culvert linking to the Flood Relief Channel (FRC); silt removal; installation of trash screens; improved drainage systems at Matcon Factory; re-profiling of banks at Primrose Court <sup>16</sup> ; new headwall on the FRC behind Fossey Ave; and channel diversions and clearance on the Batsford Estate. See also Current Projects section below.	N/A	SHLAA preferred sites located outside Flood Zones 2 and 3.

<sup>16</sup> Source: Cotswold DC 'Moreton-in-Marsh: Flood Response Briefing Note' (Autumn 2011)

Settlement	New Dwellings Allocation	PFRA review of 2007 flood event (worst effected settlements) and emerging Local Flood Risk Management Strategy	Summary of measures implemented since 2007	Winter 2012/2013 flood events	SHLAA Preferred Sites Review
Northleach	120	Approximately 10 properties flooded in July 2007 from a combination of fluvial, surface water and groundwater. Surface water mapping indicates significant surface water flood risk to Northleach.	See Current Projects section below	N/A	Land of Bassett Road (ref: N_1) adjacent to Flood Zone 3, but occupies rising land above the River Leach so flood risk is not expected to be a significant issue.
Siddington	70	N/A			SHLAA Preferred sites located outside Flood Zones 2 and 3.
South Cerney	65	N/A		The River Churn burst its banks causing flooding at Boxbush Road and Robert Franklin Way. Station Road was flooded from drains and sewers.	Land to rear of Berkeley Close within Flood Zone 2 (3A allowing for climate change). The Council is reviewing whether the allocation of 50 dwellings could be achieved on parts of the site falling outside Flood Zones 2 / 3A.
Stow-on-the-Wold	160	N/A		N/A	SHLAA preferred sites located outside Flood Zones 2 and 3.
Tetbury	110	N/A		N/A	Land to west of Tetbury, Sherwood Rd (ref: T_45), adjacent to Flood Risk Zone 3, but occupies rising land above the stream so flood risk is not expected to be a significant issue.
Upper Rissington	22	N/A		N/A	Committed site with planning permission located outside Flood Zones 2 and 3. Location of allocated development to be confirmed.
Weston Subedge	No specific allocation	Flooding has occurred in Weston Subedge three times in the past nine years, including 16 properties in July 2007. Flooding is due to surface runoff and exceedance from the Coombe Brook	See Current Projects section below.	N/A	

Settlement	New Dwellings Allocation	PFRA review of 2007 flood event (worst effected settlements) and emerging Local Flood Risk Management Strategy	Summary of measures implemented since 2007	Winter 2012/2013 flood events	SHLAA Preferred Sites Review
Willersey	50	36 properties in the village were flooded during July 2007. <sup>17</sup>	Replacement of 6 inch clay drainage pipe with 18 inch culvert and widening of a narrow stretch of watercourse to prevent debris becoming trapped (completed autumn 2010).	N/A	SHLAA Preferred sites located outside Flood Zones 2 and 3.

<sup>17</sup> Cotswold Journal – ‘Willersey Stream Team works to prevent flooding’ (November 2009) - [http://www.cotswoldjournal.co.uk/news/4764263.Willersey\\_Stream\\_Team\\_works\\_to\\_prevent\\_flooding/](http://www.cotswoldjournal.co.uk/news/4764263.Willersey_Stream_Team_works_to_prevent_flooding/)

## Current infrastructure projects

The following current flood risk management projects have been identified:

- ***Cirencester Flood Storage Scheme*** – the Environment Agency’s River Churn Strategy has identified upstream storage as the most feasible option to alleviate fluvial flooding, but is not expected to be deliverable until 2030. The scheme has an estimated capital cost of £2million and funding has yet to be identified.
- ***Cirencester Lorry Park Drainage Improvements*** – Cotswold DC is proposing some minor drainage improvements (capital cost and programme to be confirmed).
- ***Andoversford Flood Resilience Measures*** – The Andoversford Flood Risk Study (July 2009) concluded that a scheme to prevent flooding in the village is not feasible due to the nature of groundwater flooding. It therefore recommended a series of flood resilience measures to protect properties at risk including: flood skirts or barriers; land re-grading or bunding; and use of water resistant sealant and one-way valves.
- ***Blockley Drainage Improvements*** – Highways and channel drainage improvements were scheduled to be undertaken during 2013, which will include desilting of watercourse and mill ponds.
- ***Bourton-on-the-Water Drainage and Bund improvements*** – Cotswold DC has committed to extend an existing drainage ditch and build a further bund.
- ***Chipping Campden Flood Mitigation Measures*** – Recommendations set out in the Chipping Campden Flood Risk Management Study (December 2009) include: the construction of a flood attenuation pond west of Westington Mill; the widening of the River Cam Channel between Blind Lane and the Guild Culverts, in combination with the augmentation of the Blind Lane Bridge; and provision of a flood attenuation pond within Campden House property. The report recommends that these schemes are the subject of further detailed studies to assess the hydraulic benefits along with environmental, social and economic considerations. The Westington Mill Scheme is currently underway (funding of <£100,000 has been secured).
- ***Fairford Flood Defence Scheme*** - The project involves the construction of embankments (‘bunds’) and low level walls to prevent river water flooding local properties, as well as property-level protection. The Environment Agency, Cotswold DC, Gloucestershire County Council and Fairford Town Council have all contributed to fund the scheme with a cost over £565,000, and was completed during 2013.
- ***Lechlade Flood Defence Scheme*** – To mitigate surface water flooding in Downington Cotswold DC is proposing a composite mix of measures including a new flood relief ditch, culverts and non-return flap valves. £100,000 for implementing these measures has been secured from Gloucestershire County Council, Cotswold DC and Lechlade Town Council.
- ***Moreton-in-Marsh Flood Relief Culvert*** – The preferred option to alleviate flooding in the catchment is to construct a flood relief culvert to divert flood flows from the west of Moreton-in-Marsh, further south and away from the town, into the Stow Brook. The scheme was completed in 2013 and benefited

from £350,000 funding from Gloucestershire County Council, Cotswold DC and Moreton Town Council.

- **Northleach Flood Defence Scheme** – Cotswold DC is currently progressing a scheme to alleviate flooding through culvert repairs and a balancing pond. The finance of £100,000 required has already been secured from the Environment Agency, Gloucestershire County Council, Cotswold DC and Northleach Parish Council.
- **Weston Subedge Flood Relief Scheme** – Cotswold DC is progressing a scheme to alleviate flooding which includes a number of measures: the upsizing of a pipeline parallel to Church Street; re-profiling of Manor Farm Lane/Church Street; and re-profiling of Parsons Lane/Church Street. The capital cost of £150,000 has already been secured from the Environment Agency, Gloucestershire County Council, Cotswold DC and the Parish Council.

Through a combination of Gloucestershire County Council and Cotswold District Council funding, topped up with local contributions, the majority of the main flood relief schemes in the District are now funded. The implementation of a River Churn floodwater storage scheme for Cirencester is the main outstanding project, but there are also a number of smaller schemes in the smaller hamlets that are not yet funded. It has also been identified that Cotswold DC need to create a maintenance pot of funding for the long term critical maintenance of flood risk management structures.

In terms of deriving a total estimated funding cost for the District, therefore, the following are recorded at this stage:

- A capital cost of £2,000,000 to deliver the River Churn Floodwater Storage Scheme.
- A cost allowance for district-wide flood risk management measures and the establishment of a maintenance fund. An annual budget of £250,000 is allocated at this stage, based on the assumption that it will be desirable to maintain levels of investment announced in November 2012.

Taking these together, a total estimated cost of £7mil results for the plan period. This equates to around £1,015 per dwelling for Scenario 1 and £972 per dwelling for Scenario 2.

## Funding Sources

There are a range of funding routes that could be pursued to deliver flood risk management infrastructure.

### **Developer flood risk management and financial contributions (S106/CIL)**

Typically, where new development takes place, the onus falls upon the developer to demonstrate that flood risk to the site is appropriately managed and that flood risk is not increased elsewhere (NPPF para. 103). This can involve the delivery of on-site flood risk management measures and/or contributions to off-site flood risk management infrastructure through S106 Planning Obligations or a Community Infrastructure Levy,

A site-specific flood risk assessment is carried out by a developer to assess the risk to a development site and demonstrate how flood risk from all sources of flooding to the site and others will be managed (NPPF Technical Guidance, March 2012). A site-specific Flood Risk Assessment is normally required for proposals of 1ha or greater in Flood Zone 1 'Low Risk' and all proposals for new development in Flood Zones 2 'Medium Risk' and 3 'High Risk'. Where a site in Flood Zone 1 has critical drainage problems (as notified to Cotswold DC by the Environment Agency) a Flood Risk Assessment is also required.

Drainage capacity has been a factor in recent flooding events in the District and it is recommended that the Local Plan should include policy emphasising the need for this potential cause of flooding to be assessed robustly within site-specific Flood Risk Assessments. The need for early engagement with the relevant wastewater utility provider, the Environment Agency and County Council should be highlighted within the policy, on the basis that planning conditions requiring capacity upgrades (where necessary) could influence how quickly development can be brought forward (see also wastewater section below).

The investigations of the Flooding Task Group<sup>18</sup> combined with the results of the Level 2 SFRA and Site-Specific Flood Risk Assessments will be important for informing whether it is appropriate for new development to contribute to wider flood risk management projects serving a settlement, in addition to site-specific measures.

**Gloucestershire County Council Flood Scheme Funding** – During November 2012, the County Council announced the investment of £1million in flood risk management schemes, with £250,000 being directed towards Cotswold District Council. The funding will be used to deliver schemes in Moreton-in-Marsh, Chipping Campden, Weston sub-Edge, Lower Slaughter, Bledington, Blockley and Naunton.

#### **Flood Defence Grant-in-Aid: Defra Resilience Partnership Funding**

During 2011 Defra announced changes to the way funding is allocated to flood and coastal defence projects. The reformed funding programme, entitled Resilience Partnership Funding, aims to allow more schemes to go ahead and to give each community more of a say in what is done to protect them. Instead of meeting the full costs of a limited number of schemes, the new partnership approach to funding flood and coastal resilience will mean Government money is potentially available towards the cost of any worthwhile scheme, where other local committed funds are available. Government funding levels will be based on:

- the numbers of households protected;
- the damages being presented; and
- the other benefits a project would deliver.

Overall Defra expect more schemes to go ahead than if the previous 'all or nothing' approach to funding were to continue. The ability of Cotswold DC to demonstrate that match funding could be achieved through developer

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<sup>18</sup> The Task Group is made up of representatives from Cotswold District Council, Gloucestershire County Council, Cirencester Town Council, Gloucestershire Highways, the Environment Agency and Thames Water.

contributions or another source is therefore likely to be essential for accessing flood risk management grant funding from the Government.

### **Local Action through an Environment Agency Local Levy**

Section 17 of the Flood and Water Management Act 2010 enables the Environment Agency to issue a levy in respect of flood and coastal erosion risk management functions carried out by the Environment Agency. Income is raised by way of a levy agreed with local authorities and is used to support locally important flood risk management projects that are not considered to be national priorities and hence do not attract national funding through flood defence grant in aid.

It is estimated that every £1 currently being invested in new and improved defences in the UK reduces the long-term costs of flooding by on average £8, providing a financial incentive for action at the local level. The cost of flood risk management works also can also appear more attractive when offset against projected increases in insurance premiums and excesses if no action is taken.

There are currently no Environment Agency Local Levy projects in Cotswold District.

**Gloucestershire One-Off Levy** - There is a precedent for local action to raise funds for flood risk management works. Following the severe floods in 2007, nearly £29million was provided by the Government to assist with the recovery from the flooding, but no significant finance was made available for flood risk management measures that would make the county less vulnerable in the future. Politicians in Gloucestershire, with a record of maintaining low council tax rises, consulted the community on whether they would pay a one-off levy to raise a 'fighting fund'. There was a positive response and an extra 1.1% council tax rise for 2008/09 was turned into a fighting fund of nearly £10million.

**Private Beneficiary Investment** – This comprises voluntary contributions from private beneficiaries and could include local businesses, landlords, etc. This method is becoming increasingly common, although can be time consuming to agree and underpin with legal agreements.

**General Drainage Charge / Special Drainage Charge** – These charges comprise money raised from landowners to fund additional works by the Environment Agency. This mechanism has been used to raise £3million a year in the Anglian region, primarily for projects that protect agricultural areas.

**Investing in Britain's Future (June 2013)** - The Government's recent publication introduces a specific long term funding settlement for flood defences, rising to £370mil in 2015-16 and then protected in real terms to 2020-21. This provides a total of £2.3billion and represents a real annual increase of 18% compared with the Spending Review 2010 period. This is intended to:

- fund a pipeline of projects across England;
- deliver improved protection to at least 300,000 homes;
- support an ambition to increase the efficiency of this investment by at least 10% across the investment period compared to a 2014-15 baseline;
- make it easier for communities and businesses to contribute towards schemes, allow public money to go further and help more schemes be built; and

- support the insurance industry in maintaining available and affordable flood cover for households.

## 4.6.2 Water and wastewater

### Overview

*Cotswold District is served by a number water supply and wastewater companies, although Thames Water is the provider for the majority of the District. The utility companies have confirmed that there is sufficient headroom in the existing infrastructure for most of the settlements receiving housing allocations and they do not anticipate any obstacles to providing supply in a timely fashion. The three exceptions are:*

- *Cirencester, Chesterton – Upgrades to the Sewage Treatment Works at Cirencester undertaken during 2012 will provide sufficient capacity for the Chesterton strategic development. However, upgrades to the drainage/sewerage network may be required. A detailed model will be required to test the proposed location for development and it is likely that strategic upgrades to the network will be required to support the overall level of growth. A minimum period of 3 years should be allowed for strategic upgrades.*
- *Moreton-in-Marsh - Development levels will need to be checked against the strategic model (this is currently under construction with completion due in spring 2013). The model will be used to determine whether strategic upgrades are required, which is considered likely. A minimum period of 3 years should be allowed for strategic upgrades.*
- *Upper Rissington – If private Sewage Treatment Works are not provided then an upgrade of Bourton-on-the-Water Sewage Treatment Works would be required, along with new sewerage network infrastructure.*
- *Willersey – A medium potential impact on the sewerage infrastructure is predicted given the very small diameter sewerage system, known flooding issues in the area and length of rising mains between the village and Honeybourne STW. Hydraulic modelling will be required to understand the extent of sewerage network upgrades necessary.*

### Responsibilities for delivery

Cotswold District is served by five water and wastewater companies:

- **Albion Water** provides water and wastewater services to a small area within Westonbirt with Lasborough Parish.
- **Bristol Water** provides a water supply only service to Tetbury and surrounding area in the southwest of the District, overlapping with the wastewater service provided by Wessex Water in this area.
- **Severn Trent Water** provides water supply and wastewater services to the northwestern fringe of the District.

- **Thames Water** provides water supply and wastewater services to the majority of the local authority area, covering the north and eastern part of the District. This includes that the areas of Chipping Campden to Cirencester and extending as far west as Andoversford.
- **Wessex Water** - water supply and wastewater services in the remainder of the Cotswold District is provided by Wessex Water who cover the rural areas north of Malmesbury (Wiltshire CC), around the town Tetbury and south of Cirencester encapsulating the site of Cotswold water park.

### Sector plans and strategies

**Water Resource Plans** - All water supply companies are required to produce Water Resource Plans covering a period of 25 years, which should demonstrate the predicted demand and supply requirements resulting from population growth. The preparation of Local Plans and the associated Infrastructure Delivery Plans should feed into this process, providing water companies with important information on planned development levels.

The latest round of Water Resource Plans were published in 2010 covering the period to 2035. Water companies are now in the process of reviewing these plans to cover the period from 2015 to 2040. For example, Thames Water plan to publish a First Draft for formal consultation from May 2013.

**Asset Management Plans** - Water and wastewater companies also produce 5 year business plans, known as Asset Management Plans (AMPs), setting out their planned infrastructure projects for that period. The Current AMP5 period covers 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2015. AMP6 will cover the period from 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2020 and the water companies' draft Business Plans will be submitted to Ofwat in August 2013.

**Thames River Basin Management Plan (December 2009)** – The plan sets out the pressures facing the water environment in this river basin district and the actions that will address these. The plan is prepared under the Water Framework Directive and will be reviewed on a six year cycle. Key issues for the Thames basin include:

- point source pollution from water industry sewage works;
- physical modification of water bodies;
- abstraction for water supply; and
- diffuse pollution from urban sources.

**South East Catchment Abstraction Management Strategy (CAMS)** – The South East CAMS covers the Cotswold District and sets out the licensing strategies that the Environment Agency use to manage water resources, existing and future abstraction licences and water availability within river catchments.

### Baseline infrastructure and deficits

No strategic network upgrades have been undertaken or are planned for the AMP5 period in Cotswold District, with the exception of an upgrade to the Cirencester Sewage Treatment Works (STW) that was completed during 2012. This upgrade will enable the STW to cater for increased flows from predicted growth in the

catchment area up to 2021, as well as catering for all the flows from the strategic development proposal for Cirencester at Chesterton.

### Assessment of infrastructure needs and costs

As part of the process of preparing the IDP, the water and wastewater utility companies have been asked to comment on whether they see any specific infrastructure needs arising from the growth levels set out in the Draft Cotswold Development Strategy. This information is provided as a guide only and it is important that the utility companies are consulted early by developers to ensure that water and wastewater infrastructure issues are given adequate consideration.

**Table 25 - Water and wastewater utility comments by settlement**

Settlement	Water Supply	Waste Water
<b>Cirencester</b>	<p><b>TW</b> – The network suffers from large volumes of unplanned flows/infiltration and therefore any development over 10 units will likely have an impact or be impacted by this issue.</p> <p>For the level of development at Chesterton at Cirencester, a high level sewerage network assessment has been carried out. This has highlighted that upsizing of the sewerage network and a form of storage of flows is a likely requirement. Detailed assessment/design is required to understand the full extent of upgrades.</p> <p>In respect of sewage treatment, an upgrade to Cirencester Sewage Treatment Works was carried out recently and this will ensure the sewage works can cater for additional flows. Future upgrades at some of the smaller STWs such as Andoversford are likely to be undertaken by Thames Water to cater for the growth proposed.</p>	
<b>Down Ampney</b>	<p>Due to the length of the rising main it is likely that any development site over 10 units will require some form of local upgrade for onsite storage to hold back flows. Ampney St Peter STW has recently been upgraded to cope with all proposed development.</p>	
<b>Andoversford</b>	<p><b>TW</b> – Upgrade to STW likely to be undertaken by Thames Water. The STW could cope with the proposed development up to 50 dwellings however it is likely that flows from development sites larger than 10 dwellings may require the local network and pumping station to be upgraded further.</p>	
<b>Blockley</b>	<p><b>STW</b> - No new infrastructure will be required to accommodate the additional 50 dwellings proposed in this area.</p>	<p><b>STW</b> – Significant headroom in existing infrastructure and no land or other constraints preventing expansion.</p>
<b>Bourton-on-the-Water</b>	<p><b>TW</b> – no significant issues expected, but proposals will need to be assessed individually as development progresses.</p> <p>Development sites over 10 units may likely require some form of local network upgrade (attenuation and upsizing). Larger strategic upgrades will be required on sites larger than 100 units. The current infrastructure will unlikely handle the flows without the need for new assets.</p> <p>The STW is currently part of the AMP6 programme for upgrade.</p>	

Settlement	Water Supply	Waste Water
<b>Chipping Campden</b>	<b>STW</b> - No new infrastructure is required to accommodate the additional 140 dwellings proposed in this area.	<b>STW</b> – There is limited headroom in existing infrastructure, but sufficient to serve proposed development. Should the proposed dwelling allocation for Chipping Campden increase, or any further developments be proposed, then STW should be updated. STW has identified that there are no land or other constraints preventing expansion of waste water infrastructure if necessary.
<b>Fairford</b>	<b>TW</b> – Development sites greater than 15 units are likely to require local network improvements and sites larger than 40 may require catchment improvements. Fairford STW has limited spare capacity and is likely to require upgrade in the short to medium term.	
<b>Kemble</b>	<b>TW</b> – development will drain to Cirencester STW. The level of growth set out in the Development Strategy should not cause detrimental issues in respect of the provision of strategic infrastructure. However, local sewerage network upgrades may be necessary depending on the exact location of development. The scale of sewage infrastructure is in line with the scale of the village and therefore any development sites over 10 dwellings is likely to require local network improvements. Development over 50 dwellings may require catchment solutions to handle the additional flow.	
<b>Lechlade</b>	<b>TW</b> – no significant issues expected, but proposals will need to be assessed individually as development progresses. Development sites in the region of 30 units will likely require local network improvements, while anything over 70-80 may require larger capital schemes. Lechlade STW is in the draft business plan and is nearing its theoretical treatment capacity. The latest model for the STW allows for approximately 5-10% growth to 2026.	
<b>Moreton-in-Marsh</b>	<b>TW</b> – Development levels will need to be checked against the strategic model (this is currently under construction with completion due during spring 2013). The model will be used to determine whether strategic upgrades are required, which is considered likely. A minimum period of 3 years should be allowed for strategic upgrades. Development sites can be accepted up to 100 units with local improvements, over this they are unlikely to work and a strategic upgrade may be required.	
<b>Mickleton</b>	<b>STW</b> - No new infrastructure is required to accommodate the additional 100 dwellings proposed in Mickleton.	<b>STW</b> – Significant headroom in existing infrastructure and no land or other constraints preventing expansion.
<b>Northleach</b>	<b>TW</b> – Development over 15 units is likely to have an impact on the network which is nearing capacity. Sites larger than 60 units may need larger improvements or pump direct to STW.	
<b>Siddington</b>	<b>TW</b> – The network suffers from large volumes of unplanned flows/infiltrations and therefore any development over 10 dwellings will likely have an impact or be impacted by this issue.	
<b>South Cerney</b>	<b>TW</b> – The network suffers from large volumes of unplanned flows/infiltrations and therefore any development over 5 dwellings will likely have an impact or be impacted by this issue.	

Settlement	Water Supply	Waste Water
<b>Stow-on-the-Wold</b>	<b>TW</b> – There is currently a hydraulic incapacity at a downstream section in Stow-on-the-Wold which causes property flooding. Any development over 5 units may have a detrimental impact and therefore require local improvements. Larger sites (40+) may need to bypass the flooding or require larger infrastructure improvements. Broadwell STW upgrade is almost complete and will have the capacity to treat additional flows.	
<b>Tetbury</b>	<b>BW</b> – BW have confirmed that there is no requirement for new strategic infrastructure to serve Tetbury and that there is sufficient water supply across the area.	<b>WW</b> - Development growth at Tetbury will require engineering appraisal to confirm the scope of capacity improvements to the public sewer system. This will be undertaken with the developers as a substantial proportion of dwellings are now on committed sites with planning permission.
<b>Upper Rissington</b>	<b>TW</b> – No specific issues raised.	<b>TW</b> – If it is necessary for development at Upper Rissington to be treated at the nearest Thames Water STW (Bourton-on-the-Water, approx. 1.5 miles), rather than private treatment works, this would require new sewerage network infrastructure and an upgrade to the Bourton-on-the-Water STW.
<b>Willersey</b>	<b>STW</b> – No specific issues raised.	<b>STW</b> – The sewerage system within Willersey is a very small diameter system (150mm) which drains north to a pumping station. There is known external highway flooding issues occurring more than once in five years and garden flooding that could be exacerbated by extra flows from Willersey. Hydraulic modelling will be required to understand the impact of the proposed development, but a medium impact on the sewerage system is anticipated due to the very small diameter sewerage system, known flooding issues and length of rising mains to the STW. Honeybourne STW has sufficient capacity to cater for the development.

In responding to the Refresh, Thames Water identified a need to ensure sufficient hydraulic capacity of the sewerage network to cater for the proposed growth stating *“this should be determined through drainage strategies and detailed discussions with the developer”*. Thames Water further outline that they would *“welcome the support of the planning authority through the use of Grampian style planning conditions to ensure that any necessary infrastructure upgrades are in place ahead of occupation of the development”*.

In relation to programme, Thames Water identified that local network upgrades take approximately 18 months and upgrades to sewage treatment and water treatment works can take 3 – 5 years.

Bristol Water request clarification about whether the Cotswold Local Plan will contain an objective that all new housing will be required to meet current water efficiency guidelines set out in the Government's Code for Sustainable Homes.

In their response to the refresh Bristol Water stated that they would anticipate all new homes would meet the revised Building Regulations Part G requirements but higher consumption standards as below would be the normal planning requirement:

*“Private housing development compliant with level 1 consumption of <120 l/p/day and socially funded housing compliant with level 3 consumption of <105 l/p/day”.*

This is a point for consideration by Cotswold DC during the preparation of policy.

The Environment Agency have advised that they do not anticipate ‘showstopper’ issues arising for the development scenarios or growth options identified in the briefing pack. They identify that in those instances where additional treatment capacity is required at sewage works to accommodate the additional growth, this may mean tighter controls in an Permits to ensure no deterioration in the ecological status of the receiving water bodies. In addition, there should be no increase in Combined Sewer Overflows (CSOs) as a result of additional development.

## Funding

The utility companies would expect the funding for any site connections and necessary upgrades to the local water supply and wastewater networks for each settlement to come from site developers.

Ongoing maintenance of the water and wastewater networks, including any strategic water resource projects (such as new reservoirs), are funded by ratepayers. Investment plans set out in the Water Resource Management Plans and AMPs and subsequent variations in rates paid are regulated by Ofwat.

## Planned infrastructure projects

### ***Bristol Water***

The Bristol Water Final Water Resources Plan assesses a series of options to balance supply and demand over the plan period 2010 to 2035. These include a series of measures to reduce leakage and manage demand across the network, such as the installation of meters and establishment of pressure reduction zones, to cut water losses from small leaks and bursts. Bristol Water identify one major water resource development scheme located in Somerset:

- ***Cheddar Reservoir Second Phase*** - Planning for an additional major water resource to be constructed by 2022. The second phase of the existing Cheddar Reservoir is the preferred option at present. The reservoir is not required to meet demands in the north of the supply area, such as Tetbury.

### ***Severn Trent***

The Severn Trent Water Resource Plan 2010-2035 (June 2010) advises that the company's strategy for the Seven and Birmingham zones is to: maximise the

sustainable use of our existing resources by increasing strategic distribution links; use aquifer storage and recovery to utilise our spare resource and treatment capacity during times of low demand; provide some modest new groundwater source development; continue to significantly reduce leakage over the planning period; and carry out measures to help our customers become much more water efficient and reduce their demand for water.

The Water Resource Plan identifies that the following four schemes that will be carried out between 2010 and 2020 to improve the resilience of the network, none of which are located in Cotswold District:

- Scheme 14 – Duplication of the DVA (Kings Corner to Hallgates) providing additional support to the east / west link
- Scheme 151 – Highters Heath aquifer storage and recovery
- Scheme 154 – Minworth aquifer storage and recovery
- Scheme 150 – New Edgbaston groundwater source

In the longer term, the Water Resource Plan identifies three further supply schemes that would be needed to maintain the supply / demand balance in the Severn zone. These are:

- Scheme 76 – Norton aquifer storage and recovery (located in Tewkesbury Borough)
- Scheme 157 – Whitacre aquifer storage and recovery
- Scheme 75 – Change to flow compensation conditions on the River Leam.

### ***Thames Water***

A significant portion of the Cotswold District is located within the Swindon & Oxfordshire (SWOX) Water Resource Zone (WRZ). Thames Water will begin consultation on a new draft Water Resources Management Plan (for the period 2015 – 2040) during May 2013, which will highlight the companies preferred medium to long term water resource proposals.

Thames Water has planned a series of smaller projects aimed at improving water quality in rivers and streams in the Cotswold District. These include<sup>19</sup>:

- ***Coates STW enhancement*** (west of Cirencester) – improved treatment of the water in line with new European legislation, helping to maintain levels of groundwater and improve its quality.
- ***Ampney St Peter STW improvements*** (east of Cirencester) – improvements to treatment works to ensure water quality at discharge as the population increases (capacity to 2021 to be provided).
- ***Broadwell STW improvements*** (northeast of Stow-on-the-Wold) – improvements to treatment works to ensure water quality at discharge as the population increases (capacity to 2021 to be provided).
- ***Moreton-in-Marsh*** – improvements to treatment works to ensure water quality at discharge as the population increases.

<sup>19</sup> Projects listed at: <http://secure.thameswater.co.uk/dynamic/cps/rde/xchg/corp/hs.xsl/13480.htm>



## 4.7 Information and Communications Technology (ICT)

### Overview

*Securing high speed broadband has important implications for economic competitiveness and the ability of households to access the online services of other infrastructure providers. In Cotswold District, only Cirencester was upgraded to super-fast broadband in Dec 2012 by BT Open Reach. The remaining more rural communities will fall into the 'final third' category in the UK suffering from below average speeds and a lack of competition between services.*

*The Borders Broadband initiative has secured £14.4million from the Government towards rolling out fibre broadband in rural areas, which has been boosted with a further £7.5million investment by Gloucestershire County Council and £6million from Herefordshire County Council. The two county councils have now formed a non-profit making collaboration with BT called 'Fastershire', which has the aim of bringing fibre broadband to around 90% homes by the end of 2016.*

### Responsibilities for delivery

Telecommunications covers a wide range of services including voice, audio visual, mobile telephone and internet. BT have a universal service obligation to provide telephone connections and compete with other private companies to offer telephone and broadband internet services.

Gloucestershire's Local Enterprise Partnership *GFirst*, Herefordshire Council, Gloucestershire County Council and BDUK (Broadband Delivery UK) manage an initiative called Borders Broadband, which aims to secure private investment in new fast broadband infrastructure for Gloucestershire and Herefordshire. This has led to the creation of *Fastershire*, a non-profit making collaboration by the two County Councils and BT.

### Assessment of infrastructure needs and current projects

The provision of ICT infrastructure is unlikely to have a significant impact on the soundness of the Local Plan, but will have implications for the economic competitiveness of Cotswold District. This study has focussed on internet access as an important measure, and in particular the provision of high speed broadband connectivity. There is high recognition that broadband is vital for residents, public services and businesses.

### *BT Open Reach upgrades*

BT Open Reach work on an on-going basis to upgrade the national broadband network. The aim is that by 2014 two-thirds of UK premises will have super-fast broadband (download speeds of up to 300Mbps), through the process of laying fibre optic cables over the current copper lines. This will leave the 'final third' of

properties in rural areas that are hard-to-reach, or simply not commercially viable to connect with private funding alone.

In Cotswold District, upgrades to super-fast broadband in Cirencester commenced in Dec 2012. The remaining more rural communities will fall into this 'final third' suffering from below average speeds and a lack of competition between services.

### ***Borders Broadband Project***

Within the UK £830 million of public funding has been set aside for Broadband Delivery UK (BDUK the UK Government's broadband delivery authority) to address this challenge of poor coverage in rural areas. Borders Broadband is one of four initial pilots that have been set up, which secured £14.4million from the Government towards rolling out fibre broadband in rural areas. This has been boosted with a further £7.5million investment by Gloucestershire County Council and £6million from Herefordshire County Council. The two county councils have now formed a non-profit making collaboration with BT called 'Fastershire', which has the aim of bringing fibre broadband to around 90% homes by the end of 2016.

Industrial areas and business parks are a key priority for the provision of fibre broadband and the project should also benefit to those premises that currently receive downstream speeds of less than 2Mbps. Ofcom believe that around 20% of premises in the counties currently receive less than 2Mps but that percentage will reduce close to zero as a result of the Fastershire project.<sup>20</sup>

As well as securing an improved broadband infrastructure via the Borders Broadband project, new wireless technologies such as mobile 4G (Fourth Generation), LTE (Long-Term Evolution) data services and TV white-space (technology that uses areas of the airwaves reserved for TV broadcasts) should become more available over time. These technologies may have a role in providing fast data services in rural areas in the future.

### **Funding**

In addition to the Borders Broadband initiative, GFirst (the Local Enterprise Partnership for Gloucestershire) and the County Council has worked with other South West local authority partners and Peninsula Enterprise to secure European funding for a project which will provide a high-speed broadband business support programme. The programme will offer a series of awareness-raising events, specialist advice and support, to target and drive up demand, exploitation and growth of businesses in the eligible areas.

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<sup>20</sup> Source: <http://www.fastershire.com/questions-and-answers?tabId=5149>

## 4.8 Open Space, Sport and Recreation

This section covers the provision of a range of sports, leisure and amenity facilities including indoor facilities (swimming pools and sports halls); outdoor playing pitches; informal outdoor open space; childrens' play space; and natural greenspace.

### Overview

*Overall Cotswold District is well served in terms of indoor sports provision such as sports halls and swimming pools and in many cases the existing supply of facilities exceeds national benchmarks. As the population grows, particularly in those settlements with larger development allocations, it will be necessary to keep under review whether provision will continue to meet demand.*

*In contrast to indoor sports facilities, a comprehensive study undertaken by the District Council identified that there are shortfalls in the quantity and/or quality of provision of outdoor playing pitches and sports facilities, as well informal recreation space across many parts of the District. This includes parks, informal greenspace, semi-natural greenspace in close proximity to dwellings, and play provision for children and young people. It is possible that, through consultation with local communities, improving the amount and quality of this type of provision will emerge as a priority.*

*The Cotswold Canal and Cotswold Water Park projects are identified as major cross-boundary green infrastructure projects.*

### 4.8.1 Sector Plans and Strategies

Cotswold District have undertaken an assessment of the open space, sport and recreational facilities across the District and presented their findings in the report *Open Space, Sport and Recreation Study* (2011). This has been used as the reference point for assessments for all forms of open space, recreation and sports facilities presented below.

Other documents that have been reviewed to identify current projects and future priorities include:

- The second Issues and Options Paper for the Cotswold Core Strategy (2010)
- The Gloucestershire Rural Community Council's database of community plans which identifies any current or planned projects

### 4.8.2 Indoor sport facilities

#### *Responsibilities for delivery*

Indoor sports facilities in Cotswold District are owned by the District and other providers, including schools and commercial providers.

#### *Sector Plans and Strategies*

The Open Space, Sport and Recreation Study (2011) by Cotswold District provides a broad review of indoor sport and recreation facilities and was undertaken to guide future planning within Cotswold District, at the time up until 2019<sup>21</sup>. This review was based on the Active Places database, the Sports England Facilities Planning Model (FPM) and relevant information obtained from consultation. The use of the FPM for analysis of the provision of sports halls and swimming pools provides a robust understanding of supply and demand in the area and therefore whether supply is adequate to meet future need. The FPM considers the quantity and type of provision, as well as the appropriateness of the facility to meet the needs of residents in its catchment area.

## Sports Halls

### *Baseline*

There are currently 16 facilities that contain sports halls. Sport England planning tools measure halls according to the number of badminton courts that they offer. In Cotswold District, there is a total of 55 badminton courts. Of these, two facilities have halls containing more than four badminton courts; at Cotswold Leisure Cirencester (6 court hall) and The Cotswold School (8 courts in total including a 5 court hall plus a two and a one court hall).

Of the 55 badminton courts, Cotswold District has a supply of 36 courts that fit within the Sport England standards, and the equivalent of 25 courts when taking into account the hours that the facilities are available for community use. In terms of provision per 10,000 population, this equates to 4.2 courts per 10,000 population which is above both the regional (4.0 courts) and national averages (3.8 courts) and exceeds the FPM standard of 1 court per 1,000 of the population.

It is considered that where there is unmet demand, this is spread thinly across the District (and will continue to be in the future), with no areas demonstrating high levels of unmet demand. The Sports, Leisure and Recreation study also shows that nearly all residents at present are within 15 minutes drive of a facility. This suggests that there are no locations where a new sports hall is required to serve the existing population.

### *Assessment of infrastructure needs and costs*

In order to provide a high level assessment of demand for new sports hall facilities, the Sport England Sports Facility Calculator (June 2012 version) has been utilised. This takes account of demographic information for the Cotswold District and provides an estimated cost for a Gloucestershire location. The table below shows the results from the Sports Facility Calculator for Scenarios 1 and 2, and a calculation of the proportional demand arising from allocations at each of the settlements (based on Scenario 1 total figures).

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<sup>21</sup> 2019 is the year that the Sports Facility Planning model looks forward to.

Table 26 Assessment of demand for Sports Halls

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand	Capital Cost	Dwellings	Population	Demand	Capital Cost
Andoversford	130	299	0.02	£53,116	107	246	0.02	43,719
Blockley	57	131	0.01	£23,289	76	175	0.01	31,053
Bourton-on-the-Water	300	690	0.04	£122,575	360	828	0.05	147,092
Chipping Campden	160	368	0.02	£65,373	277	637	0.04	113,179
Cirencester	3360	7,728	0.49	£1,372,836	3507	8,066	0.52	1,432,918
Down Ampney	100	230	0.01	£40,858	140	322	0.02	57,202
Fairford	260	598	0.04	£106,231	397	913	0.06	162,209
Kemble	80	184	0.01	£32,687	91	209	0.01	37,182
Lechlade-on-Thames	140	322	0.02	£57,202	110	253	0.02	44,945
Mickleton	80	184	0.01	£32,687	159	366	0.02	64,965
Moreton-in-Marsh	514	1,182	0.08	£210,011	1071	2,463	0.16	437,598
Northleach	130	299	0.02	£53,116	91	209	0.01	37,182
Siddington	70	161	0.01	£28,601	41	94	0.01	16,752
South Cerney	222	511	0.03	£90,705	215	495	0.03	87,846
Stow-on-the-Wold	185	426	0.03	£75,588	356	819	0.05	145,457
Tetbury	653	1,502	0.10	£266,804	1054	2,424	0.15	430,652
Upper Rissington	390	897	0.06	£159,347	389	895	0.06	158,941
Willersey	50	115	0.01	£20,429	196	451	0.03	80,083
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>1.01</b>	<b>£2,811,454</b>	<b>8637</b>	<b>19,865</b>	<b>1.27</b>	<b>3,528,974</b>

## Swimming Pools

### ***Baseline***

There are currently 10 indoor swimming pools (across 8 sites) in Cotswold District, of which six meet Sport England criteria for inclusion. The quality of these facilities is good, with five of these pools built within the last 10 years and the pools in the other locations having been refurbished since they were built.

Analysis against the FPM model shows that in terms of provision per 10,000 population, this equates to 14.8 m<sup>2</sup> per 10,000 population which is above both the regional average and national average of 12.9m<sup>2</sup>. There is some unmet demand which has arisen out of the location of facilities, however this is spread thinly across the District.

While there is overall satisfaction with provision, some issues have been raised in consultation, particularly with regards access to facilities and opening hours of facilities in the north of the District. Improved access to the Fire Service College Leisure Club at Moreton-in-Marsh should be considered, although this will need to be done in the context of the wider debate around future operational and governance arrangements for the Fire College. The club is currently open for public members Monday to Friday and over 1500 North Cotswolds residents are currently members.

Accessibility mapping for the existing facilities reveals that nearly all residents have access to a swimming pool within the recommended 20 minute drive time.

### ***Assessment of local infrastructure needs and costs***

As with Sports Halls, the additional demand arising from the proposed growth within the Development Strategy has been assessed using the Sport England Sports Facility Calculator (June 2012 version). This takes account of demographic information for the Cotswold District and provides an estimated cost for a Gloucestershire location. The table below shows the results from the Sports Facility Calculator for Scenarios 1 and 2, and a calculation of the proportional demand arising from allocations at each of the settlements (based on Scenario 1 total figures).

Improved access at Morton-in-Marsh should be treated as a priority as concluded in the Cotswold *Open Space, Sports & Recreation Study*.

Table 27 Assessment of need for swimming pools

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (Pools)	Capital Cost	Dwellings	Population	Demand (Pools)	Capital Cost
Andoversford	130	299	0.01	£47,141	107	246	0.01	£38,801
Blockley	57	131	0.01	£20,669	76	175	0.01	£27,560
Bourton-on-the-Water	300	690	0.03	£108,786	360	828	0.04	£130,545
Chipping Campden	160	368	0.02	£58,019	277	637	0.03	£100,447
Cirencester	3360	7,728	0.37	£1,218,405	3507	8,066	0.39	£1,271,727
Down Ampney	100	230	0.01	£36,262	140	322	0.02	£50,768
Fairford	260	598	0.03	£94,281	397	913	0.04	£143,962
Kemble	80	184	0.01	£29,010	91	209	0.01	£32,999
Lechlade-on-Thames	140	322	0.02	£50,767	110	253	0.01	£39,889
Mickleton	80	184	0.01	£29,010	159	366	0.02	£57,657
Moreton-in-Marsh	514	1,182	0.06	£186,387	1071	2,463	0.12	£388,372
Northleach	130	299	0.01	£47,141	91	209	0.01	£32,999
Siddington	70	161	0.01	£25,383	41	94	0.00	£14,868
South Cerney	222	511	0.02	£80,502	215	495	0.02	£77,964
Stow-on-the-Wold	185	426	0.02	£67,085	356	819	0.04	£129,095
Tetbury	653	1,502	0.07	£236,791	1054	2,424	0.12	£382,207
Upper Rissington	390	897	0.04	£141,422	389	895	0.04	£141,061
Willersey	50	115	0.01	£18,131	196	451	0.02	£71,075
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>0.75</b>	<b>£2,495,191</b>	<b>8637</b>	<b>19,865</b>	<b>0.95</b>	<b>£3,131,996</b>

### 4.8.3 Playing pitches & recreational open space

In order to provide an initial assessment of demand for outdoor open space arising from new development, this study uses a combination of the Fields in Trust (FIT) Benchmark Standards and Natural England Accessible Natural Greenspace Standards (ANGSt). These standards allow open space provision to be broken down into a number of categories that are considered separately in the following sub-sections:

- Playing pitches and outdoor sports;
- Informal open space;
- Children’s playspace and facilities for young people; and
- Accessible natural greenspace.

Further background information on the FIT and ANGSt standards are provided in the relevant sub-sections below and summarised in Table .

Table 28 Playing Pitch and Open Space Standards

	FIT Benchmark Standards				Accessible Natural Green Standards (ANGSt)
	Equipped Children’s playspace/ provision for young (per 1,000 people)	Informal Playing and Open Space (per 1,000 people)	Playing Pitches (per 1,000 people)	Open Space (per 1,000 people)	
National	0.25 Ha	0.55 Ha	1.2 Ha	0.4 Ha	1 Ha

These national standards have been compared against locally derived standards as detailed in the Cotswold District Council Open Space, Sport and Recreation Study (September 2011). This study adopts the typologies of open space contained within PPG17 and sets standards accordingly. PPG17 was replaced on 6 March 2014 with the new Planning Practice Guidance (PPG)<sup>23</sup>. The PPG recognises the need for open space to be taken into account in planning for new development and makes reference to Sport England’s Guidance<sup>24</sup> in assessing the need for sports and recreation facilities.

This refresh IDP has therefore utilised the benchmark standards above along with Sport England guidance in assessing the need for sport and recreational open space. This aligns the IDP to recent guidance and to the IDP prepared for the neighbouring Joint Core Strategy (JCS) Authorities.

### Playing pitches and other outdoor sports

#### *Responsibilities for delivery*

<sup>23</sup> Planning Practice Guidance: Open Space, sports and recreation facilities, public rights of way and local green space. (06 March 2014)

<sup>24</sup> <http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/>

Providers include a range of parish/town councils, private/voluntary sports clubs and trusts to educational establishments. Cotswold District Council provides only a minority of these facilities in the District. However, to ensure a coordinated approach it will be essential that the Council works in partnership with providers in the District.

### ***Infrastructure baseline and deficits***

The Cotswold District Open Space, Sport & Recreation Study suggests that current provision across the various types of outdoor sports facilities is below the recommended standard, however with future population projections, the shortfalls will increase significantly by 2026. The only exception is Cirencester where the provision is above the standard both now and in the future. The greatest shortfall is around the small local service centres (Andoversford, Blockley, Mickelton and Siddington). Emphasis is made on the importance of supporting community use of school facilities, through community use agreements. Guidance on this is provided by Sports England in its *Win Win Scenario*<sup>25</sup>.

Grass pitches form the majority of outdoor sports facilities. There are currently 120 pitches across the district with the types of these pitches varying across sites. The majority of grass pitches in the District are located on stand alone sites, such as private/voluntary sports clubs, with only a limited number of grass pitches located within larger public sites, such as parks. 38% of pitches are located on educational sites, meaning that public access to them may be limited. This also emphasises the role that provision at school sites can play.

Consultation in Cotswold District has demonstrated that the provision of playing pitches is generally perceived to be adequate; however feedback from local football clubs had indicated that there was inadequate provision at present to meet their requirements.

Site assessments reveal that grass pitch sites are generally rated as being in good condition. Sites were identified as being well kept with the sports equipment in good condition, with the exception of Leighterton Playing Fields, Moreton-in-Marsh Football Club, Lower Oddington Sports Field and Withington Cricket Ground, which were stated as being in poor condition and in need of enhanced maintenance. Application of the accessibility standard provided in the Cotswold Open Space, Sport and Recreation study reveals that almost all residents are within a 10 minute walk time of the grass pitch.

For all other sports the study indicates that on the whole there are no significant issues, with residents being within the required accessibility standards set out by Cotswold District. Some site specific issues identified in the Recreation, Sport & Open Spaces study are:

- In Bourton-on-the-Water it is noted that in future consideration could be made as to whether a bowling green is required
- In Chipping Camden issues are identified with the quality of tennis courts and bowling facilities
- In Cirencester a deficiency of athletics track is noted with a – 4 lane track requirement. In addition required improvement to the quality of bowling greens is also noted

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25 [http://www.sportengland.org/support\\_\\_advice/building\\_schools\\_and\\_sport.aspx](http://www.sportengland.org/support__advice/building_schools_and_sport.aspx)

- In Tetbury, it is noted that there is a potential to provide synthetic turf pitches and public tennis courts.

In the second Issues and Options paper for the Cotswold Core Strategy there is:

- considerable support for a Multi-Use Games Area in Northleach.
- In Tetbury there is potential for The Dolphins Hall and the Recreation Ground to be redeveloped to provide modern sports and leisure facilities
- In Fairford improved links between the East and West areas of the Cotswold Water Park, through footpath links to the canal and reinstatement of the canal route

In the Gloucestershire Rural Community Council's database of community plans:

- A Multi Use Games Area is being promoted by Chedworth Parish Council on Council owned land.
- Discussions are being held as to upgrade of school playing fields in the Northleach ward, led by the Parish Council and the school.

### ***Assessment of local infrastructure needs and costs***

In order to align the refresh IDP with recent guidance and the adjacent JCS Authorities, the following overall standards have been applied in calculating the need for playing pitches and other outdoor sports:

- 1.2ha playing pitch provision per 1,000 population, with estimated capital cost based on the Sport England Planning Contributions Kitbag cost for natural turf senior football pitches.
- 0.4ha other outdoor sport provision per 1,000 population, with estimated capital cost based on Sport England Planning Contributions Kitbag costs for outdoor bowling green, tennis courts and athletics track (average cost taken).

Utilising these benchmark standards shows the following forecast demand for the various growth scenarios which is also detailed in Tables 30 and 31 below.

Table 29 Summary of Playing Pitch and Other Outdoor Sport Demand

Scenario	Playing Pitches	Estimated Cost	Other Outdoor Sport	Estimated Cost
Scenario 1	18.9ha	£1,851,677	6.3ha	£6,305,198
Scenario 2	23.8ha	£2,324,217	7.9ha	£7,914,256

Table 30 Assessment of need for Playing Pitches

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (ha)	Capital Cost	Dwellings	Population	Demand (ha)	Capital Cost
Andoversford	130	299	0.36	£34,983	107	246	0.3	28,794
Blockley	57	131	0.16	£15,339	76	175	0.2	20,452
Bourton-on-the-Water	300	690	0.83	£80,730	360	828	1.0	96,876
Chipping Campden	160	368	0.44	£43,056	277	637	0.8	74,541
Cirencester	3360	7,728	9.27	£904,176	3507	8,066	9.7	943,734
Down Ampney	100	230	0.28	£26,910	140	322	0.4	37,674
Fairford	260	598	0.72	£69,966	397	913	1.1	106,833
Kemble	80	184	0.22	£21,528	91	209	0.3	24,488
Lechlade-on-Thames	140	322	0.39	£37,674	110	253	0.3	29,601
Mickleton	80	184	0.22	£21,528	159	366	0.4	42,787
Moreton-in-Marsh	514	1,182	1.42	£138,317	1071	2,463	3.0	288,206
Northleach	130	299	0.36	£34,983	91	209	0.3	24,488
Siddington	70	161	0.19	£18,837	41	94	0.1	11,033
South Cerney	222	511	0.61	£59,740	215	495	0.6	57,857
Stow-on-the-Wold	185	426	0.51	£49,784	356	819	1.0	95,800
Tetbury	653	1,502	1.80	£175,722	1054	2,424	2.9	283,631
Upper Rissington	390	897	1.08	£104,949	389	895	1.1	104,680
Willersey	50	115	0.14	£13,455	196	451	0.5	52,744
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>18.99</b>	<b>£1,851,677</b>	<b>8637</b>	<b>19,865</b>	<b>23.8</b>	<b>2,324,217</b>

Table 31 Assessment of need for Other Outdoor Sports

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (ha)	Capital Cost	Dwellings	Population	Demand (ha)	Capital Cost
Andoversford	130	299	0.12	£119,122	107	246	0.1	98,046
Blockley	57	131	0.05	£52,230	76	175	0.1	69,640
Bourton-on-the-Water	300	690	0.28	£274,896	360	828	0.3	329,875
Chipping Campden	160	368	0.15	£146,611	277	637	0.3	253,821
Cirencester	3360	7,728	3.09	£3,078,835	3507	8,066	3.2	3,213,534
Down Ampney	100	230	0.09	£91,632	140	322	0.1	128,285
Fairford	260	598	0.24	£238,243	397	913	0.4	363,779
Kemble	80	184	0.07	£73,306	91	209	0.1	83,385
Lechlade-on-Thames	140	322	0.13	£128,285	110	253	0.1	100,795
Mickleton	80	184	0.07	£73,306	159	366	0.1	145,695
Moreton-in-Marsh	514	1,182	0.47	£470,988	1071	2,463	1.0	981,379
Northleach	130	299	0.12	£119,122	91	209	0.1	83,385
Siddington	70	161	0.06	£64,142	41	94	0.0	37,569
South Cerney	222	511	0.20	£203,423	215	495	0.2	197,009
Stow-on-the-Wold	185	426	0.17	£169,519	356	819	0.3	326,210
Tetbury	653	1,502	0.60	£598,357	1054	2,424	1.0	965,801
Upper Rissington	390	897	0.36	£357,365	389	895	0.4	356,448
Willersey	50	115	0.05	£45,816	196	451	0.2	179,599
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>6.33</b>	<b>£6,305,198</b>	<b>8637</b>	<b>19,865</b>	<b>7.9</b>	<b>7,914,256</b>

## 4.8.4 Recreational open space and accessible natural greenspace

### *Responsibilities for Delivery*

Alongside formal outdoor sports facilities, it is also desirable to provide space for informal recreation. These include play spaces for children, parks, as well as areas of accessible natural greenspace. These areas tend to be managed by local authorities, landowners and/or third sector groups such as the local wildlife trust.

### *Assessment of infrastructure baseline, needs and costs*

Two sets of standards have been utilised to facilitate a high level assessment of open space provision. There is some potential for overlap between these two standards as in some instances open space is designed to provide both recreation and nature conservation functions.

The national FIT Benchmark Standards includes provision for play with an emphasis on provision for children and young people, but does also include an allowance for 'Informal Playing Space' that could cater for a wider range of user groups.

The Natural England Accessible Natural Greenspace Standards (ANGSt) seek to address the variability of access to natural greenspaces by promoting the provision of sites within easy reach of people's homes. Natural England confirm that, in this context, natural does not necessarily mean the site has to be rare or notable enough to be designated. The table below sets out the FIT and ANGSt standards and indicates where there is potential for areas of informal open space to contribute towards the objectives of both benchmarks.

Table 32 FIT Benchmark and ANGSt greenspace standards

<i>FIT Benchmark Standards</i>		<i>Natural England ANGSt</i>		<i>Comment</i>
<i>Type</i>	<i>Standard</i>	<i>Type<sup>26</sup></i>	<i>Standard</i>	
Designated Children's Playing Space	0.25Ha per 1,000 population	-	-	FIT set out guidelines for <sup>27</sup> : LAPs – located within 100m; LEAPs – located within 400m; and NEAPs – located within 1km.
Informal Playing Space	0.55Ha per 1,000 population	Local natural greenspace	Site of min. 2Ha within 300m	
-	-	Neighbourhood natural greenspace	Site of min. 20Ha within 2km	
-	-	Parish Cluster natural greenspace	Site of 100Ha within 5km	
-	-	District natural greenspace	Site of 500Ha	

<sup>26</sup> Natural England do not provide a title for each standard and therefore the Local, Neighbourhood, Parish and District level site types have been provided to give a sense of scale distribution.

<sup>27</sup> Local Areas for Play (LAP), Local Equipped Areas for Play (LEAP) and Neighbourhood Equipped Areas for Play (NEAP).

<i>FIT Benchmark Standards</i>		<i>Natural England ANGSt</i>		<i>Comment</i>
<i>Type</i>	<i>Standard</i>	<i>Type<sup>26</sup></i>	<i>Standard</i>	
			within 10km	
-	-	Local Nature Reserves	1Ha per 1,000 population	

## Facilities for Children and Young People

### *Responsibilities for Delivery*

The majority of facilities are owned and managed by the town and parish councils.

### *Infrastructure Baseline and deficits*

The Cotswold *Open Space, Sport and Recreation Study* recommends an accessibility led approach to ensure that residents can reach facilities within a reasonable travel catchment. Accessibility mapping reveals that a number of residents in the Market Towns (Bourton-on-the-Water, Moreton-in-Marsh and Tetbury) are unable to access a site within a 480m catchment. Given that there are both future quantitative shortfalls of formal parks (in part caused by new developments) and accessibility deficiencies in the District, the provision of formal parks should therefore be considered as part of new development.

The Second Cotswold Core Strategy Issues and Options paper (2010) sets out the following in relation to facilities for children and young people:

- In Cirencester, additional sports and leisure provision for young people is a priority along with a new formal park. Facilities for young people should be sought within Abbey Grounds, St Michael's Park and the north east of Cirencester
- In Bourton-on-the-Water, there is a need to provide more facilities for young people and a requirement is identified for modern multi-purpose community development, incorporating a Youth Centre
- There is a need for improved facilities for young people in the northern part of Tetbury as well as general informal youth provision and a new formal park
- A need for a facility for young people in Blockley has been identified.
- Considerable support for a Multi-Use Games Area in Northleach and this has been identified in South Cerney Parish Council's plans
- The lack of an indoor leisure facility specifically for young people in South Cerney

Gloucestershire Rural Community Council's database of community plans records that:

- A multi-gym is being progressed, led by Northleach Town Council, and supported by the Cotswold District Council Youth Participation Officer (YPC).
- Weston Sub Edge Parish Council has an approved budget for a playground project.

### *Assessment of infrastructure needs and costs*

A preliminary high level assessment of demand for children's playspace and provision for young people has been undertaken utilising the FIT Benchmark Standard of 0.25Ha per 1,000 population. A cost standard based on a 2008 cost build up (rebased to 2014) results in an estimated capital cost of £495,000/Ha.

Application of these standards is shown in Table 35 and estimates a demand of between 3.9 and 5 Ha with an estimated cost of between £1.96m and £2.46m.

### *Funding*

**Heritage Lottery Funding – Parks for People** - (grants from £250,000 to £2,000,000). The Parks for People Grant is made in two rounds with a 31 August deadline for a decision in December and a 28 February deadline for a decision in June.

Table 33 Assessment of need for playspace

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (ha)	Capital Cost	Dwellings	Population	Demand (ha)	Capital Cost
Andoversford	130	299	0.07	£37,001	107	246	0.06	30,455
Blockley	57	131	0.03	£16,224	76	175	0.0	21,632
Bourton-on-the-Water	300	690	0.17	£85,388	360	828	0.2	102,465
Chipping Campden	160	368	0.09	£45,540	277	637	0.2	78,841
Cirencester	3360	7,728	1.93	£956,340	3507	8,066	2.0	998,180
Down Ampney	100	230	0.06	£28,463	140	322	0.1	39,848
Fairford	260	598	0.15	£74,003	397	913	0.2	112,996
Kemble	80	184	0.05	£22,770	91	209	0.1	25,901
Lechlade-on-Thames	140	322	0.08	£39,848	110	253	0.1	31,309
Mickleton	80	184	0.05	£22,770	159	366	0.1	45,255
Moreton-in-Marsh	514	1,182	0.30	£146,297	1071	2,463	0.6	304,833
Northleach	130	299	0.07	£37,001	91	209	0.1	25,901
Siddington	70	161	0.04	£19,924	41	94	0.0	11,670
South Cerney	222	511	0.13	£63,187	215	495	0.1	61,194
Stow-on-the-Wold	185	426	0.11	£52,656	356	819	0.2	101,327
Tetbury	653	1,502	0.38	£185,860	1054	2,424	0.6	299,995
Upper Rissington	390	897	0.22	£111,004	389	895	0.2	110,719
Willersey	50	115	0.03	£14,231	196	451	0.1	55,787
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>3.96</b>	<b>£1,958,505</b>	<b>8637</b>	<b>19,865</b>	<b>5.0</b>	<b>2,458,306</b>

## Informal Playing and Open Space

Informal playing and amenity space is most commonly found in residential areas and includes informal recreation spaces, green spaces and village greens in and around housing. As explained above, there may be some overlap in provision of informal open space and accessible natural greenspace, assuming open space is designed to have high biodiversity value.

### *Infrastructure Baseline and Deficits*

The Second Cotswold Core Strategy Issues and Options paper (2010) sets out:

- a requirement for amenity green space in Northleach
- a need for increasing amenity green space in Tetbury and open spaces accessible to the public; and
- creation of a local neighbourhood park in Blockley

### *Assessment of infrastructure needs and costs*

A high level assessment of demand for informal playing space has been undertaken using the FIT Benchmark Standard of 0.55Ha per 1,000 population with an estimated cost per Ha of £17,000 applied based on 2010 data (rebased to 2014).

Table 34 Assessment of need for Informal Open Space

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (ha)	Capital Cost	Dwellings	Population	Demand (ha)	Capital Cost
Andoversford	130	299	0.16	£2,796	107	246	0.1	2,301
Blockley	57	131	0.07	£1,226	76	175	0.1	1,634
Bourton-on-the-Water	300	690	0.38	£6,452	360	828	0.5	7,742
Chipping Campden	160	368	0.20	£3,441	277	637	0.4	5,957
Cirencester	3360	7,728	4.25	£72,257	3507	8,066	4.4	75,418
Down Ampney	100	230	0.13	£2,151	140	322	0.2	3,011
Fairford	260	598	0.33	£5,591	397	913	0.5	8,537
Kemble	80	184	0.10	£1,720	91	209	0.1	1,957
Lechlade-on-Thames	140	322	0.18	£3,011	110	253	0.1	2,366
Mickleton	80	184	0.10	£1,720	159	366	0.2	3,419
Moreton-in-Marsh	514	1,182	0.65	£11,054	1071	2,463	1.4	23,032
Northleach	130	299	0.16	£2,796	91	209	0.1	1,957
Siddington	70	161	0.09	£1,505	41	94	0.1	882
South Cerney	222	511	0.28	£4,774	215	495	0.3	4,624
Stow-on-the-Wold	185	426	0.23	£3,978	356	819	0.5	7,656
Tetbury	653	1,502	0.83	£14,043	1054	2,424	1.3	22,666
Upper Rissington	390	897	0.49	£8,387	389	895	0.5	8,365
Willersey	50	115	0.06	£1,075	196	451	0.2	4,215
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>8.70</b>	<b>£147,976</b>	<b>8637</b>	<b>19,865</b>	<b>10.9</b>	<b>185,739</b>

## Local Accessible Natural Greenspace

### *Infrastructure Baseline*

There are four country parks within the District, specifically Cotswold Country Park, Neigh Bridge Country Park, Crickley Hill Country Park and Kilkenny Viewpoint and Picnic Area. These sites provide access to informal countryside recreation opportunities and also promote biodiversity and nature conservation.

The following settlement specific issues have been identified in the Open Space, Sport and Recreation Study:

- **Cirencester** - Provide natural and semi natural open space in Abbey Grounds and Cirencester Park. Incorporate natural space within any new park in the east of the town. Improve pedestrian routes to existing parks.
- **Andoversford** – provide new natural open space or pocket park and improved links to Dowdeswell Wood
- **Blockley** - Provide new natural open space or a pocket park, improve links to Burton Wood and Norcome Wood
- **Bourton-on-the- Water** - Provide new natural space within the north west of the town and improve access to Bourton Gravel Pits and Temple Ham.
- **Chipping Campden** - Provide new natural open space or a pocket park in the east of the town. Improve access to existing sites.
- **Mickleton** - Provide new natural open space or a pocket park, improve links to Bakershill and Old Coppice
- **Moreton-in-Marsh** - Facilitate new natural and semi natural open space, perhaps within a new park located in the east of the town and a new site in the west
- **Stow-on-the-Wold** - Provide new natural open space or a pocket park
- **Tetbury** - Facilitate new natural and semi natural open space, perhaps within a new park.

### *Assessment of Need*

In order to provide an initial high level assessment for the provision of accessible natural greenspace, the Natural England ANGSt standard of 2Ha within 300m of new development has been applied. Based on an assumption that the occupants of homes within a circular area (300m radius; 30 dwellings per Ha) are able to access a 2Ha site, a standard of approximately 1ha per 1,000 population results.<sup>28</sup>

The assessment of need in the table below is based on this standard of 1Ha per 1,000 population and an estimated capital cost of £240,000/Ha has been applied, derived from a semi-natural open space cost build up from a 2008 case study and SPONS data.

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<sup>28</sup> Area of 300m radius = 282,780sqm or 28.3Ha. Assume density of 30 dwelling per Ha results in catchment of 848 dwellings. This equates to 1,950 people based on an average household size of 2.3 people.

Table 35 Assessment of need for natural open space

Settlements	Scenario 1				Scenario 2			
	Dwellings	Population	Demand (ha)	Capital Cost	Dwellings	Population	Demand (ha)	Capital Cost
Andoversford	130	299	0.30	£71,760	107	246	0.2	59,064
Blockley	57	131	0.13	£31,464	76	175	0.2	41,952
Bourton-on-the-Water	300	690	0.69	£165,600	360	828	0.8	198,720
Chipping Campden	160	368	0.37	£88,320	277	637	0.6	152,904
Cirencester	3360	7,728	7.73	£1,854,720	3507	8,066	8.1	1,935,864
Down Ampney	100	230	0.23	£55,200	140	322	0.3	77,280
Fairford	260	598	0.60	£143,520	397	913	0.9	219,144
Kemble	80	184	0.18	£44,160	91	209	0.2	50,232
Lechlade-on-Thames	140	322	0.32	£77,280	110	253	0.3	60,720
Mickleton	80	184	0.18	£44,160	159	366	0.4	87,768
Moreton-in-Marsh	514	1,182	1.18	£283,728	1071	2,463	2.5	591,192
Northleach	130	299	0.30	£71,760	91	209	0.2	50,232
Siddington	70	161	0.16	£38,640	41	94	0.1	22,632
South Cerney	222	511	0.51	£122,544	215	495	0.5	118,680
Stow-on-the-Wold	185	426	0.43	£102,120	356	819	0.8	196,512
Tetbury	653	1,502	1.50	£360,456	1054	2,424	2.4	581,808
Upper Rissington	390	897	0.90	£215,280	389	895	0.9	214,728
Willersey	50	115	0.12	£27,600	196	451	0.5	108,192
<b>Total</b>	<b>6881</b>	<b>15,826</b>	<b>15.83</b>	<b>£3,798,312</b>	<b>8637</b>	<b>19,865</b>	<b>19.9</b>	<b>4,767,624</b>

In their response to the refresh, Natural England specifically commented on the inclusion of the site at Down Ampney, stating “Down Ampney is within 2km of a number of SSSIs located in the Cotswolds Water Park, including North Meadow SSSI, which is also designated as North Meadows & Clattinger Farm Special Area of Conservation (SAC). The potential effects of the additional development being proposed at Down Ampney on these designated sites will need to be considered both alone, in combination and cumulatively with other plans and projects – perhaps the most notable example being the Chesterton new neighbourhood. The IDP will need to ensure it includes adequate policy provision to enable the provision of any ‘green infrastructure’ that may be needed to avoid significant effects on designated sites in this area and we would expect the Upper Thames Plan and Cotswold Water Park Biodiversity Action Plan to be an important consideration in terms of possible mitigation measures.”

### 4.8.5 The Cotswolds Canal Restoration

The Cotswold Canal Restoration Project is implemented through the Cotswold Canals Partnership formed in 2001 and brings together a wide range of local, regional and national organisations. The partnership meets regularly to steer the vision and strategic direction of the restoration. The Cotswolds Canal Trust is a major fundraising body promoting the restoration of the Cotswold Canals.

The route of the canal is protected in all relevant Local Development Plans. The Cotswold Water Park Master Plan also highlights the role of the canal route as a key piece of green infrastructure providing an excellent access route between east and west sections of the Water Park.

Significant progress is being made at the western end of the canal around Stroud and detailed planning is underway for the section from Inglesham to the Cotswold Water Park in the eastern section. Along the length of canal that lies within the Wiltshire Council area, and where minerals extraction is taking place, opportunities are being taken to further the restoration of the canal. Examples are to be found at Cerney Wick, Eysey, and Roundhouse Farm.

#### *Assessment of Infrastructure needs and costs*

Today, (semi)-derelict canals are seen as major leisure opportunities requiring restoration, leisure facility development and biodiversity improvement. The Cotswolds Canal Restoration project includes the restoration of access along the old towpath line, to make a long-distance route joining up with the Thames Path, and so link the Severn with the port of London once again. The Canal in Cotswold District is called the Thames & Seven Canal running from the (to be restored) Sapperton Tunnel through to the Thames at Inglesham, nr. Lechlade. The opportunity also exists to link Swindon with the Latton or Cricklade areas through the restoration of the North Wilts Canal. In due course these fully restored canals will form an important new cruising ring.

The project to restore the Cotswold Canals is planned to be undertaken in phases.

1. Stroud DC is managing the restoration of the 10km Phase 1A section centred on Stroud;
2. The Cotswold Canal Trust is the lead partner for Phase 1B and is currently working on a major funding bid for the 6km length to connect Phase 1A with the rest of the canal network;

3. Phase 2 of the project will focus on the eastern access from the River Thames at Inglesham as far as the Gateway Centre at the Spine Road;
4. Phase 3 will follow on westwards from the Spine Road crossing to Sapperton Tunnel.
5. Restoring the 3.6km (2¼-mile) Sapperton Tunnel, treated as a separate, and probably final phase.

In addition to boating opportunities, by far the greatest usage is by walkers and cyclists, whether for short or longer distances. The flat nature of towpaths also lend themselves to enjoyment by wheelchair users.

Apart from providing exercise routes, a restored canal attracts people as a working monument to the industrial heritage in the Cotswolds, and as a linear nature park rich in biodiversity.

### ***Funding***

Major funding has been obtained from national, regional and local public sources, and there has also been sponsorship from company and charitable sponsorship.

Funding from the Heritage Lottery Fund has also been obtained. In January 2006, the Heritage Lottery Fund (HLF) formally awarded £11.9 million towards the first phase of the restoration. At the same time the project was offered match funding of £6 million by the South West of England Regional Development Agency (SWRDA).

The Cotswold Canal is a significant part of the open space network, and therefore should form part of the infrastructure that future developer contributions could support.

## **4.8.6 Cotswold Water Park**

The Cotswold Water Park was established in 1967, and consists of a number of large lakes that were formed from former gravel workings within the area. The lakes have increasing value for nature conservation and water sports.

The masterplan for the Cotswold Water Park was published in 2008. It's boundaries fall within a number of local authority boundaries, including the southeastern part of Cotswold District, including the settlements of South Cerney, Fairford and Lechlade.

It is anticipated that the vision for the Water Park could become a fully integrated rural development programme that incorporates the balanced development of local towns and villages.

Cotswold District recognises in the second Issues and Options Core Strategy consultation, that the Cotswold Water Park is a unique area, and there is a need for this to benefit local communities more than has previously occurred. It is envisaged that an Area Action Plan should be developed. New development allocated in the settlements within this area should be included in this.

The Cotswold Waterpark Trust is a charity dedicated to improving the Cotswold Water Park for wildlife and people. It works in partnership with local authorities, parish councils, landowners, mineral companies, environmental organisations,

businesses and the Joint Committee - to achieve a careful balance between development, recreation and nature conservation.

The Trust's main objective is to provide for the public, particularly the inhabitants of Gloucestershire and Wiltshire, with facilities for education, conservation, recreation and leisure in the Cotswold Water Park.

For Cotswold District, in particular opportunities should be sought through new developments within the settlements of South Cerney, Fairford and Lechlade to enhance the objectives of the Cotswold Water Park Vision. This study identifies cycle ways schemes to link settlements around the Water Park.

## 4.9 Transport

### Overview

*There is currently no strategic highways model to enable a quantitative assessment of development in the Cotswold Development Strategy, however, the Highways Agency has provided a preliminary view on the potential effects of development on the A417/A419 route that links Cirencester to Gloucester and Swindon. Gloucestershire County Council has provided commentary on the expected implications of proposals and relationship of these to highways, rail, bus, walking and cycling schemes. These are summarised below:*

- *Strategic Road Network – the Highways Agency identifies that the Air Balloon roundabout and junction south of Birdlip, near Nettleton, are two of the most congested junctions in Gloucestershire. If no action is taken then capacity at these junctions is expected to reach critical capacity by 2026.*
- *Rail – Re-doubling of the Swindon to Gloucester rail line is currently being undertaken, which supports the proposal for Chesterton as a Strategic Location for growth, providing quality public transport links to Kemble Station can be established. There are further proposals to expand the car parking at Moreton-in-Marsh and Kemble stations to facilitate further use of rail services, as well as a potential major scheme to reinstate Chipping Campden rail station.*
- *Bus – looking ahead, bus transport will be of particular importance for the Cotswold District as rail links within the District are relatively limited and there could be increasing reliance on the network to serve an ageing population. A series of service enhancements are proposed, which new development can help to support.*
- *Cycling and walking – there are numerous proposals for improved off-street walking and cycle routes between settlements that provide opportunities for sustainable travel and support for the tourism industry, such as the proposed link between South Cerney and Siddington. The community in Blockley has been proactive in proposing ‘quiet lanes’ and relatively minor changes to the highway through the town to improve safety and amenity for pedestrians, cyclist and equestrians.*

*At this stage it is expected that strategic development at Chesterton will trigger site specific improvements to the highway network, but it is not yet clear whether this would be necessary at the other settlements, other than the provision of site accesses. In order to support the sustainability of new development at rural settlements, developers will be expected to contribute*

*towards a sustainable transport package for the Cotswold encompassing the initiatives summarised in this chapter.*

#### 4.9.1 Responsibilities for delivery

Gloucestershire County Council is the Local Authority responsible for overall transport strategy and planning across the county. A range of further organisations are involved in the delivery of transport services for the Cotswold District, as summarised below:

##### Highways

**Highways Agency** - The Highways Agency is responsible for operating, maintaining and improving the Strategic Road Network (SRN), comprising motorways and strategic A roads, according to a forward programme set by Government.

**Local Highways Authority** – Gloucestershire County Council (GCoC) is the local highways authority responsible for the maintaining and enhancing the local road network in Cotswold.

##### Rail

**Network Rail** - Network Rail are responsible for the maintenance and enhancement of rail infrastructure. Network Rail is also the landlord of virtually all stations on the network, although all the stations in Gloucestershire are leased to train operators.

**Train Operators** – Figure 6 shows the train operators that provide services to Gloucestershire.

First Great Western operate rail services on the Swindon to Gloucester rail line and Oxford to Worcester rail services and is responsible for the management and improvement of the stations on these routes. Within Cotswold District these are Kemble on the Swindon to Gloucester line and Moreton-in-Marsh on the Oxford to Worcester line.

##### Bus

**Gloucestershire County Council** – the County Council is responsible for administering bus route subsidies working in partnership with Cotswold District Council and relevant bus network operators.

**Bus network operators** – The main bus service operator for Gloucestershire is Stagecoach West.

##### Cycling, walking and public realm

Gloucestershire County is responsible for forward planning of walking and cycling projects through the LTP3 process, and also has related responsibilities for maintaining and improving the Public Rights of Way network of footpaths and bridleways. Cotswold District Council, Cirencester Town Council and a variety

of community sector organisations (e.g. Sustrans) are also actively involved in promoting and delivering capital projects.

## 4.9.2 Sector plans and strategies

The following key sector plans and strategies are identified and have been referred to in this chapter.

**Highways Agency Asset Management Plans** – these are currently being developed and the Highways Agency anticipated these will be available to inform the refresh of the IDP.

Highways Agency Business Plan 2014-2015.

This document sets out the HA priorities with Annex A detailing major schemes to be delivered during the period. No schemes are currently planned for the Strategic Road Network (SRN) in Gloucestershire within the plan.

**Gloucestershire Local Transport Plan 3 – 2011-26 Promoting a safe and sustainable transport system (LTP3)**

The vision for transport set out in this plan is to provide “...a safe and sustainable transport network within Gloucestershire”, where safe means a transport network that people feel safe and secure using and sustainable means a transport network that is both environmentally and financially sustainable.

The LTP3 sets out the importance of Gloucestershire’s transport system, explaining how the County Council can deliver a safe and sustainable transport system in Gloucestershire within the financial constraints that are likely to exist over the period covered by LTP3.

LTP3 has to address national transport priorities at the local level and Gloucestershire have aligned these to four main themes, which are:-

- A greener, healthier Gloucestershire
- Sustainable economic growth
- A safer, securer transport system
- Good access to services

The County Council are currently working on a review of the LTP, with the intention that an update will be published in 2015 covering a plan period to 2026.

**The Central Severn Vale Transport Study 2011-2026(Draft 2010)** – the CSVT is an important study feeding into LTP3, which examined the forecast impacts of planned developments until 2026, setting out multi-modal transport interventions to accommodate this development wherever possible, as well as addressing transport related problems and issues occurring today. The study was based on planned growth of 56,400 houses in Gloucestershire up to 2026, with 34,800 in the Central Severn Vale (CSV) area.

**The Network Rail Great Western Route Utilisation Strategy year (RUS)(March 2010)** – prepared by Network Rail this Strategy covers Gloucestershire and sets out the strategic vision for the future of the rail network across the Great Western region. Development of the strategy followed a well-established process. Initially,

an analysis was carried out into the capacity and capability of the existing network and train services taking into account major changes planned over the next 10 years. Future demand was then analysed with a number of “Gaps” identified and options to resolve these gaps appraised. Those which demonstrated the best value for money were included in the strategy. The RUS was based on forecasting of future passenger demand taking into account growth proposals set out in the Draft Regional Spatial Strategy (now abolished) and will therefore need to be updated in due course.

***The Cotswold Transport Strategy (Draft, 2010)*** – produced as part of the LTP process, specific policies for the Cotswold area were established as set out in the table below:

National transport objectives	Cotswold objectives
Support economic growth	Provide the transport infrastructure necessary to accommodate new development in the Cotswolds. Support the local economy and provide the transport infrastructure necessary to support the increasing number of businesses settling in the Cotswolds.
Reduce carbon emissions	Encourage the use of sustainable modes of transport in the Cotswolds.
Promote equality of opportunity	Provide access to services, jobs and local shops for all Cotswold residents
Contribute to better safety, security and health	Improve air quality and road safety in the Cotswolds. Make the transport network in the Cotswolds more resilient.
Improve quality of life and a healthy natural environment	Manage the negative impacts of traffic on local communities and the natural environment in the Cotswolds.

***The Cotswold Core Strategy Second Issues and Options Paper (2010)*** – this has been reviewed to identify local infrastructure priorities in the key growth settlements

***The Cirencester Town Centre SPD (2008)*** - has been reviewed to identify any key transport and linked public realm schemes in the town centre.

### 4.9.3 Infrastructure baseline

#### Strategic (county-wide) - Highways

Within Gloucestershire, there is over 3,000 miles of road, of which 80 miles are motorway or Trunk Road (managed by the Highways Agency) and 3,300 miles are local roads managed by the County Council.

With respect to usage, Figures 5 and 6 show All Vehicle Traffic Flows and HGV Traffic Flows respectively (based on 2009 data). These reveal that:

- The M5 is the busiest route in the county, carrying up to 90,000 vehicles a day and over 1,000 HGVs a day.
- The following A class roads are the busiest within the county:
  - the A417/A419 linking Gloucester and Cirencester with Swindon;
  - the A419 between M5 J13 and the Stroud;

- the A40 that provides the direct link between Gloucester and Cheltenham (All Vehicles); and links to South Wales (via Ross-on-Wye) in the west and Oxford to the east (HGV traffic)
- the A4109 between M5 J20 and Cheltenham; and
- the M50 which links the M5 and Ross-on-Wye.

Key issues for the highway network identified in the LTP3 are:

- highway maintenance and resilience to climate change in the future with limited budgets;
- highway capacity and traffic congestion;
- improving safety; and
- reducing disruption to the network from essential utility works.

## Cotswold

The financing of transport infrastructure, and in particular public transport, is often challenging in rural areas; Cotswold District has been identified as having relatively poor access to services (2<sup>nd</sup> percentile in England). Journey times to work in the main regional employment centres are comparatively long and the infrequency of public transport services results in a higher dependency on car use.

Transport and the ability to access services locally by walking, cycling, bus and rail has been an important driver for locating new development at existing settlements within the Cotswold Development Strategy. There is considered to be good potential for new development to support existing public transport services and potentially contribute to the enhancement of public transport, cycling and walking infrastructure. Nevertheless, the additional traffic generated by new developments and the pressures these place on the highway network must also be taken into account.

Some overarching issues relating to the existing transport infrastructure are summarised below:

**Highways** – Key routes in the Cotswolds are the A417/419 which provides a link from the M4 and Swindon to the M5 and Gloucester via Cirencester, the A40 which crosses the Cotswolds from east to west, linking Cheltenham to Oxford and the A429 which provides a north south axis from the M4 (J17) to Coventry via Cirencester, Stow-on-the-Wold and Moreton-in-Mash. Other important links are the A44 from Worcester to Oxford via Moreton-in-Marsh, The A435 from Cirencester to Cheltenham, the A436 from Cheltenham to Bourton-on-the-Water and the A433 from Cirencester to Tetbury and beyond.

As described in the Cotswold Transport Strategy (2010), the highways in the Cotswold District, and in particular the strategic A417/A419 route from Gloucester to Swindon via Cirencester, are vulnerable to congestion. Already 2 of the 30 most congested junctions in Gloucestershire are on the A417. These are the Air Balloon Roundabout and a junction south of Birdlip, near Nettleton. If no action is taken, this is predicted to get worse with junction capacity projected to further decrease reaching a critical capacity by 2026 (Cotswold Transport Strategy 2010).

**Rail** - Cotswold District is served by two rail routes: Gloucester to Swindon, with a rail station at Kemble; and Oxford to Worcester, with a station at Moreton-in-Marsh (see extract from Network Rail map below). The capacity of the Gloucester to Swindon route to relieve the A417/A419 road link through modal shift is currently limited by frequency constraints for rail services on that link. If no action was taken, the single track between Kemble and Swindon would continue to constrain service frequencies to an hourly service only, reducing travel options from the Cotswolds and Gloucestershire to Swindon and London (Cotswold Transport Strategy 2010). As set out below, a Network Rail project for re-doubling of the line is now underway.

**Bus** – The Gloucestershire Local Bus Review identified eight strategic routes serving the Cotswold area. Three of these are operated commercially (without public sector subsidy) and taking account of pressure on public finances, it is viewed as desirable that the others are moved towards fully commercial services where passenger numbers allow:

Bus service	Status
Swindon – <i>South Cerney – Siddington – Cirencester</i> - Cheltenham	Commercial
<i>Moreton-in-Marsh – Stow-on-the-Wold – Bourton-on-the-Water – Northleach – Andoversford</i> - Cheltenham	Commercial (hourly Mon to Sat, infrequent Sun summer services)
Gloucester – Cheltenham – Andoversford – Northleach – Burford - Oxford	Commercial (infrequent daily service)
<i>Tetbury</i> – Minchinhampton - Stroud	Subsidised, with potential to become fully commercial during current contract if <10% increase in patronage (two hourly service Mon to Sat)
<i>Cirencester</i> – Sapperton - Stroud	Potential to become fully commercial during current contract if <10% increase in patronage (90 min service Mon to Sat, infrequent Sat service)
<i>Cirencester</i> – Birdlip – Brockworth – Gloucester	Subsidised (infrequent Mon to Sat service)
<i>Kemble – Cirencester – Bibury – Northleach (- Bourton-on-the-Water)</i>	Subsidised, with potential to become fully commercial during current contract if <10% increase in patronage (approx. two hourly service Mon to Sat)
<i>Cirencester – Kemble - Tetbury</i>	Subsidised (approx. two hourly infrequent Mon to Sat service)

The County Council has confirmed that in broad terms, the proposed areas for development in the Development Strategy align well with the established local bus and community transport services.

### **Walking and cycling**

The LTP3 highlights that measures to encourage walking and cycling can make important contributions to the LTP objectives of reduce CO<sup>2</sup> emissions, improving health and quality of life. Reducing the number of short trips that are currently made by car can also help reduce traffic congestion. Broad measures outline in the LTP3 to help encourage walking and cycling include:

- encourage schools to implement and review their travel plans;
- require developers to submit and fund travel plans; and
- support funding bids to improve cycling infrastructure, especially to schools and employment sites.

An important objective of the Cotswold Development Strategy is to foster sustainable settlements with local services that are accessible by walking and cycling. There are clear synergies between providing walking and cycling improvements and the delivery of public realm improvements. For instance, the types of public realm improvements set out in the Cirencester Town Centre SPD aim to provide an enhanced and safe environment for pedestrians and cyclists.

Figure 4 - All vehicle traffic flows in Gloucestershire (2009 - extract from LTP3).

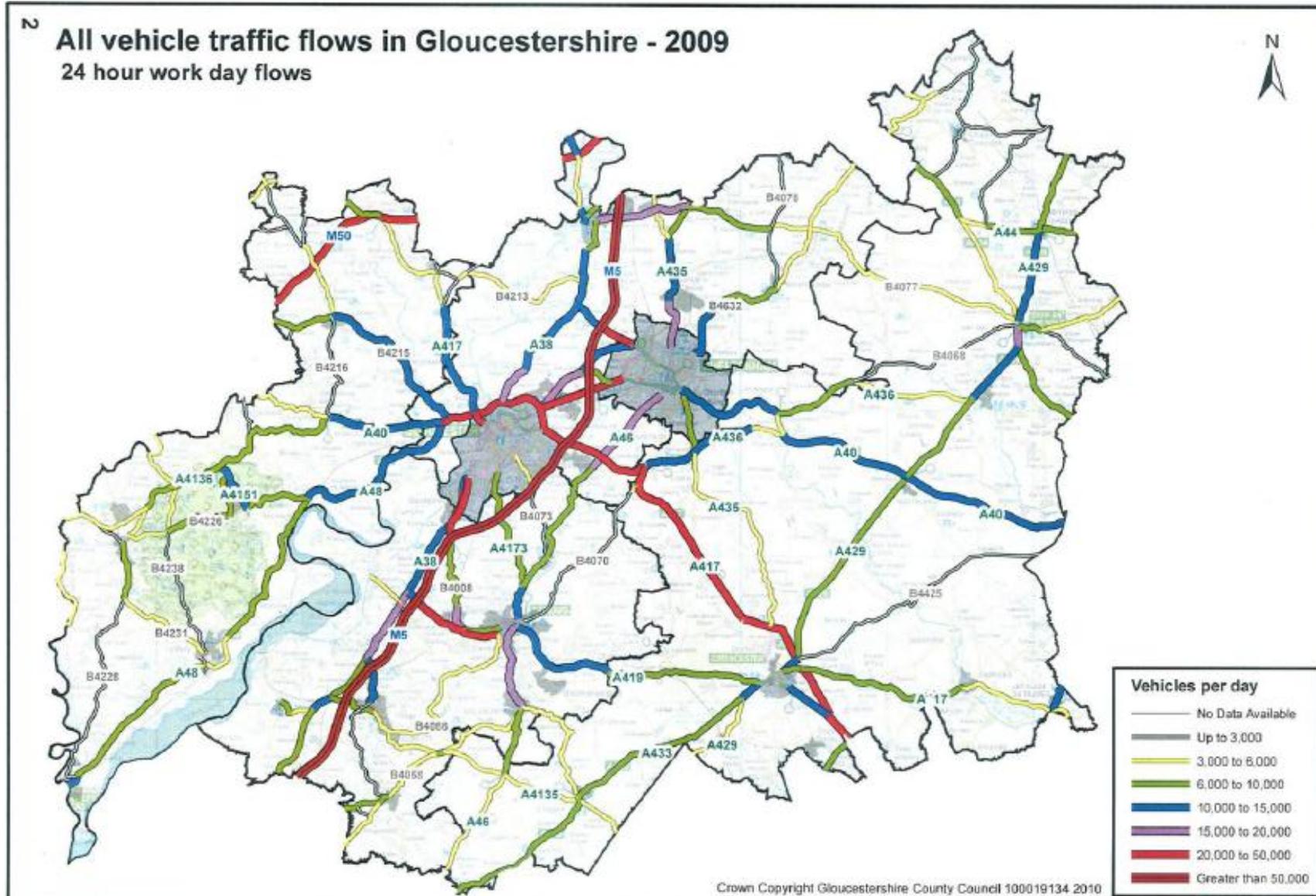


Figure 5 - Large goods vehicle traffic flows in Gloucestershire (2009 - extract from LTP3)

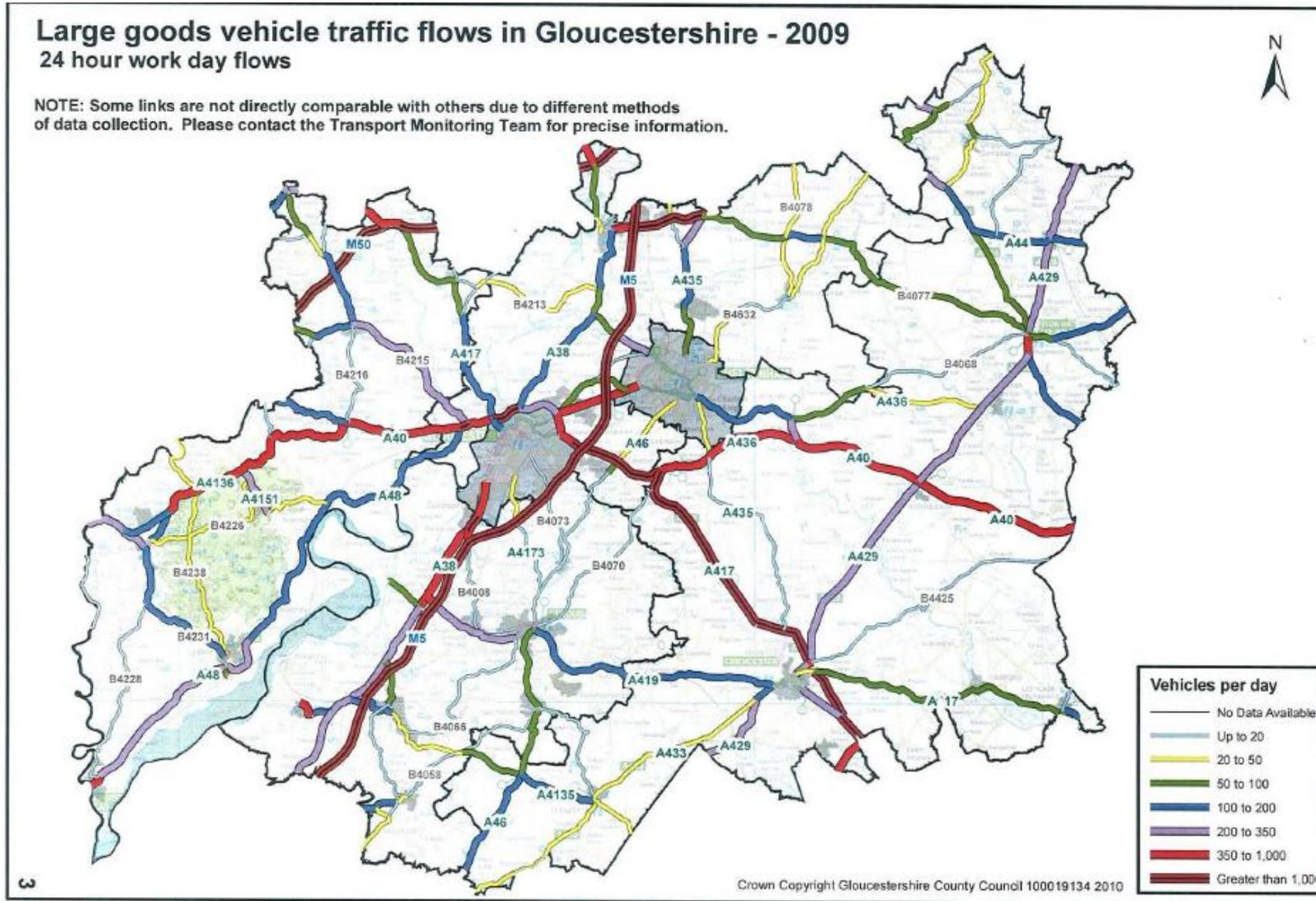
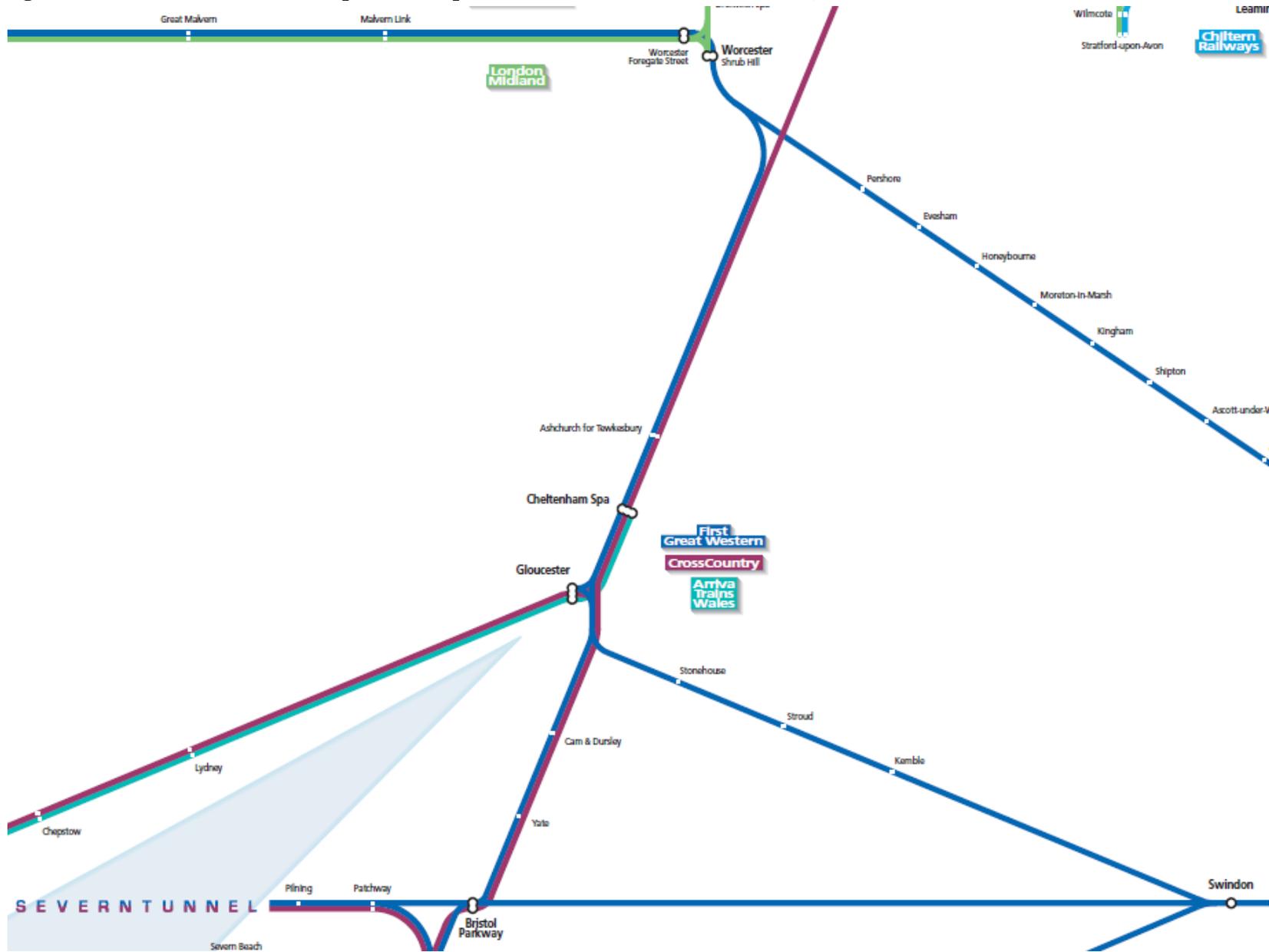


Figure 6 - National Rail Network Operator Map (extract, Network Rail, March 2013)



#### 4.9.4 Assessment of infrastructure needs

The County Council has confirmed that there is currently no strategic highways model covering the Cotswold District allowing for a quantitative highways assessment of development in the Development Strategy. Nevertheless, the County Council has been able to provide commentary on the expected transport implications of proposed development with respect to highways, rail, bus, walking and cycling. As development proposals come forward, the County Council will require the following detailed assessment work to be undertaken:

- **Full Transport Assessments (TAs) and Travel Plans** will be required for the majority of planning applications (with the exception of small-scale applications. Appropriate guidance for these is set out in the Department for Transport's Guidance on Transport Assessment (March 2007), the Manual for Gloucestershire Streets (Feb 2012, due to be updated) and Gloucestershire Travel Plan Guide for Developers (2012). The scope of studies will need to be agreed with the County Council at an early stage of the planning process. The Highways Agency should also be consulted on these, as the proposed development at Cirencester and surrounding cluster of settlements will have particular impacts on the A417/A419 strategic trunk road. Strategic modelling may also be required where developments are of a significant size and early consultation with the Highways Agency is key on such development proposals.
- **Accessibility Modelling** will be required to demonstrate how well the developments fit with access to local services. The County Council has an Accession Model available that can be used for this purpose.

The County Council has confirmed that without access to supporting TAs and further information the dwelling mix at each settlement the advice they have provided will be subject to review. However, local improvements to public transport, walking and cycling are likely in respect of all sites. Large developments are also expected to contribute appropriately to wider strategic transport infrastructure.

The Highways Agency has advised that it does not wish to comment on specific locations for housing until the detailed modelling has been undertaken which would determine specific impacts. Due to their proximity to the SRN, the Highways Agency has noted that the levels of development in Cirencester (approx. 2,500 dwellings) and Siddington (70 dwellings) will need to be managed particularly carefully. Where several sites in one area are identified for development, the Highways Agency advocates a holistic approach to ensure that impacts can be mitigated against and they encourage applicants to contact the Agency and Local Authorities at the earliest opportunity.

In their response to this Refresh, the Highways Agency expressed concern in relation to the addition of the housing allocation at Down Ampney stating "the site is located within close proximity to the A417(T)/A419(T) corridor which forms part of the SRN". The HA would welcome early consultation on any proposals that come forward on this site and made clear that any application will need to demonstrate no adverse impact on the SRN.

A review of current transport projects and a preliminary view of the transport implications and requirements relating to development at each settlement is

provided below. This includes information on potential upgrades to bus services for each settlement

In September 2014, Cotswold District Council commissioned Atkins to undertake site assessment in order to identify traffic impact of the development sites within the Preferred Strategy. The scope of this work identified the following key junctions within Cotswold District:

- A44 (Fish Hill)/ B4081 (Conduit Hill)
- A44 (Fish Mile Drive) / A424
- A44/Roman Road
- A424/Roman Road
- B4068/A424/ Sheep Street
- A429 (Fosse Way)/ A424
- A436 (Old Gloucester Road)/ A429
- A429/A40
- A417/ Cheltenham Road
- A433 (Tetbury Road)/ A429
- A433 (London Road/ Bath Road)
- A417 (High Street)/ A361 (Station Road)
- A435 (Cheltenham Road)/ A417 (Gloucester Road)
- A417/ B4425 (Burford Road)
- A417/ London Road/ Burford Road/ Swindon Road
- Bristol Road/A429
- A429/Tenbury Road/ Stroud Road
- Bristol Road/ Midland Road
- Swindon Road/ Bristol Road

The results of this commission will form a key element of the IDP and should be considered in future refresh work. Particularly key for infrastructure planning purposes are outline costs associated with any future improvements works.

## 4.9.5 Infrastructure projects

### Strategic transport projects

The following infrastructure projects are located within and/or of direct importance for the Cotswold District, but are considered to be of strategic (county-wide importance):

- **Swindon to Kemble Rail Re-doubling** – This Network Rail RUS project will provide improved capacity and performance of the Gloucester-Swindon route via Swindon-Kemble redoubling. Costing in the region of £45million, work commenced in October 2011 and is due to be completed during the spring 2014. This project is of particular importance with reference to proposed

development at Cirencester for the reason that the largest town in Cotswold District will benefit from improved rail services via the station at Kemble and proposed improvements to linking bus services. The proposed Chesterton strategic development is located approximately 5.75km (approx. 3.5 miles) from the station via a route along the A433.

- ***A417 Air Balloon Roundabout and “Missing Link”***. The A417 forms part of the Strategic Road Network in Gloucestershire, linking Swindon and the M4 with Gloucester via Cirencester. The Air Balloon roundabout is a well known congestion point on the A417 that also results in air quality issues. A recent proposal to reduce problems involved an Experimental Traffic Regulation Order that would prevent right turns. This project had an estimated cost of £80,000, with funding to be provided by the Highways Agency and Gloucestershire County Council, but has now been abandoned following public consultation. A long term strategic project, a “Missing Link” dual carriageway that bypasses the roundabout is estimated cost in excess of £250million, so funding and delivery would be very challenging. The County Council and Highways Agency are currently exploring alternative solutions that could be delivered in a shorter timescale. As part of the Refresh, the Highways Agency confirmed that the need to take action on this section of the trunk road has not diminished and the Agency is reviewing the most appropriate way to address current issues.

## Cirencester (including Chesterton Strategic Location and connections to Kemble)

### *Current Projects*

The following projects benefit from committed funding:

- ***Kemble Railway Station Car Park*** - The car park at Kemble Railway station is at capacity, along with access roads to the station which are either a narrow rural lane or through a residential area characterised by traffic calming and on-street parking. First Great Western have received funding to expand the car park.
- ***London Road Roundabout re-modelling*** –highways works to be funded by the Kingshill North development.
- ***London Road / Burford Road Junction signalisation*** –highways works to be funded by the Kingshill North development.
- ***A419 Blunsdon U Turn Ban, Experimental Traffic Regulation Order*** – the estimated cost and funding arrangements for this project are to be reviewed. It is anticipated that the work would be undertaken within the highway boundary with construction scheduled for 2012/13.

### *Infrastructure Schemes*

The following infrastructure schemes have been identified through consultation with the County Council and a review of relevant plans and strategies:

- ***Kemble to Cirencester Bus Link Enhancements*** - Bus links between Cirencester and Kemble Station are in place, but routing of these services to give full access from the actual development site/s could be problematic.

- ***Kemble to Cirencester Cycle Route*** – The need for a safe and more direct cycle route between Cirencester and Kemble has been identified in the LTP3 taking account of the existing poor links and the distances involved.
- ***Cirencester Town Centre*** - the main transport related schemes for the town centre set out in the Cirencester Town Centre SPD (2008) are as follows:
  - ***Cirencester Public Transport Interchange*** - The case is set out for creating a public transport interchange that serves the town as a whole. It is noted that such a scheme is likely to be a long term project but would provide the town with a much needed focus for public transport.
  - ***Market Place Public Realm*** - A number of options for improvements to the public realm have been considered to improve this key central area in Cirencester as its layout is currently heavily biased towards vehicular traffic and parking. The preferred scheme has an estimated cost of £1,250,000 and the Town Council are leading the delivery of the scheme. The District Council has committed £100,000 towards the project and a Local Trust has donated a further £60,000.
  - ***Black Street*** – it is proposed that Black Street in the Town Centre is pedestrianized.
  - ***Cricklade Street*** – public realm enhancements to reinforce pedestrian dominance within the public realm.
  - ***Dyer Street*** – opportunities to be taken to improve pedestrian facilities and the quality of the public realm generally.
  - ***Footbridge between the amphitheatre and hospital*** – a feasibility study is to be undertaken to explore the possibility of a feature footbridge which would also provide a link to the Chesterton strategic site.
- ***A419 Preston Cross / Siddington Park Farm Access*** – developer contributions towards this highways scheme are being sought.
- ***Five Ways Junction upgrade of signals*** – this is part funded through developer contributions and further funding will be required.
- ***Cherry Tree Crossroads (A429) junction improvement*** - this is part funded through developer contributions and further funding is likely to be required.
- ***Chesterton road safety improvements*** – Improvement of existing road safety measures across the estate roads (enhancing the existing cushions, table top junctions etc.) Possible creation of additional measures to conform with criteria for a 20mph zone as well as funding for the Traffic Regulation Order itself.

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Cirencester	Hourly Cheltenham - Cirencester - Siddington - South Cerney - Swindon service	Long-standing commercial service. Likely to benefit from later Monday - Saturday journey from Cheltenham and introduction of Sunday service between Cirencester and Cheltenham. Sunday service between Cirencester and Swindon withdrawn as part of subsidised local bus review - did not meet Wiltshire Council's criteria and costs outside GCC target for subsidy.
	Hourly Stratton - Cirencester - Chesterton - South Cerney Barracks - Swindon service	Recently introduced, mainly commercial but passenger growth not as good as expected.
	Four journeys/ day Cirencester - Gloucester	Look to improve to run regular frequency. Likely to cost £110k gross per annum to provide rush hour arrivals and departure at both Cirencester and Gloucester. Current service structured around peak time arrival and departure at Gloucester
	Approximately 2 hourly (Bourton-on-the-Water) - Northleach - Bibury - Cirencester service; some journeys serve Kemble Business Park and Kemble Station	Connects with Moreton-in-Marsh - Cheltenham service at Northleach to provide connections to primary locations in Central and North Cotswolds. Look to extend more journeys to Kemble Station. Gross cost to run hourly service c £120k annually.
	Approximately 2 hourly Cirencester - Kingshill - Fairford - Lechlade - (Swindon) service.	Look to improve frequency between Cirencester and Kingshill using S106 funds already in place.
	Approximately 2 hourly Cirencester - Malmesbury subsidised service.	Service managed by Wiltshire Council and subject to imminent review.
	Approximately 2 hourly Cirencester - Kemble Station - Tetbury service	Look to improve frequency over Cirencester - Kemble Station section of route. Waiting for train connections at Kemble Station impairs journey times between Cirencester and Tetbury.

### Chesterton Strategic Location

The County Council has provided feedback on the proposed strategic development at Cirencester, citing that the Transport Assessment for the strategic site would need to cover the highway network between the A417 / A419 Trunk Road to the East and the A417 / A433 routes to the West. The Highways Agency should be consulted on the scope of the Transport Assessment and Travel Plan, as the proposed development will have particular impacts on the A417 / A419 Trunk Road and the need for works at the A417 Birdlip/ Nettleton Bottom/ Air Balloon, where there are specific issues in relation to congestion and air quality.

Access arrangements for the strategic site are likely to involve the A429 and local minor roads. The impact of traffic upon existing residential areas will need to be considered and a route through to the A419 to the East may be required. If so, consideration as to how to prevent the use of such a route as a southern bypass will be needed.

The County Council priority is for a roundabout to be provided. The A429/A419 roundabout may become at/over capacity whilst other junctions will suffer capacity and safety issues which will need to be identified and mitigated. These include the potential signalisation of the A433/A429 junction between Cirencester and Kemble.

As with all strategic developments, opportunities for travel by sustainable modes including walking and cycling, and public transport should be incorporated into any development. The proposed Chesterton strategic development is particularly well located to help facilitate improved links by road, bus, walking and cycling between Kemble Station and the centre of Cirencester. With reference to bus services, the County Council have advised that services are in place, but routing of these to provide full access from the actual development site could be problematical. There may be opportunities for new bus services connecting the site to Cirencester in one direction and Kemble in the other. Such proposals would need to be viewed in the context of the ongoing bus service review and the likelihood (or otherwise) of the service becoming commercially viable.

### Andoversford

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Andoversford	Hourly Cheltenham - Cheltenham Hospital - Bourton-on-the-Water - Stow-on-the-Wold - Moreton-in-Marsh Hospital - Moreton-in-Marsh Station. 67% journeys also serve Northleach	Recently improved, low floor easy access buses, smart ticketing capability. Connects at Northleach with services to Cirencester and Bibury. Summer Sunday service.
	Three times daily Cheltenham - Northleach - Burford - Oxford service	Timed for commuting and day trips to Oxford

### Blockley

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Blockley	Served by 11 journeys/ day on Moreton-in-Marsh Station - Moreton-in-Marsh - Stratford-upon-Avon service now provided without subsidy.	Service pattern dictated by service pattern over Kineton - Stratford-upon-Avon section of route (Warwickshire). Could benefit from evenly spaced journeys on service but could cost c£140k gross annually to achieve.

## Bourton-on-the-Water

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Bourton-on-the-Water	Hourly Cheltenham - Cheltenham Hospital - Bourton-on-the-Water - Stow-on-the-Wold - Moreton-in-Marsh Hospital - Moreton-in-Marsh - Moreton-in-Marsh Station. 67% journeys also serve Northleach	Recently improved, low floor easy access buses, smart ticketing capability. Summer Sunday service.
	Seven journeys/day Bourton-on-the-Water - The Rissingtons	Proposal to streamline service and extend to serve Stow-on-the-Wold and Kingham Station using S106 from airfield development.
	Approximately 2 hourly (Bourton-on-the-Water) - Northleach - Bibury - Cirencester service; some journeys serve Kemble Business park and Kemble Station	Connects with Moreton-in-Marsh - Cheltenham service at Northleach to provide connections to primary locations in Central and North Cotswolds. Look to extend more journeys to Kemble Station. Gross cost to run hourly service c £120k annually.
	Extensive school bus network serving The Cotswold School, capable of modular expansion	

## Chipping Campden

**Chipping Campden Railway Station** - A new station at Chipping Campden is set out in the list of major schemes in LTP3 for the period 2019 – 2026. It states:

*“The 2019-26 programme ..... contains only those major schemes that are identified as being necessary to support LTP3 objectives, but which are considered to be undeliverable, either for financial or for other delivery reasons, prior to 2019. This is therefore a provisional list and these projects do not have formal approval at this stage by the County Council. These schemes will be reviewed as part of the LTP3 Reviews planned for 2013/14 and 2018/19.”*

The North Cotswold line was mainly redoubled recently and provision has been made for a future station at Chipping Campden by Network Rail. Also, the additional track will allow for extra services along the route in the future. Given the rise in passenger numbers in recent years along with the desire to reduce car journeys, the site is protected. It is acknowledged that no funding is identified at the moment but given the current level of investment in the rail network circumstances may change.

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Chipping Campden	Served by 9 journeys/ day on Moreton-in-Marsh Station - Moreton-in-Marsh - Stratford-upon-Avon service now provided without subsidy.	Service pattern dictated by service pattern over Kineton - Stratford-upon-Avon section of route (Warwickshire). Could benefit from evenly spaced journeys on service but could cost c£140k gross annually to achieve.
	Local community transport known as Hedgehog providing links to catchment villages to Chipping Campden as well as Stratford-upon-Avon, Evesham and Moreton-in-Marsh not served by other "mainstream" local bus services.	Some scope to grow network at low cost.
	(Cheltenham) - Greet - Willersey service 606 and Willersey - Evesham service 559 could be extended to serve Chipping Campden estimated at £60k gross per annum to provide new links on low frequency.	
	Extensive school bus network serving Chipping Campden School, capable of modular expansion	

## Kemble

As identified above, the improvement of public transport, cycling and walking links between Cirencester and Kemble is expected to be of particular importance, on the basis that rail services can be accessed at Kemble.

Further projects identified in the Kemble area are:

- The car park at Kemble Station is at capacity and access roads to the station are either a narrow rural lane or through a residential area characterised by traffic calming and on-street parking. First Great Western have received funding to expand the car park, but access issues are yet to be resolved in full.
- Gloucestershire County Council have advised that a business park proposal to the south of Kemble (within Wiltshire) could have further transport implications for the village. The County Council advise that they would seek improvements to speed reduction measures through the village and works at the A429/A433 Kemble Junction.

## Fairford and Lechlade

**Cotswold Water Park Multi-user Path Improvements** – The Cotswold Core Strategy Second Issues and Options Paper (Dec 2010) identifies the need for improved walking and cycling links between the east and west areas of the Cotswold Water Park, including:

- reinstatement of the Canal route (see section 4.12);
- improved footpath links to the canal from Fairford; and
- a cycle link between Lechlade and Fairford.

In the Fairford area, a further ongoing project has been identified:

- **Cotswold Water Park Eastern Spine Road** – remaining schemes include Kempford Village, roundabout at A417 (all under review)

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Fairford	Approximately 2 hourly Cirencester - Kingshill - Fairford - Lechlade - (Swindon) service.	Look to provide faster journeys to Cirencester.
Lechlade	Approximately 2 hourly Cirencester - Kingshill - Fairford - Lechlade - (Swindon) subsidised service.	Look to provide faster journeys to Cirencester.
	Approximately 2 hourly Carterton - Lechlade - Swindon service subsidised jointly by Oxfordshire and Gloucestershire. Provides connections to and from Swindon with most off-peak journeys on Cirencester - Fairford - Lechlade service.	Several changes of operator, most recently resulting from incumbent going into administration. May well look to develop joint Cirencester - Fairford - Lechlade / Witney - Carterton - Lechalde - Swindon network with Oxfordshire.

### Mickleton

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Mickleton	Served by 9 journeys/ day on Moreton-in-Marsh Station - Moreton-in-Marsh - Stratford-upon-Avon service now provided without subsidy.	Service pattern dictated by service pattern over Kineton - Stratford-upon-Avon section of route (Warwickshire). Could benefit from evenly spaced journeys on service but could cost c£140k gross annually to achieve.
	Local community transport known as Hedgehog providing links to catchment villages to Chipping Campden as well as Stratford-upon-Avon, Evesham and Moreton-in-Marsh not served by other "mainstream" local bus services.	Some scope to grow network at low cost.

### Moreton-in-Marsh

The village benefits from an existing rail station and a recent Network Rail project involving the re-doubling of the Cotswold line between Moreton-in-Marsh and Evesham. The work was completed during the summer 2011 and included the improvement of lighting and passenger facilities at the station. Based on consultation, a further enhancement of facilities may be required:

- **Moreton-in-Marsh Railway Station Car Park Expansion** - Further development at Moreton-in-Marsh and the nearby villages in the north of the District are expected to increase demand for the use of the station. The County Council have advised that pedestrian and cycle links into the village centre are good, but the car park is already at capacity. Expansion of capacity at the car park is therefore identified as a potential infrastructure scheme.

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Moreton-in-Marsh	Hourly Cheltenham - Cheltenham Hospital - Bourton-on-the-Water - Stow-on-the-Wold - Moreton-in-Marsh Hospital - Moreton-in-Marsh - Moreton-in-Marsh Station. 67% journeys also serve Northleach	Recently improved, low floor easy access buses, smart ticketing capability. Connects at Northleach with services to Cirencester and Bibury. Summer Sunday service.
	Served by 11 journeys/ day on Moreton-in-Marsh Station - Moreton-in-Marsh - Stratford-upon-Avon service now provided without subsidy.	Service pattern dictated by service pattern over Kineton - Stratford-upon-Avon section of route (Warwickshire). Could benefit from evenly spaced journeys on service but could cost c£140k gross annually to achieve.
	Extensive school bus network serving both The Cotswold and Chipping Campden Schools, capable of modular expansion	

## Northleach

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Northleach	2 buses every 3 hours Cheltenham -Cheltenham Hospital - Bourton-on-the-Water - Stow-on-the-Wold - Moreton-in-Marsh Hospital - Moreton-in-Marsh - Moreton-in-Marsh Station.	Recently improved, low floor easy access buses, smart ticketing capability
	Three times daily Cheltenham - Northleach - Burford - Oxford service	Timed for commuting and day trips to Oxford. Limited Sunday service.
	Approximately 2 hourly Northleach - Bibury - Cirencester service; some journeys serve Kemble Business Park and Kemble Station	Look to extend more journeys to serve Kemble Station. Gross cost to run hourly service c £120k annually.

### Siddington and South Cerney

- ***New South Cerney to Siddington cycle route*** – a new cycle route along the canal and/or disused railway line from South Cerney to Siddington and Cirencester is proposed.
- ***Spine road safety improvements*** – schemes to improve the safety of cyclists and pedestrians using the spine road are sought.

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Siddington	Hourly Cheltenham - Cirencester - Siddington - South Cerney - Swindon service	Long-standing commercial service. Likely to benefit from later Monday - Saturday journey from Cheltenham and introduction of Sunday service between Cirencester and Cheltenham. Sunday service between Cirencester and Swindon withdrawn as part of subsidised local bus review - did not meet Wiltshire Council's criteria and costs outside GCC target for subsidy.
South Cerney	Hourly Cheltenham - Cirencester - Siddington - South Cerney - Swindon service	Long-standing commercial service. Likely to benefit from later Monday - Saturday journey from Cheltenham and introduction of Sunday service between Cirencester and Cheltenham. Sunday service between Cirencester and Swindon withdrawn as part of subsidised local bus review - did not meet Wiltshire Council's criteria and costs outside GCC target for subsidy.

### Stow-on-the-Wold

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Stow-on-the-Wold	Hourly Cheltenham - Cheltenham Hospital - Bourton-on-the-Water - Stow-on-the-Wold - Moreton-in-Marsh Hospital - Moreton-in-Marsh - Moreton-in-Marsh Station. 67% journeys also serve Northleach	Recently improved, low floor easy access buses, smart ticketing capability. Summer Sunday service.
	Seven journeys/day Bourton-on-the-Water - The Rissingtons	Proposal to streamline service and extend to serve Stow-on-the-Wold and Kingham Station using S106 from airfield development.
	Local community transport known as The Villager providing links to catchment villages to Chipping Norton as Bourton-on-the-Water and Stow-on-the-Wold and Moreton-in-Marsh not served by other "mainstream" local	Some scope to grow network at low cost.

Bus Services - Daytime (Monday to Saturday)		Other Comments
	bus services.	

## Tetbury

A review of existing plans and strategies has resulted in the identification of the following infrastructure schemes:

- **Tetbury village parking** – the need for investment in improved signage and the provision of more parking for coaches and cars has been identified.
- **Tetbury Rail Track Cycle Route** – this is a community-led project to develop a cycle route as part of the Sustrans National Cycle Route Network to ultimately link the village with Westonbirt Arboretum.

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
Tetbury	Approximately 2 hourly Stroud - Minchinhampton - Tetbury service now provided with minimal subsidy (<£10k annually).	Connections available at Stroud for Gloucester and Cheltenham. Proposals for multi-operator smart ticketing currently under development. Gross cost to run hourly service c£120k annually.
	Approximately 2 hourly Cirencester - Kemble Station - Tetbury service	Look to improve frequency over Cirencester - Kemble Station section of route. Waiting for train connections at Kemble Station impairs journey times between Cirencester and Tetbury. Gross cost to run hourly service c £120k annually.
	Tetbury Dolphin - community transport initiative providing approximately 2 hourly Tetbury - Old Sodbury service providing connections for Yate and Bath and a range of demand responsive service form Tetbury catchment communities.	Will look to provide regular Tetbury town service with demand responsive elements for rural hinterland.

## Willersey

The table below summarises current bus service provision and opportunities to enhance bus services:

Bus Services - Daytime (Monday to Saturday)		Other Comments
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Bus Services - Daytime (Monday to Saturday)		Other Comments
Willesley	Local community transport known as Hedgehog providing links to catchment villages to Chipping Campden as well as Stratford-upon-Avon, Evesham and Moreton-in-Marsh not served by other "mainstream" local bus services.	Some scope to grow network at low cost.

### 4.9.6 Estimated project costs

At this stage it is expected that the cost of site-specific transport improvements will be met by developers and funded through S106 Planning Obligations.

This study does not therefore include site-specific transport costs in the analysis of potential developer contributions in chapter 6. It does however include a budget for the following projects and services for which estimated costs are available:

- **Chipping Campden Rail Station** – the estimated cost of reinstating the Chipping Campden railway station is £15,740,000 (based on estimated cost for Hunt's Grove<sup>29</sup>). A feasibility study will be required to provide a more accurate capital cost for the station.
- **Bus services** - bus route subsidies at a District level to enhance the network of services. Based on cost estimates provided by the County Council, an allowance is made for the subsidisation of four services at a cost of £120,000 per annum; and a fifth service at a cost of £140,000 per annum. This makes a total of £620,000 per annum, or £12.4mil over the twenty year plan period.
- **Cirencester Public Realm** – an estimated project cost of £1,250,000 is available for the Cirencester Market Place scheme. On the basis that funding of £160,000 has been made available, an outstanding shortfall of £1,090,000 is recorded.
- **Cycle paths** – the table below provides a summary of the cycle scheme routes proposed and provides a total estimated cost of £2.24million. Gloucestershire County Council have advised that the pure a build cost for a segregated cycling facility would be around £100,000 per km (additional engineering complexities, topography, land purchase etc. may add to this).

**Table 36 - Cotswold District cycle schemes**

Cycle Path Scheme	Comment	Estimated length (km)	Estimated capital cost
Kemble to Cirencester	Route measured along disused railway line from Kemble to Bristol Rd, Cirencester	6.2	£620,000
Lechlade to Fairford	Measured along A417, although cycle path may be routed through Cotswold Water Park	6.2	£620,000
South Cerney to Siddington and	Measured along disused railway line from South Cerney to Bristol Road,	5.0	£500,000

<sup>29</sup> Estimated cost for Hunt's Grove station within Central Severn Vale Transport Study 2011-26 (Draft, 2010).

Cycle Path Scheme	Comment	Estimated length (km)	Estimated capital cost
Cirencester	Cirencester		
Tetbury to Westonbirt Arboretum	Measured along A433 – route utilising the former railway track bed expected to be longer.	5.0	£500,000
<b>Total</b>			<b>£2,240,000</b>

The total cost of these transport projects for which estimated costs are available is £31,600,000, equating to around £4,560/dwelling for Scenario 1 and £4,370/dwelling for Scenario 2.

#### 4.9.7 Funding sources

Funding sources and programmes relevant to the delivery of transport schemes include:

**Local Pinch Point Fund** - As part of the 2012 Autumn Statement, the Government announced the creation of a Local Pinch Point Fund worth £170million to remove bottlenecks on the local highway network that are impeding growth. The fund reflects the government’s commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The fund is aimed at those schemes that can be delivered quickly with immediate impact. The department’s funding contribution (in the form of capital) is only available in 2013 to 2014 and 2014 to 2015.

#### **Local Transport Body**

From April 2015, the DfT is proposing to devolve major scheme transport funding to a Local Transport Body (LTB) covering the whole of Gloucestershire and made up of GCC, the Local Enterprise Partnership and Leadership Gloucestershire. Gloucestershire County Council and others will be able to put forward any eligible scheme with a capital value of over £0.5million, and the LTB will prioritise these for funding. The £5million threshold for major schemes will no longer apply; and the DfT will no longer approve individual schemes for funding, but still retains an “assurance” role of ensuring that LTBs are delivering value for money schemes.

Gloucestershire could receive around £15million of devolved funding for the period April 2015 to March 2019, though this has not been officially announced and would, in any case, need to be confirmed by the next Comprehensive Spending Review. The LTB will need to produce a prioritised list of major schemes for DfT approval by April 2013.

## 4.10 Waste

### Overview

*It is unlikely that locations within Cotswold District will be required to accommodate major waste management infrastructure (upwards of >50,000 tonnes/year) through to the end of 2027. The emerging Gloucestershire Waste Core Strategy provides a clear local policy framework concerning this matter, and identifies the central area of the county, proximate to the main urban areas along the M5 corridor including Gloucester and Cheltenham, as best suited for achieving strategic waste development.*

*Nevertheless, in seeking to combat the challenges of changing patterns of commercial and household consumption, recycling and waste generation, further local waste infrastructure may prove necessary. Developers are advised to provide additional space within proposals to facilitate recycling by households and the need for increased capacity at Household Recycling Centres in the Cotswold District will be kept under review.*

### Responsibilities for delivery

The Gloucestershire Waste Partnership (GWP) consists of the six district and borough councils within Gloucestershire and the County Council. A Partnership Agreement and Terms of Reference was produced in 2009 to strengthen the two tiers of waste management in the county. It's vision is to 'develop partnership working and sustainable waste management in Gloucestershire.' In broad terms, the responsibilities of the two tiers of Councils are:

- **Gloucestershire County Council** – responsibility for preparation of the Minerals and Waste Local Development Framework (LDF) and the management of waste disposal.
- **Cotswold District Council** – responsibility for managing the collection of waste from households and businesses.

The Gloucestershire Joint Municipal Waste Management Strategy (JMWMS) (2007) prepared by the GWP provides a route map for managing waste in the County identifying the need to provide between 150,000 -270,000 tonnes of residual waste recovery capacity for municipal solid waste by 2014/2015.

### Plans and strategies

**Minerals and Waste Local Development Framework (LDF)** - At the present time Gloucestershire County Council is preparing a countywide Waste (& Minerals) Development Plan. This includes the Waste Core Strategy that was adopted on 21<sup>st</sup> November 2012 and now forms part of the Development Plan

**Waste Minimisation in Development Projects Supplementary Planning Document (SPD)(September 2006)** – The SPD provides guidance on how waste, generated during the construction and occupation of new developments, can be effectively minimised with smarter use of construction materials and increased

recycling. Proposals for major development are expected to be accompanied by a Waste Minimisation Statement. The County Council have highlighted that people need more space within dwellings to enable re-cycling and this should be considered in the design of new development.

### Baseline and Assessment of Infrastructure Needs

The table below displays the current capacity by waste process method in Gloucestershire.

**Table 37 - Total waste management capacity Gloucestershire (2011)**

Management/Process Method	Operational Capacity in Tonnes
Recycling	110,000t
Of which composting/AD is	79,000t
Residual Waste Treatment	No operational capacity – all residual currently goes to 2 Cory operated landfills
C&D Waste recycling	-
Non-hazardous. Landfill	3,205,000m3 C&D recycling
Inert Landfill	-

This operational capacity is provided through a range of waste facilities in Gloucestershire. There are three non-hazardous landfill sites in Gloucestershire: Hempsted at Gloucester; and Wingmoor Farm (West) and Wingmoor Farm (East) close to Bishop's Cleave North West of Cheltenham. A hazardous landfill site is also in present at Wingmoor Farm (East). There are also a nineteen inert landfill /restoration sites across the County receiving construction and demolition (C&D) waste.

The number and type of waste facilities located within Cotswold District are summarised in the table below as of 2011.

**Table 38 - Cotswold Waste Infrastructure Facilities**

Waste Infrastructure	Number
Municipal Solid Waste bulking/transfer at Love Lane, Cirencester	1
Household Recycling Centres (HRC)	2
Waste Transfer Stations	-
Operational inert landfill sites	-
Non-hazardous Landfill Sites	-
Operational Incinerators	-
Anaerobic Digestion facilities	1

These existing waste management sites in the Cotswold District are:

- **Pyke quarry HRC (Cotswold, serving Stroud)** - This site is an existing household recycling centre for the North of the Cotswold district located two miles west of Horsley managed by May Gurney on behalf of Gloucestershire CC. The site has an estimated capacity of 24,999tpa.

- ***Foss Cross Industrial Estate Household Recycling Centre (HRC)*** - This 6.4ha former landfill site supports an agricultural depot and several other employment uses, encircling an existing recycling depot and is also managed by May Gurney on behalf of Gloucestershire CC. The site has an estimated capacity of 7,000tpa.
- ***Stanley's Quarry*** - This site located near Chipping Camden is of capable with dealing with agricultural waste having received permission to support a small Anaerobic Digestion (AD) facility.

There is also a large amount of disposal capacity for inert material at quarry sites throughout the district, as listed below:

- ***Kempsford Quarry (Stubbs Farm)***
- ***Huntsmans Quarry***
- ***Cotswold Hill Quarry***
- ***Stanley's Quarry***
- ***Claydon Pike Gravel Pit***
- ***Brockhill Quarry***
- ***Land East of Spratsgate Lane***
- ***Farrington Quarry***

### Assessment of infrastructure needs and waste projects

The Waste Core Strategy assumes that Municipal Solid Waste (MSW) in Gloucestershire will increase to some 359,600 tonnes per annum due to a combination of population growth and growth in waste per head. In Gloucestershire, each person generated 414kg of municipal waste in 1995 and 504kg in 2009/10. This increase in waste tonnes is primarily due to, growth in household consumption, changes to waste collection systems and an increase in household numbers. Short-term fluctuations in waste tonnage can result from other factors including the wider economic circumstances and changes to service charges.<sup>30</sup>

Based on projected increases in MSW and other waste streams, the Waste Core Strategy identifies an on-going need to develop new waste facilities in the county. An overarching objective of the Waste Core Strategy is to enable diversion from landfill use, in response to the national policy of tackling climate change through more sustainable waste alternatives.

In order to meet the projected demand for waste management, the Waste Core Strategy identifies the following locations with the potential to accommodate re-modelled, alternative and / or new waste management facilities over the timeframe of the plan, none of which are located in Cotswold: -

***Wingmoor Farm East*** - This 2.8 hectare site is located to the west of Bishop's Cleeve, five miles north of Cheltenham on the Stoke Road leading from the A435 to Stoke Orchard. It forms part of the Wingmoor Farm (East) landfill, recycling and quarry complex. The site is not currently in active use and its availability for a

<sup>30</sup> Gloucestershire County Council Waste Core Strategy Topic Paper 2 – Whether the statistical basis for the CS is robust and justifies the vision and the strategic objectives (January 2012).

strategic waste recovery facility has been confirmed by the site operator Grundon Waste Management.

***The Park*** - This 6.8 hectare site, often referred to as 'The Park' is located two miles west of Bishop's Cleeve and five miles north of Cheltenham, off Stoke Road, south of Stoke Orchard. It adjoins Wingmoor Farm West which is also allocated (see below). The site comprises a number of former aeroplane hangars converted to industrial units including waste management processes and other, as yet unimplemented waste management planning permissions. The site is owned by Wellington Park Properties Ltd.

***Wingmoor Farm West (Sites A&B)*** - This 4.0 hectare site is located two miles west of Bishops Cleeve and five miles north of Cheltenham, off Stoke Road, south of Stoke Orchard. It adjoins 'The Park' (see above). The site includes an area of concrete hard-standing currently used as a Household Recycling Centre (HRC) and other land within the curtilage of the landfill planning permission. The site is owned by Cory Environmental Ltd.

***Javelin Park*** - This 5 hectare site comprises part of the former Moreton Valence Airfield and is located immediately to the south of Junction 12 of the M5 between the M5 and the B4008. The site is currently vacant and owned by Gloucestershire County Council.

***Land at Moreton Valence*** - This 7 hectare site is located between the M5 and A38 to the north-east of Moreton Valence. The site is partly used for light industrial and waste management. The operators of the site, Smiths (Gloucester) Ltd. have confirmed that the site is available for strategic waste management use.

During March 2013 Gloucestershire County Council considered a planning application for a £500million Energy from Waste facility at Javelin Park in Stroud District, a proposal submitted by Urbaser Balfour Beatty. The proposed facility would help to divert over 92% of Gloucestershire's residual waste from landfill (waste left following recycling), however the application was refused planning permission and appeal to the Planning Inspectorate has now been submitted. At the time of refresh, the appeal remained undecided.

With respect to potential projects within the Cotswold District, the County Council have advised that Household Recycling Centres (HRCs) are reaching capacity and therefore the need for additional capacity at Pyke quarry and Foss Cross Industrial Estate will be kept under review.

## 5 Infrastructure by settlement

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The previous chapter sets out an assessment of infrastructure requirements by sector. The purpose of this chapter is to assemble this information by settlement, to present a summary view on the key infrastructure demands projected to arise as a result of the allocations in the Cotswold Development Strategy.

Bearing in mind that public finances and development viability will place a limit on the funding that can be raised towards infrastructure, it is likely to be necessary for the Council to make difficult decisions about the types of infrastructure and specific projects that should be first in order to receive funding. This chapter therefore seeks to highlight those infrastructure sectors which have emerged as potential priorities for each settlement, during the course of undertaking this study.

In some cases stakeholders have also indicated where delivery of infrastructure could extend over longer periods of time (3 or more years) and could therefore influence the phasing of infrastructure provision.

Further commentary on the prioritisation of infrastructure projects is provided in the chapter on 'Funding: development viability and contributions' (chapter 6).

This section of the report should be read in conjunction with the Cotswold IDP Site Calculator which provides a summary of estimated capital cost by settlement for the various infrastructure elements.

### 5.1 Cirencester

Cirencester is the largest town within Cotswold District, offering by far the widest choice of facilities and services to a large catchment area. As a result of the high quality built and natural environment, and close proximity of higher order service centres, Cirencester has become a popular commuter town. Although overall an affluent area, pockets of deprivation can be found in Cirencester. Produced during 2008, 'Our Future Cirencester', the town's community strategy, aims to tackle a range of issues based around the following four themes:

- a sustainable market town;
- a good place to grow up;
- an attractive town to live in, visit and where we can enjoy vibrant culture; and
- a better place to do business.

This refresh has considered allocations from both the Preferred Development Strategy and maximum SHLAA capacity of between 2,487 and 2634 dwellings at Cirencester, excluding commitments, which represents by far the largest allocation to a single settlement. Chesterton is identified as a Strategic Location for development and this greenfield site to the south/southwest of the town is expected to accommodate the vast majority of new housing in the form of an urban extension on greenfield land (approximately 2,500 dwellings). To promote a greater degree of self-containment it is expected that employment use will also be provided as part of the strategic development.

## Infrastructure priorities

Delivery of the Chesterton strategic development is fundamental to the soundness of the Development Strategy and Local Plan and therefore the infrastructure required to deliver this site should be a high priority. The scale of development proposed at Chesterton is such that the provision of new infrastructure specifically to serve the site is triggered for some sectors and there is an expectation that in many cases this should be provided directly by the developer. The Council also wishes to ensure that Chesterton becomes part of and is well linked to the existing town. There may therefore be opportunities to deliver new or enhance existing infrastructure to serve both established areas and the new resident and business occupants of the urban extension.

A further guide to infrastructure provision is the Vision of the site established through discussions between the Chesterton developer and Cotswold DC Members and officers:

### Vision for Chesterton Strategic Location

Development of the land south-west of Chesterton and adjacent to the Royal Agricultural College presents an opportunity to create a new and attractive south-western edge to Cirencester. This vision statement describes the ultimate ambition for the place. The development will sit comfortably within the gently undulating landform, successfully incorporating significant trees and hedgerows within green corridors. A range of public open spaces will also help to green the place. In its town planning the development will reflect the built environment of Cirencester. All buildings will exhibit high architectural quality, making optimum use of modern systems internally. The external appearance will avoid pastiche whilst preserving contact with the best local building traditions, not least in the use of high quality materials. The built environment will strike a successful balance between variety and harmony. As in the best historic townscapes the scale, massing and detailing of particular buildings will respond to the character and role of the street they address. Within the layout focal points and landmarks will be highlighted with distinctive buildings and spaces. A carefully planned network of green infrastructure will serve as a foil to the built environment, helping to create and define smaller, recognizable neighbourhoods within the development. As a consequence the layout will be easy to understand and navigate. Integration with existing streets and paths in the vicinity, which will be enhanced where necessary, will ensure this new part of Cirencester is well connected to Chesterton, the rest of the town, and the countryside beyond.

The mix of homes and tenure types will reflect the needs and ambition of the local community. Residents will have convenient access to community facilities such as schools, shops, health care and play areas. Sufficient employment land and buildings will be provided to ensure a wide range of job opportunities, and these will be closely integrated with residential uses where practicable. All properties will have convenient access to public transport and to a finely branched network of safe and direct walking and cycling routes, linking people to schools, work places and services, both within the development and beyond. Ready access to high speed broadband will enable home working and help reduce the number of journeys by private car. Public spaces will be well designed, with suitable management and maintenance arrangements in place to ensure their continued upkeep. All public spaces and routes will be overlooked to ensure they feel safe.

This new part of Cirencester will have a range of site wide features to reduce its environmental impact including low carbon energy generation, SuDS and convenient access to recycling facilities. Homes will provide ample space for living and storage. Allotments and gardens will provide opportunities for residents to grow their own food. The development will promote innovation in residential, commercial and infrastructure design with a view to achieving more sustainable ways of living and a place that is future-proof. Essential infrastructure and services will be fully integrated in the design of the place from the outset and delivered in phase with the building work.

To support the proposed development at Cirencester, the following infrastructure priorities that are consistent with the Vision have been identified during the course of this study:

- **Libraries** – It is expected that residents of the new development would place further demands upon services at the existing Cirencester Library and benefit from access to online facilities provided by the County Council.
- **Community Centres** – The application of a high level standard indicates that the provision of a new community centre at the Chesterton Strategic location would be justified. There are a number of existing community facilities within Cirencester and further work is required to understand whether a funding contribution should be directed towards the expansion and enhancement of an existing facility or whether a new building should be sought, taking accessibility and distance from new housing into account. One opportunity that could be explored is whether a new community centre/church could be provided in partnership with the Baptist Church on Coxwell Street, which is actively seeking a new site. The potential for other community services, such as the police, to co-locate within the same building should also be taken into account.
- **Electricity Distribution** – It is anticipated that the development would be supplied from the existing Love Lane substation, via two new 11,000 volt circuits. The maximum timescales for providing the infrastructure would not normally exceed 2 years.
- **Emergency Services** – The police have identified a need to increase the extent of Neighbourhood policing services to serve the development and also advise that Cirencester Police Station requires modernisation or replacement. The Constabulary is currently exploring options.
- **Flood Risk** – Communities in the east of Cirencester have recently experienced flooding from the River Churn and drains/sewers. Investigations are on-going to understand the cause of the problems and what flood risk management measures should be put in place.
- **Water supply and wastewater** – Thames Water have advised that recent upgrades to the Cirencester Sewage Water Treatment facility should provide sufficient capacity for the development, but there may be insufficient capacity in the existing sewage network to accommodate development. A detailed model will be required to test the proposed location for development and it is likely that strategic upgrades will be required. A minimum period of 3 years should be allowed for strategic infrastructure upgrades.
- **Gas Distribution** – Wales & West Utilities have advised that a preferred solution could be to bring an Intermediate Pressure mains into the site. It is

possible that 3<sup>rd</sup> party permissions would be required, in which case early liaison is advised to prevent delay.

- **Health** – a high level assessment of need suggests that new development would result in requirements for around 4 - 5 General Practitioners and 3 Dentists. Local healthcare representatives have advised that existing surgeries are already at capacity and that there is very limited scope for expansion within existing premises. Two local surgeries are investigating the potential for amalgamating their operations, which may provide an opportunity for re-location, modernisation and increases in capacity.
- **Heat Distribution** - The Gloucestershire Renewable Energy Feasibility Study identifies Cirencester as a location with potentially sufficient demand intensity that large district heating networks fuelled by low carbon fuels would be viable.
- **Sport & Open Space** – Within Cirencester the provision of additional playspace and facilities for children and young people is a priority and there is an expectation that equipped open space should be provided in line with standards set out in the Cotswold Sports, Leisure & Recreation Study (2011). When considering options to provide other types of sports facilities and open space in line with local standards, the following opportunities should be explored: a contribution to the restoration and upgrading of the Cirencester Open Air Swimming Pool; a contribution to the provision of natural and semi-natural open space within the Abbey Grounds; a contribution towards a new formal park on the east side of Cirencester; a contribution towards the provision of an athletics track.
- **Transport** – The development proposals will need to be the subject of a full Transport Assessment, but it is expected that a package of measures will be required to bolster the highways network, promote use of public transport and encourage walking and cycling for short trips. These include:
  - Potential contribution to improvements to the Strategic Road Network on the A417 at Birdlip / Nettleton Bottom / Air Balloon.
  - Improvements to the A429/A419 roundabout to the west of the site.
  - Signalisation of the A433/A429 junction between Cirencester and Kemble.
  - A potential highway route through to the A419 to the east of the site may be required.
  - Contributions to improve the frequency of the Cirencester – Gloucester bus service and Cirencester – Kemble Station – Tetbury bus service.
  - Provision of a footbridge linking the Chesterton Strategic site, amphitheatre and hospital to the town centre. This should facilitate improved access to the amphitheatre, supporting the Cirencester Community Plan project to enable the Amphitheatre to be used again for regular public events.
  - A contribution towards provision of a cycle path linking Kemble Station, Chesterton and Cirencester town centre.
  - The creation of safe walking and cycling routes to schools, contributing towards the Cirencester Community Plan project that seeks to reduce car usage and promote healthy lifestyles.

## Recommendations

Important emerging themes in relation to the Chesterton site include: firstly, the need to address potential highway capacity matters, while pursuing opportunities to strengthen public transport, walking and cycling links between Kemble, Chesterton and Cirencester, potentially facilitating public realm and access improvements to the amphitheatre at the same time. Further priority matters within Cirencester are to provide increased primary healthcare capacity and to improve sport and leisure facilities for children and young people. And finally, utility networks may require strategic reinforcements to enable the scale of development proposed. This could affect the phasing of development (by as much as 3 to 5 years) and therefore early engagement with utility companies is necessary.

## 5.2 Andoversford

Andoversford is a village located close to the western boundary of the Cotswold District at the edge of the Cotswold Escarpment. It is relatively remote to the market towns and villages in the north and south of the District, but is only around 6 miles from Cheltenham along the A40 trunk road.

This refresh IDP has considered the potential implications of allocations from the Preferred Development Strategy and the maximum SHLAA capacity of between 40 and 63 dwellings (excluding commitments) to the village and indicative phasing suggests that option SHLAA sites could come forward during the 6-10 year period.

There is currently no parish plan in place and therefore consultation with the local community is required to understand infrastructure priorities. It is understood that road safety and speed limits are important local concerns given the location of Andoversford at the junction of the A40 and A436 to Bourton-on-the-Water.

This study has identified the following main matters:

- **Gas infrastructure** – Wales & West utilities have advised that there is currently no gas supply to this settlement. Significant new infrastructure would need to be established to support proposals.
- **Flood Risk** – The Andoversford Flood Risk Study concluded that a scheme to prevent flooding in the village is not feasible due to the nature of groundwater flooding. A programme of flood resilience measures was therefore recommended. For any new development, consideration should be given to a condition requiring written approval of flood resilience measures.
- **Grass pitches and outdoor sports** – it is noted that greatest shortfalls in pitch provision in the District are around the small service settlements including Andoversford. Consideration should be given to new or enhanced provision in these locations.
- **Natural and semi-natural open space** – the Cotswold Open Space, Sport and Recreation Study identified a scheme to provide a new natural open space or pocket park at Andoversford, along with improved links to Dowdeswell Wood.

- **Transport** – Developer contributions may be sought towards bus routes connecting the village with Cheltenham, Bourton-on-the-Water and Northleach.

Pending further investigation, the only infrastructure that could delay delivery of housing relates to connection to the gas network. Given indicative phasing for the 6-10 year delivery period, this is unlikely to cause problems.

### 5.3 Blockley

Blockley is located in the north of District in close proximity to Chipping Campden and Moreton-in-Marsh. This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 52 and 71 dwellings to the village (excluding commitments) and indicative phasing suggests that the option SHLAA site could come forward during the first five years of the plan period.

The Blockley Parish Plan was produced relatively recent (November 2010) and infrastructure projects identified include:

- **Library** – the Mobile Library service should be extended to serve the whole Parish.
- **Energy** – Implement appropriate domestic or community renewable and low carbon schemes for wind-power, ground heat, solar or anaerobic digestion.
- **Water and wastewater** – introduce rainwater and greywater recycling in new and existing properties.
- **Transport** – proposals for reduced speed limits outside the built-up areas to make them safer for walkers, cyclists and horse-riders. The Parish Plan also identifies specific proposals for:
  - **Quiet lanes/pathways** alongside roads that link to footpaths.
  - Defined pathway / cycle lane at Lower Brook House to slow traffic and improve safety.
  - Defined pathway / school crossing at Park Road
  - Defined pathway along Back Ends and down Chapel Lane
  - Signage changes

This study has identified the following further infrastructure matters:

- **Flood Risk** – Highways and channel improvements are scheduled to be undertaken during 2013, which will include desilting of the watercourse and mill ponds. It is understood that these works are already funded.
- **Grass pitches and outdoor sports** – it is noted that greatest shortfalls in pitch provision in the District are around the small service settlements including Blockley. Consideration should be given to new or enhanced provision in these locations.
- **Natural and semi-natural open space** – the Cotswold Open Space, Sport and Recreation Study identified a scheme to provide a new natural open space or pocket park at Blockley, along with improved links to Burton Wood and Norcome Wood.

- **Transport** – Blockley is served by a bus route linking with Moreton-in-Marsh station. The potential for more evenly spaced services on the route has been identified and therefore developer contributions towards estimated cost of £140,000/annum for achieving this may be justified.
- **Amenity greenspace and provision for young people** – provision of a local neighbourhood park in Blockley, together with the provision of improved facilities for young people.

## 5.4 Bourton-on-the-Water

Bourton-on-the-Water is located on the Fosse Way, 17 miles to the north of Cirencester. The main feature of the village is the High Street, which in summer months is overwhelmed by tourists.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity to a maximum of 42 dwellings to the village (excluding commitments) and indicative phasing suggests that the majority of these could be brought forward in period 11-15 years of the plan. The village has an additional 318 dwellings either built or committed.

There is currently no parish plan in place and therefore consultation with the local community is required to understand infrastructure priorities. The Parish Council is in the process of negotiating with the Gloucestershire PCT and County Council regarding the acquisition of the former Moore Cottage Hospital building in order to provide a new community centre.

This study has identified the following further infrastructure matters:

- **Community centre** – this is the most high profile project for the Parish Council at present. The proposed new centre would potentially provide accommodation for the co-location of the Parish Council Offices, the Library, the Youth Centre, Dental Facilities, café and possibly the Police Station.
- **Secondary education** – proposals for the improvement and expansion of the Cotswold Academy are currently being progressed.
- **Electricity distribution** – Major off-site reinforcement of the electricity network will be required. The reinforcement project commenced during spring 2013 and is expected to take around 18 months to 2 years to complete. Scottish and Southern Energy also highlight that some of the SHLAA option sites are crossed by overhead lines and early engagement with the company is recommended to discuss the feasibility of diversion.
- **Flood Risk** - Cotswold DC has committed to extend an existing drainage ditch and build a further bund. It is understood that this project is now funded. Incidents of flooding from combined drains/sewers have been recorded at Bourton-on-the-Water and therefore a detailed understanding of drainage capacity and potential implications of new development is required.
- **Sports facilities** – consideration should be given as to whether a bowling green should be provided.
- **Accessible natural greenspace** – proposal for the provision of new natural open space within the north west of the town and improved access to Bourton Gravel Pits and Temple Ham.

- **Transport** – there is a proposal to extend the existing Bourton-on-the-Water to Cirencester bus service so that more journeys to Kemble Station are provided. A gross cost of £120,000 per annum is estimated.

With respect to the overall phasing of development, there is potential for the major off-site reinforcement of the electricity grid to delay development for a period of over 3 years. This could affect the five year housing land supply and allowances should therefore be made for appropriate contingency.

## 5.5 Chipping Campden

Chipping Campden is the main market town in the far north of the Cotswold District, characterised by the wide High Street with long ‘burgage plots’ to the rear. The town has absorbed a significant amount of modern development, which is located to the south of the town centre.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 82 and 199 dwellings to the town (excluding commitments), with indicative phasing spreading delivery of housing over the 6-10 and 11-15 and 16-20 year periods.

The Town Council does not have an existing plan in place and therefore consultation with the local community is required to understand infrastructure priorities.

This study has identified the following main infrastructure priorities:

- **Primary healthcare** – the existing Chipping Campden practice is already thought to be constrained in its existing premises. Further development at Mickleton and Chipping Campden would further exacerbate this situation and relocation or expansion of the surgery may be required.
- **Wastewater** – there is sufficient headroom available in the existing infrastructure to serve the proposed development. Should there be any changes to the level of development proposed at Chipping Campden this should be kept under review with Severn Trent Water.
- **Sports facilities** – issues have been identified with respect to the quality of tennis and bowling facilities.
- **Natural and semi-natural open space** – the Cotswold Open Space, Sport and Recreation Study identified a scheme to provide new open space or a pocket park in the east of the town.
- **Transport** – the reinstatement of Chipping Campden railway station is identified as a potential major scheme for the settlement. The County Council has identified opportunities to improve the following services: to Moreton-in-Marsh station; the “Hedgehog” service to local villages; extension of the Cheltenham – Willersey – Evesham service and modular expansion of the school bus network.

No infrastructure matters have been identified that would be expected to significantly affect phasing of development, particularly given the potential even spread of housing delivery over a fifteen year period.

## 5.6 Down Ampney

Down Ampney is located between Cirencester and Faringdon on the A420. The village has a small village centre with a village hall, village shop and primary school.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 50 and 140 dwellings in Down Ampney with 22 dwellings already built or committed. Phasing for the allocations is spread over the plan period, with a concentration of development within the 6-10 year phase.

The study has identified the following main infrastructure matters:

- **Gas Supply** – gas coverage in the area is limited and depending on the final dwelling numbers, capacity may be an issue.
- **Wastewater** – it is likely that any development over 10 units will require some form of local upgrade for onsite storage to hold back flows.
- **Transport** - site is located within close proximity to the A417(T)/A419(T) corridor which forms part of the SRN". The HA would welcome early consultation on any proposals that come forward on this site and made clear that any application will need to demonstrate no adverse impact on the SRN.
- **Natural Environment** - Down Ampney is within 2km of a number of SSSIs located in the Cotswolds Water Park, including North Meadow SSSI, which is also designated as North Meadows & Clattinger Farm Special Area of Conservation (SAC). The potential effects of the additional development being proposed at Down Ampney on these designated sites will need to be considered both alone, in combination and cumulatively with other plans and projects.

## 5.7 Fairford

Fairford is a historic market town 9 miles to the east of Cirencester, located on the edge of the Cotswold Water Park. The centre of the town is based around a triangular shaped market place and the High Street, at the northern end of which is Fairford Park – the close proximity of which High Street and parkland gives the town a distinctive quality.

Fairford has expanded to accommodate a considerable amount of modern development. Nevertheless, the Town Council thinks there is a need for further development, particularly for affordable housing. The Town Council does not have an existing plan in place and therefore consultation with the local community is required to understand infrastructure priorities.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity up to a maximum of 77 dwellings to the town, with indicative phasing spreading delivery of housing over the 20 year plan period, but with a potential concentration of development during the 11-15 and 16-20 year phase.

This study has identified the following main infrastructure matters:

- **Fairford Hospital** – the community hospital was reopened in partnership with Fairford League of Friends and there are now proposals for a new facility to provide a range of outpatient beds and community care services.
- **Flood risk** – The Fairford Flood Defence Scheme involves construction of embankments and low level walls to prevent river water flooding local properties. It is understood that the full funding of £600,000 is now in place and the project is due for completion in 2013.
- **Transport** – a series of opportunities to provide improved walking and cycling links have been identified, including a cycle link between Lechlade and Fairford. There is also a desire to provide faster bus journey services to Cirencester and work with Oxfordshire to provide a Cirencester – Swindon network that would serve Fairford and Lechlade.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.8 Kemble

Located approximately 5km to the southwest of Cirencester, the village of Kemble benefits from a railway station on the Swindon to Gloucester line and is therefore considered a sustainable location for a modest amount of new housing. The Parish Council undertook a Parish Plan survey during 2006, which identified some potential projects to be undertaken in the village.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 25 and 36 dwellings to the village and there are 55 committed houses.

- **Sports and Recreation** – a number of potential schemes were suggested during the Parish Plan survey, including tennis, cricket and football sports facilities, and a very strong demand for more recreational facilities for teenagers. A proposal for a rural cinema in the village hall was strongly supported.
- **Accessible natural greenspace** – the Cotswold Open Space, Sport and Recreation Study proposes the provision of new natural open space or pocket park within the village.
- **Transport** – proposals include: improvements to the frequency of the Cirencester – Gloucester bus service and Cirencester – Kemble Station – Tetbury bus service; the provision of a Kemble to Cirencester cycle path; and improvements to speed reduction measures through the village and works on the A429/A433 Kemble Junction. Proposals resulting from the Parish Plan survey included a footpath between Kemble and Ewen and promotion of the quiet lanes initiative.

## 5.9 Lechlade

Lechlade is located in the south eastern corner of the District, on the boundary of the Cotswold Water Park. Most of the expansion of the town has taken place to the north of the historic core, which is focussed around St Lawrence's Church. The Town Council does not have an existing plan in place and therefore

consultation with the local community is required to understand infrastructure priorities.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 18 and 48 dwellings to the town (excluding commitments), with indicative phasing bringing forward development within the 6-10 and 16-20 year periods. The town has 92 built or committed dwellings alongside this allocation.

This study has identified the following main infrastructure matters:

- **Fairford Hospital** – given the close proximity of Lechlade to Fairford, residents of the two villages use facilities within both settlements. The Fairford community hospital was reopened in partnership with Fairford League of Friends and there are now proposals for a new facility to provide a range of outpatient beds and community care services.
- **Flood Risk** - Gloucestershire County Council and Cotswold District Council are progressing work to be completed in 2013. It is understood that the scheme is fully funded.
- **Transport** – a series of opportunities to provide improved walking and cycling links have been identified, including a cycle link between Lechlade and Fairford. There is also a desire to provide faster bus journey services to Cirencester and work with Oxfordshire to provide a Cirencester – Swindon network that would serve Fairford and Lechlade.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.10 Mickleton

Mickleton is located in the north of the District, approximately 6km north of Chipping Campden. Residents are likely to access some services in Stratford-upon-Avon to the north of Cotswold District, which is approximately only 14km from Mickleton in comparison to Cirencester which is over 50km by road.

The Parish Council does not have an approved Parish Plan, but is in the process of preparing a Village Appraisal Analysis. Consultation with the community will be necessary in order to determine local priorities for infrastructure.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity. Mickleton has 151 built or committed dwellings in the village with only a small amount of allocations (maximum 8 dwellings) in addition.

This study has identified the following main infrastructure matters:

- **Grass pitches and outdoor sports** – it is noted that greatest shortfalls in pitch provision in the District are around the small service settlements including Mickleton. Consideration should be given to new or enhanced provision in these locations.
- **Accessible natural greenspace** – the Cotswold Open Space, Sport and Recreation Study proposes a new natural open space or pocket park and improved links to Bakershill and Old Coppice.

- **Transport** – the County Council proposes that there is scope to enhance the bus service linking Mickleton with Moreton-in-the-Marsh Station and Stratford-upon-Avon. A cost of £140k per annum is estimated. There is also potential to improve the “Hedgehog” service that links villages in the area.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.11 Moreton-in-Marsh

Moreton-in-Marsh is located in the north of the District in a broad vale at the junction of the Fosse Way and the A44 Evesham-Chipping Norton Road. It is one of only two settlements in the District to have a railway station. The town has absorbed a substantial amount of modern development, mainly located to the south of the old town and east of the railway.

The community at Moreton-in-Marsh is at the initial stages of compiling a Community Plan and as far as timescales allow, this IDP will be updated to reflect the conclusions of that work.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of up to 476 dwellings to the town, in addition to committed development of 595 dwellings that includes planning permission for 278 dwellings at the Fire Service College site. Indicative phasing suggests that the allocation would be spread over years 6-10 and 11-15 of the plan period.

This study has identified the following main infrastructure matters:

- **Primary and secondary healthcare** – A new General Practitioner surgery replacing the existing premises in Moreton-in-Marsh and Blockley is currently being constructed at the new North Cotswold Community Hospital site. This project is scheduled for completion in 2013. The new Community Hospital opened on 31<sup>st</sup> March and is described as a state-of-the-art modern hospital.
- **Flood risk** – Projects to provide a new flood relief pipeline and ditch improvements have received funding and are due for completion in 2013.
- **Water supply and wastewater** – Thames Water have advised that development levels should be checked against the strategic model (this is currently under construction with completion due in March). The model will be used to determine whether strategic upgrades are required, which is considered likely. A minimum period of 3 years should be allowed for strategic upgrades.
- **Swimming pools** – Consideration should be given to providing improved access to the swimming pool at the Fire Service College Leisure Club at Moreton-in-Marsh.
- **Playing pitches** – The outdoor sports facilities at Moreton-in-Marsh football club have been identified as requiring enhancement and improved maintenance.
- **Accessible natural greenspace** – the Cotswold Open Space, Sport and Recreation Study proposes the provision of new natural open space, potentially within a new park located to the east of the town and a new site in the west.

- **Transport** – Extension of the car park at Moreton-in-Marsh station is proposed to meet demand from new development across the north of the District. The County Council also identifies potential to improve the Moreton-in-Marsh to Stratford-upon-Avon bus services, which would cost in the order of £140k per annum to achieve.

With respect to the phasing of development, on-going liaison with Thames Water regarding the capacity of water supply and wastewater infrastructure is recommended, to ascertain whether there is a requirement for significant upgrades that could stall development during the first 5 years of the plan period.

## 5.12 Northleach

Northleach is located centrally within the District, to the east of the junction between the old Gloucester to London Road and the Fosse Way. The high quality High Street buildings are the focus of an extensive conservation area in the town, which has seen more recent development to the north and then the west.

Northleach with Eastington Town Plan was approved in July 2010. This includes an action plan setting out actions and responsibilities for delivery. Objectives and actions of particular relevance for this plan that have not yet been completed include:

- **Flood Risk** – The capacity of the existing drain/sewer system at Northleach has been questioned and therefore a detailed understanding of drainage capacity and potential implications of new development is required.
- **Transport** - Provide a pedestrian crossing in the vicinity of Doctor's Lane; designated passing places (east and west end); improved bus services; repositioned bus stops; provision of car parks; and upgrade of footpaths.
- **Sports facilities** – Increase sports facilities – provision of a multi-gym area is recorded as being in progress.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 75 and 114 dwellings to the village (excluding committed development of 16 dwellings), with indicative phasing that suggests the development would come forward in the first 10 years of the plan period, with a few dwellings coming forward in the 16-20 year period.

This study has identified the following main infrastructure matters:

- **Gas infrastructure** – Northleach falls outside the Wales & West Utilities supply area and further enquiries are to be made to check supply can be readily provided for new development.
- **Playing pitches and outdoor sports** – There is documented to be considerable support for the provision of a multi-user games area in the village. Discussions are also ongoing regarding the potential for enhancement of existing pitches at the school.
- **Transport** – the County Council have identified a proposal to improve the frequency of the bus service linking Northleach with Cirencester and Kemble rail station. An annual cost of £120k is estimated.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.13 Siddington

Siddington is located in close proximity and to the south of Cirencester and to the east of the nearby proposed strategic development location at Chesterton. As a result, there may be some benefit in considering infrastructure deficiencies and the demands of new development in the round for these two settlements.

Siddington's Parish Plan was approved during November 2009 and lists around 60 action points grouped under the headings: Community and Services; Environment; Traffic; and Transport and Parking.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 40 and 69 dwellings to the village, with indicative phasing that suggests development would commence during the latter period of the plan.

This study has identified the following main infrastructure matters:

- **Gas infrastructure** – Northleach falls outside the Wales & West Utilities supply area and further enquiries are to be made to check supply can be readily provided for new development.
- **Grass pitches and outdoor sports** – it is noted that greatest shortfalls in pitch provision in the District are around the small service settlements including Siddington. Consideration should be given to new or enhanced provision in these locations.
- **Transport** – the Highways Agency have advised that due to their proximity of the Strategic Road Network (SRN), development at Chesterton and Siddington will need to be managed particularly carefully. There is a proposal to provide a new cycle route linking South Cerney with Siddington and Cirencester, along with schemes to improve cyclist safety along the spine road.

No specific issues were identified that would have significant implications for the phasing of development, as it is anticipated that highways issues relating to development along the SRN can be investigated and resolved prior to phased development at Siddington commencing later in the plan period.

## 5.14 South Cerney

South Cerney is located around 6.5km south of Cirencester, within the Cotswold Water Park. The village was originally linear, but more recent housing estates to the east and south of the historic village core have obscured this pattern.

The South Cerney with Cerney Wick Village Plan and South Cerney Community Plan are now dated, having been prepared in 2006 and 2005 respectively, however, the Parish Council have engaged with the strategic planning process and identified a series of infrastructure issues for the parish. These are captured in the list of infrastructure matters below.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 64 and 71 dwellings to the village (excluding committed development of 151 dwellings), with indicative phasing that suggests development would commence during the 6-10yrs plan period.

- **Flood risk and resilience** – South Cerney has recently experienced flooding from the River Churn and drains/sewers. Investigations are on-going to understand the cause of the problems and what flood risk management measures should be put in place.
- **Sports facilities and play space** – there is a lack of an indoor leisure facility specifically for young people.
- **Transport**. There is a proposal to provide a new cycle route linking South Cerney with Siddington and Cirencester, along with schemes to improve cyclist safety along the spine road.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.15 Stow-on-the-Wold

Stow-on-the-Wold is a historic wool town located on the highest ground crossed by the Fosse Way (A429) in the northern part of the District. Recently the Stow Town Plan Group completed the Stow-on-the-Wold Community Strategic Plan (2010-2015), which sets out three goals for the town:

- Goal 1: Maintain Stow as a premier shopping and tourist destination;
- Goal 2: Ensure that Stow has appropriate community facilities and other services; and
- Goal 3: Ensure that Stow is an attractive place to live and work.

Stow-on-the-Wold Town Council is the first in the District to apply for neighbourhood designation and is starting the next phase of defining the Neighbourhood Development Plan (NDP) and submitting it for approval. In due course it will be appropriate for the IDP to be updated to reflect the conclusions of this work.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 92 and 263 dwellings for development at Stow-on-the-Wold (excluding committed development of 93 dwellings). The SHLAA identifies one suitable site at Land East of King Georges Field.

To support further development at Stow-on-the-Wold, the following infrastructure priorities have been identified during the course of this study:

- **Community Centres** – Stow Youth Club has recently been sold the freehold of Stow Youth Centre under the Gloucestershire County Council *Big Community Offer*. Ongoing revenue support for the Youth Club to maintain and enhance facilities may become a priority for investment. In addition, Stow's Community Plan (2010-15) identifies the potential for developing a multi-sports activity community/leisure centre.
- **Health** – the Stow-on-the-Wold surgery is actively pursuing relocation to new premises as the new existing building on Well Lane is too small and no longer fit for purpose. New development at the village will serve as a further prompt for relocation of the surgery to provide new capacity. The main option currently being pursued is a move to Ashton House.

- **Police** – the constabulary have highlighted that the existing police station is well situated, but is very out of date and requires upgrading to make it fit for purpose in the future. The extent and cost of the refurbishment has not yet been quantified.
- **Sport & Open Space** – Stow’s Community Plan (2010-15) identifies the potential for developing a multi-sports activity community/leisure centre, while the Cotswold Open Space, Sport & Recreation Study seeks provision of a new natural open space or a pocket park.
- **Transport** – There is potential for new development to contribute to and support the viability of increased frequency of the following bus services: Seven journeys/day Bourton-on-the-Water – The Rissingtons; and The Villager service linking villages not served by other ‘mainstream’ local services.

Provision of utilities is not expected to effect the phasing of development at Stow-on-the-Wold after August 2013 (scheduled date for reinforcement of the Moreton electricity substation). No significant issues are anticipated with respect to water supply and wastewater, but proposals will need to be assessed individually as development progresses.

Should it prove to not be possible for the GP surgery to relocate to Ashton House, there may be potential to combine the requirement for new GP surgery with that for a multi-sport community/leisure centre in the form of a Community Health Centre. The preferred housing development site is located on the eastern side of the village, away from the centre, but on-site provision of community infrastructure may be possible in the absence of alternative sites coming forward. There may also be space in this location for open space provision.

## 5.16 Tetbury

Tetbury is the second largest town in the District, located on the A433 Cirencester to Bath Road in the southern part of the Cotswold District administrative area. The town is fairly well defined to the south, east and west by steep sided valleys and watercourses. The bulk of the expansion of the town has generally occurred to the north on flatter land and this where the SHLAA option sites are located.

This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of up to 63 dwellings to Tetbury (excluding significant committed development of 991 dwellings), with indicative phasing that suggests that at least half of the housing could be delivered within the first five years of the plan period, with the remaining development occurring between years 6 and 10 of the plan.

This study has identified the following main infrastructure matters:

- **Gas supply infrastructure** – Wales & West Utilities have advised that 3<sup>rd</sup> party permissions may be required to provide connections to certain sites, so early engagement is advised to prevent delays to site delivery.
- **Sports facilities** – The Cotswold Recreation, Sport & Open Spaces study identifies that there is potential to provide synthetic turf pitches and tennis courts to improve sports provision. There is also potential for The Dolphins Hall and the recreation ground to be redeveloped to provide modern sports and leisure facilities.

- **Park and accessible natural greenspace**– Tetbury is identified as a location that would benefit from the provision of a formal park and amenity greenspace, as well as new areas of natural and semi-natural open space.
- **Transport** – a series of transport related projects for Tetbury have been identified, including: the need for more parking for coaches and cars along with improved signage; the provision of a new cycle link between Tetbury and Westonbirt Arboretum; and improved public bus services, comprising smart ticketing investment on the Minchinhampton – Tetbury service, increased frequency on the route to Kemble Station and Cirencester; and a Tetbury town centre service that is demand responsive.

No specific issues were identified that would have significant implications for the phasing of development.

## 5.17 Upper Rissington

Upper Rissington is located approximately 3.5km to the east of Bourton-on-the-Water and the Development Strategy / maximum SHLAA capacity allocation is primarily made up of a committed site providing 369 dwellings. A further allocation of 22 dwellings is proposed.

Comments relating to utility connections have been received during the course of consultation:

- **Electricity connections** – Scottish and Southern Energy have confirmed that an agreement has been reached to undertake reinforcement of the network, which is expected to take between 18 months to 2 years to complete. Dwellings provided at the site in the meantime can be supplied through a temporary derogation agreement.
- **Wastewater connections** – Thames Water have advised that, if private wastewater treatment is not provided, then upgrades to the Bourton-on-the-Water Sewage Treatment Works will be necessary, along with increases to the capacity of the sewage network.

## 5.18 Willersey

Willersey is located in the northwest of the Cotswold District, approximately 4.5km from Chipping Campden. This refresh IDP has considered allocation levels from the Preferred Development Strategy and the maximum SHLAA capacity of between 47 and 193 new dwellings at the village over the plan period.

Key matters arising from the IDP work are as follows:

- **Flood risk** – Willersey experienced flooding during 2007 and it will be necessary to ensure that any further new development will not increase the risk of flooding, by ensuring that potential off-site impacts are properly assessed when development proposals come forward.
- **Wastewater** – Severn Trent Water predict a medium potential impact on the sewerage infrastructure due to the very small diameter sewerage system, the known flooding issues and the length of rising mains that the sewerage will have to travel through to reach Honeybourne Sewage Treatment Works.

Hydraulic modelling will be required to understand the extent of sewerage network upgrades necessary to facilitate new development.

- ***Accessible natural greenspace*** – the Cotswold Open Space, Sport and Recreation Study proposes the provision of new natural open space or pocket park within the village.
- Transport – there is potential for contributions to the improvement of the “Hedgehog” Community Bus Service to local villages.

## 6 Infrastructure Delivery

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### 6.1 Context

This study is a key piece of the evidence base driving the delivery and implementation of the emerging Cotswold District Local Plan. It will inform the main policy addressing the delivery of infrastructure within the Local Plan.

**Objective H** – *“To maintain and create sustainable communities that are supported by the infrastructure necessary to sustain a viable, attractive, high quality living environment”*.

In the wider context of the Local Plan, the IDP helps to deliver the vision for Cotswold District.

### 6.2 Implementation

The successful delivery of the local plan vision is dependent upon a well managed and regularly updated infrastructure delivery plan which should include:

- Accurate housing and employment growth trajectories;
- A full record of required and prioritised infrastructure;
- A cost plan;
- A funding plan, including all public and private sector funding sources;
- A robust approach to maximising developers contributions; and
- Organisational arrangements amongst various service providers, public sector agencies and the private sector.

This refresh version of the IDP seeks to set a baseline for these elements. Housing and employment trajectories as set out in the Preferred Development Strategy scenario (May 2013) and a Maximum SHLAA capacity scenario and a record of required infrastructure are set out earlier in this report. The remainder of the report identifies the approach that has been taken to prioritise the required infrastructure and its' cost, and explores the potential funding mechanisms that Cotswold District may consider to meet those costs.

The IDP is an iterative document, which will continue to evolve through regular updating as and when new infrastructure projects are identified and when funding from a variety of sources has been secured for some or all of the projects. In this respect, the Plan will be fully reviewed and regularly updated. The next review should take place prior to submission of the Local Plan to the Secretary of State in the winter 2015. .

The IDP serves a number of purposes including:

- A clear, public document of what and where new infrastructure is needed for the area, when and how much will it cost, and who is likely to fund it.
- Part of the 'bidding' documentation to a variety of public agencies and Government, seeking their commitment to assist in funding the projects.

- A document which can be used in negotiations with private sector developers, as they would equally be expected to contribute to some of the projects at the same time they are developing their sites; and
- A key piece of 'evidence' to demonstrate that, with the right investment, the sustainable growth of the area as set out in the emerging Core Strategy can be achieved.

As part of this study we have developed an excel based “Project Tracker” which provides Cotswold District Council with a management tool to regularly update the IDP by regularly updating the infrastructure requirements, phasing, funding, and costs. The tracker also allows the identification of the overall funding gap for delivery of infrastructure and becomes the property of Cotswold District in order that it can be updated as and when information about the type or timing of infrastructure changes.

As well as the ‘Project Tracker’ the IDP is also accompanied by a ‘Site Calculator’ which is an excel based document which details the estimated demand and capital cost for various infrastructure elements as detailed within this refresh. This also becomes the property of Cotswold District and should be updated regularly in line with the associated guidance notes.

Once the Local Plan has been adopted the successful delivery of infrastructure will be dependent upon the ongoing management and updating of the IDP and Project Tracker

### 6.3 Prioritising Infrastructure

The early identification of when infrastructure is required is also fundamental to ensuring growth targets are met. An important part of developing phasing is early prioritisation of the delivery of the infrastructure that is required. This allows Cotswold District and its stakeholders to make informed decisions, particularly when there is a funding gap, about what infrastructure is funded and when. This information is also important in developing a greater understanding about the extent of the funding challenge facing the growth area and allows Cotswold District and its stakeholders to focus more of their attention on those projects that are fundamental to delivering growth.

To initiate this aspect of the IDP process we have categorised or prioritised the different elements of infrastructure relative to its importance in delivering growth. The four categories we have identified are regionally critical, critical, essential and desirable. The classification of each piece of infrastructure is provided is set out in the accompanying Project Tracker and summary tables are provided in the following section. The decision on which category projects should sit has been that of the consultant team and is subjective. Changes to the assumed phasing of strategic allocations and further refinements to project details will undoubtedly change the order of prioritisation. The process should be a live and iterative one the ownership of which transfers to those responsible for delivery within Cotswold District.

**Regionally Critical Infrastructure** – Projects that have wider geographic area implications than Cotswold District area and which must happen to enable the delivery of growth within Cotswold District and beyond.

**Critical infrastructure** – Projects that we consider must happen to enable the scale and spatial pattern of physical growth proposed in Cotswold District. These infrastructure items are considered to be ‘showstoppers’ and are most common in relation to transport and utilities infrastructure when, for example sewerage systems are at capacity, therefore preventing the development of homes until substantial upgrades in the sewerage system have been completed. Experience from other growth areas show that such ‘showstoppers’ can often result in development being held up for in excess of five years which can have serious implications for meeting growth targets, particularly if the lion’s share of growth is planned in a handful of strategic allocations. Failure to provide these elements of infrastructure could result in significant delays in the projected growth trajectories across Cotswold District.

**Essential infrastructure** is infrastructure that is required if growth is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term failure to invest in it, as suggested below, could result in delays in development in the medium term. As developments are completed and pressure increases on the various elements of infrastructure, further development could be deemed inappropriate and unsustainable by planning authorities, resulting in the refusal of planning permission for later phases of development.

Finally, infrastructure identified as **desirable infrastructure** is infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. Although infrastructure identified within this category is the least important in allowing sites to be developed its importance to sustainability and place making objectives across Cotswold District should not be underestimated.

It should be stressed that this prioritisation exercise has been made on the information that was available at the time of preparing this report. As part of managing the growth agenda the prioritisation should be monitored and updated when new project information becomes available or as external factors change.

## 6.4 Costs

In addition to phasing, the early identification of the costs of providing the infrastructure is an essential element of preparing and planning for growth, not least as this will form an evidence base when bidding for government funding. It can be difficult to ascertain accurate costs as many of the projects identified have not been subject to feasibility work when the IDP is under preparation so any assessment is clearly a snap shot of estimated cost at a particular time. Costs can change quickly and significantly in response to things such as fluctuations in the cost of raw materials or labour.

In many instances the infrastructure needs identified in this report will require further detailed feasibility studies to be undertaken including a detailed assessment of individual project costs. We have prepared a strategic cost assessment to provide an indication of the total infrastructure costs anticipated to deliver growth where costs are currently known. For example in the case of education the potential solutions for the delivery of the required infrastructure to support growth vary and therefore have different costs implications. Given this we

have sought to identify the worst case scenario in cost terms when the overall funding gap is determined.

The cost assessment was undertaken by Arup cost consultants who have used an evidenced benchmarking exercise to determine the current costs associated with the delivery of the required infrastructure where no cost information was forthcoming from infrastructure providers. During the study it became apparent that several of the infrastructure projects identified had already undergone detailed feasibility assessments. Where this information was available, this was cross referenced with our own benchmarking to ensure that there were no significant differences.

The infrastructure costs, by infrastructure type and priority are identified in the Table 39. This table provides an overview of the costs broken down by infrastructure type and priority category. It shows that transport & public realm works have the greatest overall cost and the greatest cost in the regionally critical and critical categories. Utilities follow as the second most critical category.

This categorisation, with reference to the associated Project Tracker allows Cotswold District Council to consider the infrastructure needs across the area and begin a process of prioritisation, working alongside key delivery partners and developers. It is particularly important that the Cotswold District Council identify any 'critical' infrastructure necessary to deliver strategic growth. The project tracker identifies a high level programme for infrastructure projects and this can be contrasted with delivery programmes on key sites in order to prioritise investment.

The data presents a worst case funding gap within the Cotswold District Council area of **in excess of £** it must be considered in light of this future prioritisation along with the fact that some of the infrastructure requirements will be delivered at the cost of the developer and/or commercial operator (e.g. utilities infrastructure). There is also some regionally critical infrastructure where the need case goes beyond the Cotswold District area and therefore the case for funding goes beyond development within the area to include other adjacent authorities and national government. Other projects could clearly rely on other private and public funds including bids to central government, National Lottery and other sources.

It is also worth noting that limited information has been received to date on associated funding and therefore Cotswold District Council should work closely with service providers and colleagues across various departments in order to ensure an up to date funding picture for projects identified in the Project Tracker.

Table 39 Cost Summary and Prioritisation – Scenario 1 and 2

Scenario 1	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Community & Cultural	£0	£0	£0	£5,900,000	£5,900,000	Being Investigated	£5,900,000
Education	£0	£0	£63,580,000	£0	£63,580,000	Being investigated	£63,580,000
Emergency Services	£	£0	£11,900,000	£591,000	£12,491,000	Being investigated	£12,491,000
Energy (Utilities)	£0	£0	£0	£0	£TBC	TBC	£TBC
Flood Water & Waste Water	£0	£7,000,000	£0	£0	£7,000,000	Being investigated	£7,000,000
Healthcare	£0	£0	£6,500,000	£0	£6,500,000	Being investigated	£6,500,000
Recreation, Sports & Open Space	£0	£0	£3,946,288	£15,413,712	£19,360,000	Being investigated	£19,360,000
Transport & Public Realm	£0	£0	£27,410,000	£3,490,000	£30,900,000	£160,000	£30,740,000
Waste	£0	£0	£0	£0	TBC	TBC	TBC
<b>Total</b>	<b>£0</b>	<b>£7,000,000</b>	<b>£113,336,288</b>	<b>£25,394,712</b>	<b>£145,731,000</b>	<b>£160,000</b>	<b>£145,571,000</b>

Scenario 2	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Community & Cultural	£0	£0	£0	£7,400,000	£7,400,000	Being Investigated	£7,400,000
Education	£0	£0	£79,860,000	£0	£79,860,000	Being investigated	£79,860,000
Emergency Services	£	£0	£11,900,000	£591,000	£12,491,000	Being investigated	£12,491,000

Scenario 2	Regionally Critical	Critical	Essential	Desirable	Total Costs	Secured match funding to date	Associated Funding Gap to date
Energy (Utilities)	£0	£0	£0	£0	£TBC	TBC	£TBC
Flood Water & Waste Water	£0	£7,000,000	£0	£0	£7,000,000	Being investigated	£7,000,000
Healthcare	£0	£0	£8,100,000	£0	£8,100,000	Being investigated	£8,100,000
Recreation, Sports & Open Space	£0	£0	£4,953,363	£19,326,637	£24,280,000	Being investigated	£24,280,000
Transport & Public Realm	£0	£0	£27,410,000	£3,490,000	£30,900,000	£160,000	£30,740,000
Waste	£0	£0	£0	£0	TBC	TBC	TBC
<b>Total</b>	<b>£0</b>	<b>£7,000,000</b>	<b>£132,223,363</b>	<b>£30,807,637</b>	<b>£170,031,000</b>	<b>£160,000</b>	<b>£169,871,000</b>

Source: Consultation with Infrastructure Providers, Benchmark Standards & Arup Cost Estimates.

## 7 Infrastructure funding: development viability and contributions

Financing the construction, operation and maintenance of infrastructure and services will depend on a wide range of funding sources including grants, loans, taxation, levies and rates. Many of these funding sources are specific to particular sectors and are identified in the sector specific infrastructure assessments within chapter 4.

A source of funding over which the Council has significant local discretion is developer contributions, which are currently collected by the Local Planning Authority (LPA) through Planning Obligations, also known as Section 106 agreements. Cotswold DC are now also considering the introduction of a Community Infrastructure Levy (CIL). This would set a standard charge for development, the revenue from which would then be used to fund infrastructure.

This chapter of the Delivery Strategy sets out the following:

- background to the use of planning obligations and CIL;
- development viability considerations;
- a review of s106 agreements for developments in Cotswold to identify what level of funding has been achieved elsewhere within the District;
- a review of proposed CIL charging rates in other local planning authority areas along with a comparison to average house prices in those areas to identify trends;
- a summary table of estimated infrastructure costs; and
- recommendations on use of S106 Planning Obligations and CIL to fund infrastructure.

## 7.1 Section 106 Planning Obligation and CIL

### 7.1.1 S106 Planning Obligations

Planning Obligations are enabled by Section 106 (S106) of the Town and Country Planning Act and negotiated based on guidance in Government Circular 05/05. A key benefit of developer contributions secured through S106 Planning Obligations is their flexibility, which allows finance to be directed to meet local priorities across a wide range of infrastructure types, where it can be demonstrated that the infrastructure requirement directly relates to a proposed development. Financial contributions to infrastructure secured through S106 Planning Obligations from different sites can be pooled in some circumstances, allowing for the creation of standard charges or tariffs. S106 Planning Obligations can also be used to secure ‘in kind’ provision of infrastructure by a developer, such as the provision of a site and construction of a facility rather than a financial contribution.

### 7.1.2 Community Infrastructure Levy

The Government has introduced a complementary mechanism for securing finance, the Community Infrastructure Levy (CIL). The CIL is a new levy that Local Authorities can choose to charge on new developments in their area. The money can then be used to support development by funding infrastructure that the Council and local communities want.

Part 11, Section 205 (1) and (2) of the Planning Act 2008 makes provision for the imposition of CIL in England and Wales:

*“The Secretary of State may with the consent of the Treasury make regulations providing for the imposition of a charge to be known as Community Infrastructure Levy (CIL)”.*

*“In making the regulations the Secretary of State shall aim to ensure that the overall purpose of CIL is to ensure that costs incurred in providing infrastructure to support the development of an area can be funded (wholly or partly) by owners or developers of land”.*

The Community Infrastructure Levy Regulations 2010 made the first use of these powers and came into effect in April 2010 and were amended by the Coalition Government in April 2011. Further amendments set out in the Localism Act

require local authorities to pass a meaningful proportion of receipts to the neighbourhoods, as Neighbourhood Funds.

The Government has recently confirmed that Neighbourhoods that take proactive approach by drawing up a Neighbourhood Development Plan, and securing the consent of local people in a referendum, will receive 25% of the revenues from the Community Infrastructure Levy arising from development. This cash boost will be paid directly to the parish and town councils can be used to back the community's priorities for example to re-roof a village hall, refurbish a municipal pool or take over a community pub. Neighbourhoods without a Neighbourhood Development Plan, but where the levy is still charged, will still receive a capped 15% share of the levy revenue arising from development in their area.<sup>31</sup>

In April 2013 CLG published a further consultation on proposed changes to the CIL Regulations (<https://www.gov.uk/government/consultations/community-infrastructure-levy-further-reforms>). Together with the revised Statutory Guidance published in December 2012, this represents the outcome of work initiated by the property industry in summer 2012 to attempt to amend CIL in a number of significant ways before its worst potential impacts halt recovery in the property market.

The December 2012 guidance has already made it harder for unrealistic CIL rates to be set and encouraged the use of a more flexible and evidence based approach to CIL charges – recognising that it can be necessary to set lower rates for strategic sites and to allow the use of the exceptions process. The Guidance also emphasises the need to ensure that CIL and s106 are complementary, not overlapping.

The April 2013 Consultation draft goes further, reinforcing these changes but also addressing some of the principal structural problems with CIL. Proposed changes to the Regulations include:

- Extending the date from 2014 to 2015 for the pooling of s106 so that more time can be taken to introduce CIL and get it right.
- Allowing payment of CIL “in kind” with infrastructure, as well as land.
- Greater flexibility over when CIL is paid, particularly for large complex sites.
- Allowing site preparation before CIL is triggered.
- Simplifying and extending affordable housing relief – and relieving gross rather than net affordable floorspace.
- Amending the exceptional circumstances relief to make it easier to qualify.
- Reinforcing the evidence tests for CIL setting and amending rules relating to Regulation 123 infrastructure lists to provide more clarity and commitment to infrastructure delivery.

In total, 22 reforms are proposed.

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<sup>31</sup> Source: <https://www.gov.uk/government/news/communities-to-receive-cash-boost-for-choosing-development>

### 7.1.3 Relationship between S106 Planning Obligations and the CIL

CIL is intended to provide infrastructure to support the development of an area rather than to make individual planning applications acceptable in planning terms. As a result, there may still be some site specific impact mitigation requirements without which a development should not be granted planning permission. Some of these needs may be provided for through the levy but others may not, particularly if they are very local in their impact. Therefore, the Government considers there is still a legitimate role for development of specific S106 Planning Obligations to be used alongside a CIL, enabling a local planning authority to be confident that the specific consequences of development can be mitigated.

In order to ensure that Planning Obligations and the CIL can operate in a complementary way and the purposes of the two regimes are clarified, the regulations scale back the way Planning Obligations operate. On the local adoption of the levy the regulations restrict the local use of planning obligations for pooled contributions towards items that may be funded via the levy. The levy is the government's preferred vehicle for the collection of pooled contributions.

Pooled contributions may be sought from up to five separate planning obligations for an item of infrastructure that is not locally intended to be funded by the levy. The limit of five applies as well to types of general infrastructure contributions, such as education and transport. In assessing whether five separate planning obligations have already been entered into for a specific infrastructure project or a type of infrastructure, local planning authorities must look over agreements that have been entered into since 6<sup>th</sup> April 2010.

## 7.2 Development Viability

When utilising S106 Planning Obligations and establishing a CIL, Local Authorities must ensure that they do not threaten the overall viability of development, taking account of other policy initiatives such as securing affordable housing. The NPPF states that:

*“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-making...To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements [e.g. environmental performance standards for new development] should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable” (paragraph 173).*

The CIL guidance highlights the importance of Regulation 14, which requires that a charging authority, in setting levy rates, “*must aim to strike what appears to be an appropriate balance between*” the desirability of funding infrastructure from the levy and “*the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.*”

With the objective of maintaining development viability in mind, the next two sections set out evidence leading to an initial view on the level of infrastructure funding that might be achieved through CIL.

### 7.3 Review of S106 Contributions

The scope for securing financial contributions from development, towards infrastructure and affordable housing, is in simple terms determined by the residual value left after deducting all typical development costs from the Gross Development Value (GDV, or end value of the constructed units).

Every site is different and will have specific factors effecting viability and whether financial contributions towards infrastructure are justified and affordable to the developer/land owner. For instance, some development sites have “abnormal costs” attached to them, a typical example being contaminated sites that require remediation.

A review of previous S106 agreements for sites within Cotswold District illustrates this point, as developer contributions varying between £4,473 and £13,700 per dwelling have been achieved for infrastructure provision. These have included financial contributions for:

- library facilities;
- a community hall;
- education provision;
- public open space;
- cemetery provision;
- bus service subsidy; and
- travel planning

This review suggests that an average contribution upwards of £9,000 per dwelling could be achievable in the Cotswold District, although detailed viability assessments are required to provide the evidence base for a CIL.

An important factor influencing the scale of contributions that can be achieved will be the proportion of affordable housing to be provided. The levels of affordable housing provided at the five sites reviewed varied between 20% to 50%, which may be part of the reason for the significant fluctuations in the financial contributions towards infrastructure. The “in kind” delivery of site-specific infrastructure by a developer can also influence the extent of financial contributions in a S106 Planning Obligation.

The flexibility of S106 Planning Obligations system demonstrated here has its advantages, but also drawbacks. On the plus side, it enables the developer and local authority to channel funding towards local priorities, whether these are the improvement of transport infrastructure, a community hall or greater proportions of affordable housing. On the other hand, planning obligations may not be applied consistently and therefore the total value of contribution can vary. Objectives behind the introduction of the CIL are to improve the transparency and fairness of developer contributions towards infrastructure, and to provide developers with greater certainty about the level of contributions that will be sought.

## 7.4 Review of reference CIL rates

A review of draft and adopted CIL charging rates for other Local Authorities in England, that are at an advanced stage of preparation, provides us with an initial view of what charging rates may be appropriate in the Cotswold District. Summary observations are as follows, with a more detailed comparison provided in Tables 22 and 23 below.

- Proposed CIL rates for residential development vary significantly from £40sqm Gross External Area (Shrewsbury) to £150sqm (rural South Somerset). This is due to variations in the level of viability of development across locations, the scope of infrastructure covered, as well as the levels of affordable housing that are required.
- The majority of Local Authorities reviewed have decided to apply “differential CIL rates” for residential development. This means the CIL rate has been varied to reflect differences in property values across the Local Authority area. The exception to this is Mid Devon, which has proposed the same residential rate across the area.

In Table 32 the residential CIL rates have been compared against average house prices in those local areas to identify trends. The average house prices are based on semi-detached housing, to give a sense of the CIL charge rates, and have been derived from the property website Zoopla.co.uk (accessed May 2013). The CIL is charged by unit of floorspace and an average semi-detached house size of 87sqm has been assumed for the purpose of this study<sup>32</sup>. There is no direct correlation between average house price and the CIL rate imposed as Local Authorities have had to weigh up a range of factors when setting rates.

Further research into the justification of the CIL rates by the various Local Authorities is shown in Table 33, with the main reasons for variation being:

- For council areas with differential rates, varying levels of viability are demonstrated, with certain areas capable of remaining viable at a higher rate.
- The need to encourage and remain attractive to development in certain areas, e.g. such as Shropshire’s lower CIL rate for town revitalisation areas.
- For urban extensions, the rates have been set at a low rate. South Somerset District Council conclude that urban extensions have very high start-up costs to open up sites for development and therefore lower rates are proposed than elsewhere in the District. For an urban extension to Wellington (Taunton Deane Borough Council), the CIL rate has been set to zero.
- Some rates have been set lower than what can be viably achieved, but the Council involved has taken the view that there should be flexibility. For instance some sites have higher site specific costs that would result in further S106 Planning Obligations (e.g. Bristol and Mid Devon).
- Varying levels of affordable housing requirements are set out in policy, as summarised in Table 33.

The level of CIL rates for the Cotswold District will be influenced by the high value of property and predominantly rural nature of the area. The majority of property in the District is high value, with an average price of around £271,764

<sup>32</sup> Based on Zoopla.co.uk ‘Area Stats’ for Gloucestershire.

for a semi-detached house, compared to a Gloucestershire average of £198,213. The large differential between the average price of semi-detached properties and the high average price for ‘all properties’ indicates that there are also large numbers of prime properties achieving high sale values.

**Table 40 - Cotswold District average house prices**

Area / settlements	Average house prices (Semi-detached properties)	Average house prices (All properties)
Gloucestershire	£198,213	£235,137
Chipping Campden	£296,584	£418,497
Cirencester	£258,484	£315,861
Fairford	£258,484	£302,166
Lechlade	£258,484	£392,880
Moreton-in-Marsh	£288,324	£364,554
Tetbury	£270,226	£333,328
<b>Cotswold District settlements average</b>	<b>£271,764</b>	<b>£354,548</b>

Cirencester is by far the largest town within Cotswold District and the remaining settlements could be viewed as corresponding with the rural CIL rates that apply to villages in the Local Authority areas researched. As set out in Tables 33 and 34, the CIL rates set for rural areas tend to be higher than for towns with improved commercial viability being observed.

In order to derive an estimate of funding that could be achieved through CIL, predicted upper and lower CIL rates have been estimated on the following basis:

- **Lower CIL rate** - the average CIL rate proposed for rural areas elsewhere of £102/sqm has been assumed, which represents an average contribution of around £8,874 per dwelling. Affordable housing rates vary between 25% and 40% for the Councils reviewed, whereas emerging policy for Cotswold DC is to achieve 50% of units as affordable housing across all sites.
- **Upper CIL rate** – South Somerset Council have proposed a CIL rate of £150/sqm across their administrative area, with the exception of the Yeovil and Chard major development areas. This equates to a contribution of around £13,050 per dwelling. South Somerset Council seeks 35% affordable housing in comparison to the Cotswold DC policy aim to achieve 50% affordable housing, however the average property prices in South Somerset are generally lower than that in the Cotswold District.

The lower estimated CIL rate is broadly in line with the average figure of £9,000 secured through recent S106 Planning Obligations. The upper estimated CIL rate provides an indication of what may be achievable subject to more detailed analysis of the cost implications of requiring high proportions of affordable housing.

This represents an initial analysis only and further detailed viability assessment of various development typologies and scenarios are required to provide the evidence base for a CIL.



**Table 41 - Residential CIL rates and house prices across local authorities**

Local Authority	Urban 1 (Prime)		Urban 2 (Secondary)		Urban extension		Other / rural
	CIL rate	Average House Price (semi-detached)	CIL rate	Average House Price (semi-detached)	CIL rate	Average House Price (semi-detached)	CIL rate
Taunton Deane BC	Taunton £70/sqm	Taunton - £198,799	Wellington £0/sqm	Wellington - £187,259	Wellington £0/sqm	Wellington - £187,259	£125/sqm
Shropshire	£40/sqm	Shrewsbury - £167,708		Telford - £121,427	-		£80/sqm
Bristol CC	Inner Zone £70/sqm	Central Bristol BS1 - £360,652	Outer Zone £50/sqm	Bristol as a whole £223,468	-		-
Newark & Sherwood DC	Newark £45/sqm	Newark - £165,497	Collingham £45/sqm	Collingham – not available	-		£55-75/sqm
South Somerset DC	£150/sqm	Chard EDA £169,689			Yeovil £32/sqm Chard EDA £100/sqm	Yeovil - £170,175 Chard - £169,689	£150/sqm
Mid Devon DC	-	-	-	-	-	-	All - £90/sqm

**Table 42 - Justification for CIL rates across Local Authorities**

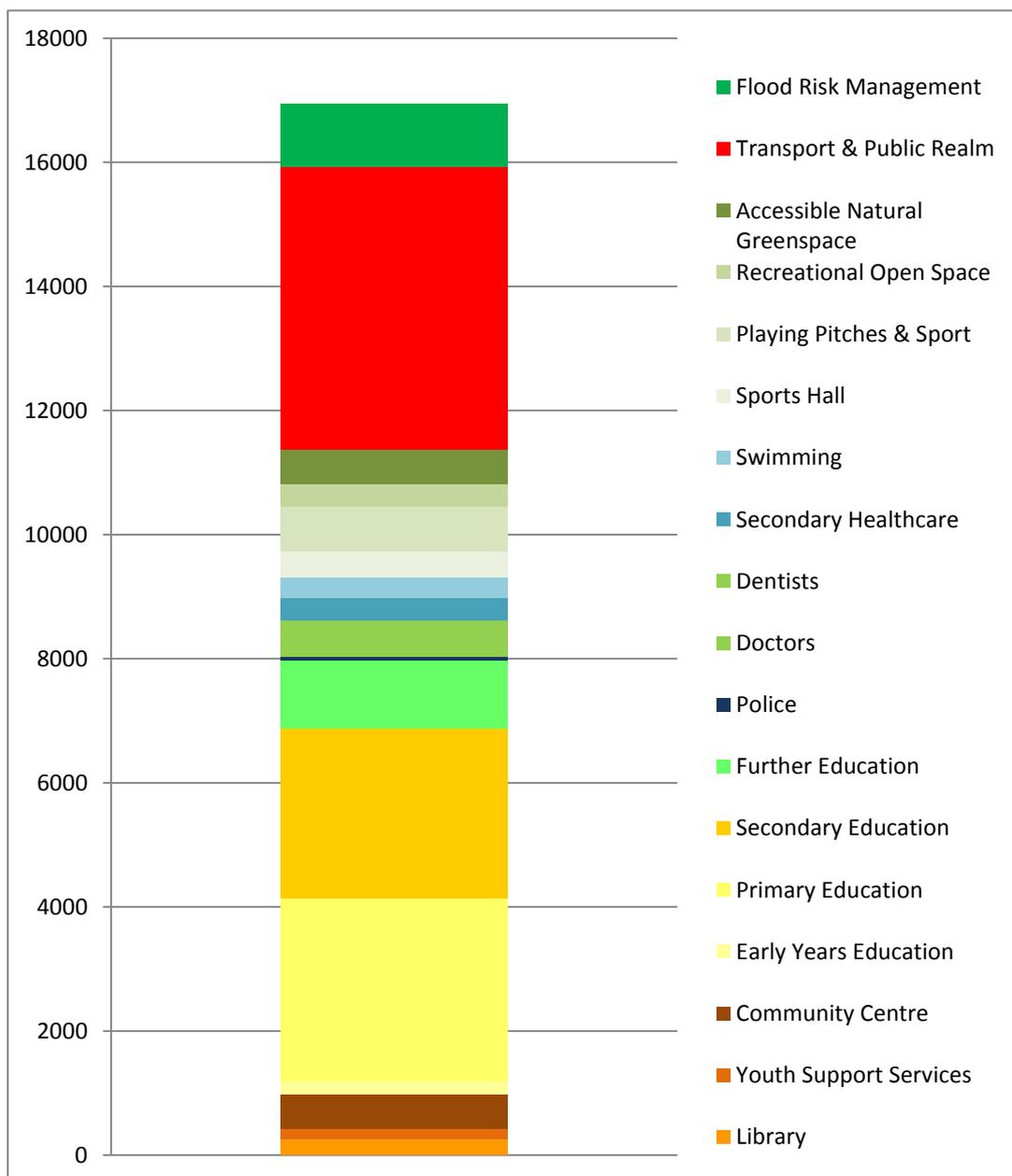
Local Authority	Rates	CIL rate justification	Affordable housing policy	Status

Local Authority	Rates	CIL rate justification	Affordable housing policy	Status
Taunton Deane BC	Taunton (including urban extensions) - £70/sqm Wellington urban area - £0/sqm Wellington urban extensions - £0/sqm Rest of Borough - £125/sqm	<p>The Community Infrastructure Levy Viability Appraisal (June 2012) provides the following points:</p> <ul style="list-style-type: none"> <li>The viability evidence suggests that there are significantly higher residual values in Taunton than in Wellington, and again significantly higher values in the 'Rest of the Borough' which has been reflected in different CIL rates. For development to be viable in Wellington CIL rates have been set to nil.</li> <li>For the Wellington urban extension – with flexibility around affordable housing and attention to the mix of dwellings, CIL at a maximum of £25/sqm is realistic. The proposed rate for the Wellington urban extension has been reduced from £25/sqm in the Preliminary Draft Charging Schedule (June 2012) to £0/sqm</li> <li>Noted that children's play would be provided via s106 agreements rather than CIL</li> </ul> <p><a href="http://www.tauntondeane.gov.uk/irj/public/council/futureplans/futureplan?rid=/wpccontent/Sites/TDBC/Web%20Pages/Council/Future%20plans/Community%20Infrastructure%20Levy">http://www.tauntondeane.gov.uk/irj/public/council/futureplans/futureplan?rid=/wpccontent/Sites/TDBC/Web%20Pages/Council/Future%20plans/Community%20Infrastructure%20Levy</a></p>	25% affordable housing	Draft Charging Schedule (January 2013)
Shropshire	£40/sqm in Shrewsbury, the market towns and key centres and £80/sqm elsewhere	<p>The following points are made in the CIL levy rationale background paper (March 2011)</p> <ul style="list-style-type: none"> <li>For Shrewsbury, the market towns and other key centres, the current economic downturn and the Council's emphasis on market town revitalisation suggests that the CIL rate should not be too high</li> <li>In rural Shropshire there is evidence that economic viability of residential development is stronger than in the towns and key centres</li> <li>A lower proportion of development is sought in rural areas in Shropshire in the Core Strategy period</li> </ul> <p><a href="http://www.shropshire.gov.uk/planningpolicy.nsf/open/7C726F39E5694F6E80257922004CC920">http://www.shropshire.gov.uk/planningpolicy.nsf/open/7C726F39E5694F6E80257922004CC920</a></p>	33% for the first five years of the Core Strategy, including 20% social rented- and 13% intermediate affordable housing	Adopted
Bristol CC	Inner Zone £70/sqm Outer Zone £50/sqm	<p>Recommendations of the BNP Paribas Community Infrastructure Levy Viability Study for BCC Feb 2012:</p> <ul style="list-style-type: none"> <li>Use higher rates for sites that could provide a greater contribution</li> <li>CIL is not a critical factor in determining scheme viability but it is important not to set rates that are on the limit of viability</li> <li>For residential schemes, the application of CIL of £50 to £70 per sq m does not</li> </ul>	40 % in North West, Inner West and Inner East Bristol 30% in all other locations	Approved at examination with no alterations

Local Authority	Rates	CIL rate justification	Affordable housing policy	Status
		<p>appear to be a critical factor in determining whether or not a scheme is viable.</p> <ul style="list-style-type: none"> <li>The rates allow a viability buffer that should be large enough to take account of economic downturns and site-specific issues that may affect individual development schemes.</li> </ul> <p><a href="http://www.bristol.gov.uk/page/community-infrastructure-levy-consultation">http://www.bristol.gov.uk/page/community-infrastructure-levy-consultation</a></p>		
Newark & Sherwood DC		<ul style="list-style-type: none"> <li>Not viable to charge a standard rate as some areas could not take even a low CIL rate</li> <li>Council's use of zones for charging different CIL rates is appropriate as the margin of viability varies across the District</li> </ul> <p><a href="http://www.newark-sherwooddc.gov.uk/cilexam/">http://www.newark-sherwooddc.gov.uk/cilexam/</a></p>	30% affordable housing	Adopted
South Somerset DC		<p>As set out in the Community Infrastructure Levy Evidence Base (Jan 2012) and the Preliminary Draft Charging Schedule (March 2012):</p> <ul style="list-style-type: none"> <li>The rate is lower for the urban extension as urban extensions have higher costs associated with opening up sites for development which reduces viability</li> <li>All locations outside of Chard and Yeovil Urban Extensions could bear an increased level of CIL to at least £150/sqm and still remain viable</li> <li>Differing levels of site viability and needs for site specific mitigation between the two locations means that differential rates are appropriate</li> </ul> <p><a href="http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/community-infrastructure-levy-(cil)/">http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/community-infrastructure-levy-(cil)/</a></p>	35% affordable housing including (60% social rented and 40% intermediate housing)	Preliminary Draft Charging Schedule (March 2012)
Mid Devon DC	£90/sqm <b>Note: Inspector has recommended that this rate is reduced to £40/sqm</b>	<p>As set out in The Draft Charging Schedule (Submission Version July 2012):</p> <ul style="list-style-type: none"> <li>One rate for the whole area is proposed as it is considered that Mid Devon is a homogenous housing market</li> <li>Viability research suggested that £156/sqm would be viable however a rate of £90 permits a level of flexibility and allow schemes with higher costs to pay the CIL charge</li> </ul> <p><a href="http://www.middevon.gov.uk/index.aspx?articleid=8598">http://www.middevon.gov.uk/index.aspx?articleid=8598</a></p>	30% affordable housing provision	Draft Charging Schedule (July 2012)

## 7.5 Total estimated infrastructure costs

Bearing in mind that viability places limits on the finance that can be raised for infrastructure through developer contributions, it is likely to be necessary for the Council to make difficult decisions about the types of infrastructure and specific projects that should be prioritised to receive funding. The chart below provides a summary of estimated infrastructure costs per dwelling that could form the basis for a CIL charging schedule and shows total costs amounting to around £17,000 per dwelling for Scenario 1. The figure is slightly lower for Scenario 2 at around £16,700, given that the costs of some infrastructure items are spread over a larger number of dwellings. These overall costs are considerably higher than the lower indicative CIL rate of £8,874 per dwelling and also greater than the higher indicative CIL rate of £13,050 per dwelling.



When interpreting the information in the chart, it is important to note the following qualifying points:

- There are a number of infrastructure sectors and categories where costs have not been included, as explained in Table 34. This includes site specific transport and flood risk management infrastructure that cannot be determined until detailed assessments have been undertaken.
- Major projects that are already fully funded are not included, for instance the re-doubling of the Swindon to Kemble rail line.
- The estimated cost for the potential major scheme of reinstating Chipping Campden station is included, accounting for a cost of around £2,200 per dwelling. If this project were to be pursued, there is an expectation that other forms of funding would be sought and there would not be a full reliance on developer contributions.
- When setting a CIL, it will be important to consider what infrastructure costs can be fairly be attributed to new development.
- The calculations do not account for employment development, which would be expected to contribute towards infrastructure provision in relevant sectors such as transport.

Even when exclusions are allowed for, the total estimated cost of infrastructure to support development amounts to approximately £116.9mil for Scenario 1 and £120.3mil for Scenario 2. When preparing a CIL schedule, the Council would need to take account of the number of existing dwellings that have already achieved planning consent.

**Table 43 - Summary of Estimated Infrastructure Costs**

Infrastructure Category	Infrastructure Type	Comment on funding	Estimated contributions per Dwelling
Community & Culture	Library	Developer contributions may be sought	£262
	Community Centre	Developer contributions may be sought	£556
	Youth Support Services	Developer contributions may be sought	£168
Education	Early Years Education	Developer contributions may be sought	£210
	Primary Education	Developer contributions may be sought	£2,942
	Secondary Education	Developer contributions may be sought	£2,736
	Further Education	Developer contributions may be sought	£1,095
Emergency Services	Fire & Rescue Service	Developer on-site provision of fire hydrants	
	Ambulance Service	SWASFT investment including co-responder scheme	

Infrastructure Category	Infrastructure Type	Comment on funding	Estimated contributions per Dwelling
	Police	Developer contributions may be sought	£65
Healthcare	Doctors	Developer contributions may be sought	£329
	Dentists	Developer contributions may be sought	£262
	Secondary Healthcare	Developer contributions may be sought	£352
Energy	Generation	Funded by consumer rates; or developer provision of on-site capacity.	
	Transmission (electricity/gas)	Funded by consumer rates and developer connection charges.	
Flood Risk, Water & Wastewater	Flood Risk Management Fund (Councils)	Developer contributions may be sought	£972 (Scenario 2) - £1,015 (Scenario 1)
	Flood Risk Management (utilities)	Funded through Asset Management Plan process	
	Flood Risk Management (developers)	Flood risk management works to manage on-site works and prevent increase to flood risk elsewhere.	
	Water supply & wastewater	Funded through Asset Management Plan process, consumer rates and developer connection charges	
ICT	Broadband	Fastershire programme in place	
Open Space, Sport & Recreation	Swimming	Developer contributions may be sought	£330
	Sports hall	Developer contributions may be sought	£415
	Grass pitches & outdoor sports	Developer contributions may be sought	£735
	Parks	Developer contributions may be sought	£188
	Natural & semi-natural open space	Developer contributions may be sought	£552

Infrastructure Category	Infrastructure Type	Comment on funding	Estimated contributions per Dwelling
	Amenity greenspace	Developer contributions may be sought	£39
	Facilities for children & young people	Developer contributions may be sought	£131
Transport & Public Realm	Chipping Campden Station; Cirencester Market Place public realm; Bus Services; and Cycle Path Schemes	Developer contributions may be sought	£4,370 (Scenario 2) - £4,560 (Scenario 1)
	Site-specific transport mitigation and access	Developer provision of site-specific S106 Obligation	
Waste	Waste	Funded through Council Tax	
<b>Totals</b>			<b>£16,942 (Scenario 1)</b> <b>£16,709 (Scenario 2)</b>

## 7.6 Recommendations on use of developer contributions

Preliminary CIL viability work undertaken suggests that a CIL rate could be set around the level of £8,874 per dwelling to £13,050 per dwelling, while still maintaining viability for a high proportion of affordable housing to be delivered. The estimated infrastructure costs per dwelling are estimated to be around £16,700 to £17,000 per dwelling, although this is expected to increase as further costing information becomes available for transport, public realm and flood risk management schemes.

Based on the infrastructure planning work undertaken to date and discussions with Council officers during December 2012, emerging recommendations for the structure of developer contributions policy are as follows:

### 7.6.1 Chesterton Strategic Location Reduced CIL Rate

It is suggested that the Chesterton Strategic Location is excluded from CIL, or a reduced rate is charged, for the following reasons:

- Firstly, the strategic site is of a scale that significant new infrastructure will be required and ‘in kind’ delivery as part of the development is likely to be desirable. Examples of infrastructure that may be delivered on site includes early years and primary education buildings, public open space and play facilities, and transport projects (e.g. junction improvements) required to enable access.

- Secondly, financial contributions towards other projects that relate directly to the strategic site could be secured through S106 Planning Obligations rather than CIL. Examples include a potential cycle route to Kemble railway station and improved walking and cycling connections into Cirencester town centre.

A reduced CIL rate may cover further infrastructure investment where it would make sense to pool contributions from a number of settlements. For instance: contributions towards secondary education; and the cost of subsidies for a high frequency bus route from Tetbury to Cirencester (via Kemble) could be shared proportionally by development in these settlements.

## 7.6.2 Infrastructure Tiers

As suggested above, it is likely to be necessary for the Council to prioritise those infrastructure projects that should benefit from S106 Planning Obligations or CIL payments, taking account of other sources of funding available. It is outside the role of consultants to make decisions around the prioritisation of infrastructure, but it is possible to assist the Council by recommending a framework of infrastructure tiers to assist the decision-making process.

Based on previous experience, discussions with officers and taking account of the pattern of potential development in the Cotswold District, the following infrastructure tiers are suggested:

### Strategic Projects

Through the course of preparing IDPs for all the Districts in Gloucestershire, projects of county-wide strategic importance may be identified. These may assist in achieving economic development objectives (e.g. strategic highways schemes), and/or environmental enhancement, such as the Cotswold Canal Project. Others may be necessary taking account of the level of development across the county as a whole, such as a new hospital facility. A list of candidate Strategic Projects may be prepared as the other IDPs are progressed, for consideration by the Councils.

### Core Projects

Core projects are those items of infrastructure that are considered of fundamental importance and a Local Plan may be found 'unsound' if reasonable prospect of provision cannot be demonstrated.

Based on national planning priorities, certain infrastructure sectors could be considered to take higher precedence when planning decisions are being made. These are reflected in the ability of statutory agencies to direct the refusal of planning applications; and requirements for LPAs to consult the Secretary of State on certain applications:

- The Highways Agency is responsible for ensuring new developments do not impact on the safe and efficient operation of the strategic road network. Using Article 14 Directions, the Agency ultimately has the power to direct refusal of a planning application.
- Under the Town and Country Planning (Consultation)(England) Direction 2009, the LPA is required to consult the Secretary of State on applications

where a major development is located in an area at risk of flooding and the Environment Agency has issued an objection to the application.

Transport issues are expected to be of particular importance with respect to the Chesterton Strategic Location, while flood risk management is a high priority for the Council at a number of settlements. In these cases local priorities and the identification of “Core projects” are anticipated to accord with national planning priorities.

Most people would also agree there are certain essential services required by a community, although the relative importance and ranking of different services could be enthusiastically debated. Education, healthcare and emergency services are therefore ranked as Core Projects and services that are necessary to enable development, as presented in Table 36.

**Table 44 - Infrastructure categories and priorities**

Category	Infrastructure Sectors
<b>Strategic Projects</b>	Projects of strategic or county-wide importance. Typically involves energy, flood risk management, water, wastewater, transport and waste. Other community services with a large catchment area such as hospitals may be included.
<b>Core Projects</b>	Projects of district-wide importance and/or that enable Strategic Locations. Typically involves energy, flood risk management, water, wastewater, transport and waste, but could include others where a major shortfall in provision would otherwise arise.
	Community services of primary importance, namely education, healthcare and the emergency services.
<b>Place-making and self-fulfilment</b>	Community services including libraries, community centres, cultural facilities, sports facilities, recreation, open space, enhanced public realm.

### Place-making and self-fulfilment

The third category contains a number of further community services that contribute to overall quality of life. For each settlement where development is proposed to be allocated in the Cotswold Local Plan, the extent of existing provision and local priorities for new facilities will have an important bearing on how funds obtained through S106 Planning Obligations or a CIL would be utilised. Chapter 5 of this report begins to identify potential candidate projects in each settlement. The pooling of funds available for these sectors may therefore be considered, potentially forming the Neighbourhood Fund element of the CIL and enabling local communities to determine their own priorities.

The picture is of course more complex than that presented here. For instance, recognition of the preventative health benefits of exercise suggests that sports facilities and open space should rank equally with health care. Nonetheless, it is expected that conventional services modes and priorities will continue to have a bearing on decisions made.

### 7.6.3 Cotswold Settlement Clusters

Infrastructure planning for some sectors, in particular education and healthcare, is undertaken on the basis of clusters of settlements that share certain facilities. A

similar approach may be considered in relation to the CIL, which in addition to a Neighbourhood Fund, would help to ensure that finance would be directed towards projects in particular areas.

To provide an example, separate South and North Cotswold funds may be established, with funds pooled in these separate areas to pay towards projects that benefit a number of settlements. Funding may be directed towards subsidising certain bus routes for instance, or safe cycle routes that link villages.

## 8 Infrastructure funding: alternative finance mechanisms

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As finance for infrastructure provision through developer contributions is expected to be over-subscribed it will be necessary to pursue alternative funding sources wherever possible. Funding sources specific to different sectors are presented throughout the relevant sections in chapter 4. This chapter provides an introduction to further funding sources that can apply to a range of different infrastructure project types.

### 8.1 New Homes Bonus

The New Homes Bonus will match fund the additional council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the next six years. Until now, increased housing in communities has meant increased strain on public services and reduced amenities. The New Homes Bonus introduced in April 2011 by CLG will remove this disincentive by providing local authorities with the means to mitigate the strain the increased population causes.

CLG has set aside almost £1 billion over the Comprehensive Spending Review period for the scheme, including nearly £200 million in 2011-12 and £250 million for each of the following three years. The Bonus is intended to be a permanent feature of the local government finance system.

### 8.2 Gloucestershire Infrastructure Investment Fund

Gloucestershire Local Enterprise Partnership (LEP) and the County Council have recently secured £8.4million from Government, through the Growing Places initiative, to form the Gloucestershire Infrastructure Investment Fund (GIIF). In a context of constrained development finance and sluggish economic performance, the Growing Places Fund is one of the major Government initiatives to get stalled development proposals up and running. The creation of the fund follows on from previous initiatives that have included the provision of expert brokers for Councils to renegotiate S106 Planning Obligation agreements for moth-balled sites.

Three overriding objectives have been announced for the Growing Places Fund<sup>33</sup>:

- to generate economic activity in the short term by addressing immediate infrastructure and site constraints and promote the delivery of jobs and housing;
- to allow local enterprise partnerships to prioritise the infrastructure they need, empowering them to deliver economic strategies; and
- to establish sustainable revolving funds so that funding can be reinvested to unlock further development, and leverage private investment.

The Government places great emphasis on use of the fund to maximise development in a short time horizon, advising that “*to get economic activity going we envisage that funding being directed towards stalled sites, given that these are*

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<sup>33</sup> Communities & Local Government & Department for Transport ‘*Growing Places Fund, Prospectus*’ (November 2011)

*likely to progress quickly once capital is injected.*”(Prospectus, paragraph 9) Nevertheless, the Government also states that the fund is intended to put local areas in the driving seat, taking decisions on local priorities in investment.

To date, the Gloucestershire LEP has shortlisted five projects for potential major investment through the GIIF<sup>34</sup>:

- Flood defence scheme for Gloucester City Football Club new stadium and associated commercial accommodation and workshops.
- Highways infrastructure to serve a mixed use housing and employment development East of Lydney.
- Site clearance works at the Gloucester Greater Blackfriars regeneration masterplan area.
- Development of hangars and the reinforcement of infrastructure at Gloucestershire Airport.
- The delivery of the Cinderford Northern Quarter Relief Road to enable the regeneration and development of a former coalmining area.

There are currently no candidate schemes for the GIIF within Cotswold District, but the Council may wish to consider the identification of projects where early delivery would be beneficial, ahead of a process of recouping costs from developer contributions and other sources such as the New Homes Bonus.

## 8.3 Further financing mechanisms

### Council Tax

Local authorities are responsible for setting their budgets for the year and determining how much of the cost of a service or capital project will be met through council tax. Cotswold DC do, therefore, have some discretion over whether rates should be increased to deliver certain projects or service objectives, although the Council will also be under pressure to keep tax increases within acceptable limits. As set out at Chapter 3, it is a corporate priority of the Council to keep council tax low. Should outright increases to council tax be considered unacceptable, the ‘ring-fencing’ of funds for a high profile priority project or ‘one-off levy’ may provide a vehicle for generating political support if a particular project is considered to be of fundamental importance for the District.

### Public Works Loan Board (PWLB)

For larger scale projects, for local authorities, Internal Drainage Boards (and a small number of other bodies such as parish councils), the Public Works Loans Board provides a source of loans. The PWLB is a statutory body operating within the UK Debt Management Office (a department of the UK Treasury Office). The PWLB is responsible for lending money to local authorities, as well as collecting the repayments. If a local authority has its application accepted it may raise long-term funding and pay back the loan made by the PWLB at advantageous interest

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<sup>34</sup> Source: <http://www.lepnetwork.org.uk/five-investments-projects-to-boost-cash-for-gloucestershire-lep.html>

rates. At present nearly all borrowers are local authorities requiring loans for capital purposes.

### Prudential Borrowing

Prior to April 2004 limits on the amounts local authorities were able to borrow for capital expenditure was determined by the Government. There is now greater flexibility for local authorities to invest. Prudential borrowing allows local authorities to borrow at a rate which is typically preferential to that available in the commercial capital market.

Prudential borrowing allows local authorities more scope to borrow money for infrastructure and regeneration projects. Funding from this source has the advantage of not being associated with the restrictive conditions which are typically attached to grant forms of funding.

### Tax Incremental Financing

TIF allows local authorities to raise money for infrastructure by borrowing against the increased business rate revenues that would be generated by development. The 2012 Budget promised investment towards TIF projects for larger scale projects in core cities. At this stage TIF is only proposed in the Core Cities but may become available to other areas in the future.

### Asset backed financing

Local Asset-Backed Vehicles (LABVs) are arrangements where local authority assets are used to lever long-term investment from the private sector to fund development projects. They are designed to:

- bring together public and private sector partners in order to pool finance, land, planning powers and expertise;
- deliver an acceptable balance of risk and return for partners; and
- support strategic planning and delivery of projects

This approach is best suited to those cities or regions that can identify a portfolio of assets, a pipeline of regeneration projects and suitable institutional investors, offering a route to unlock additional private sector investment. They have been mainly used for regeneration and housing programmes.

### Private Sector Finance

The use of private finance vehicles has become a frequent means of funding infrastructure projects that have traditionally been delivered by the public sector. Public Private Partnerships have proved popular in recent times as they are a mechanism to attract the finance (and skills) from the private sector whilst delivering a public service effectively. The most important value for money-drivers are the transfer of risk, the output based specification, the long-term nature of contracts, the performance measures, the increased competition and the private sector management. Other important advantages of Public Private Partnerships typically include the quicker delivery of projects, improved incentives to market

forces, cost efficiencies, broad support for Public Private Partnerships and improved cost calculations by the public sector.

There are some disadvantages, the most notable of which is the high initial cost of establishing the various alliances. These costs tend to be higher than would normally be incurred due to the complexity of the relations between the diverse actors and because of the typical long duration of these relations. In addition, it should be recognised that private sector investors are likely to want to see a return in the short to medium term. Investment cycles may also vary for each organisation and business sector involved. The timing and management of investment returns is therefore an issue which needs to be carefully considered and discussed up front.

### **Big Lottery Funding**

The BIG Lottery Fund distributes funds raised by the National Lottery. The majority of the funds are allocated to voluntary and community organisations though some funding also goes to local authorities and statutory bodies.

### **Heritage Lottery Funding**

The Heritage Lottery Fund invests around £375m a year on projects which make a lasting impact on the UK's heritage. This can include a broad range of projects including museums, parks, historic places and the natural environment.

The Heritage Lottery Fund runs a number of different grant programmes. For example the Heritage Grant (grants above £100,000), and Parks for People (grants from £250,000 to £2,000,000).

Cirencester Town Council is in the process of submitting a HLF application for a funding contribution towards the Market Place transport and public realm project.

## 9 Co-ordination & Management

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The successful delivery of sustainable and timely employment and housing growth across Cotswold District will be dependent on the evolution of the existing strong co-ordination, management and governance arrangements to be more delivery focussed.

Delivery of planned development and the Vision for Cotswold District will rely upon a wide range of public, private and community sector organisations working together effectively and efficiently. Cotswold DC have an important leadership role to play in this process and it is intended that this IDP will assist by drawing together relevant information and provide impetus for project planning and pursuing the necessary funding. This chapter of the report considers the organisational and resourcing measures for consideration by the Council that could enhance cross-sectoral working.

### 9.1 Infrastructure planning as a ‘live’ process

It is recommended that infrastructure planning and delivery is viewed as an iterative process, requiring regular (potentially annual) updates of the IDP. Infrastructure and service providers are all engaged in their own strategy and business planning processes, meaning that information comes forward at different rates and varying levels of detail. For many sectors, the initial assessment of infrastructure requirements and capital costs set out in this study are high level estimates based on standards of provision. This means that project details, costs and timescales for provision will need to be refined over time.

Tracking progress, understanding phasing implications and assessing the deliverability of multiple projects in this context is challenging. In order to assist with this task, the Infrastructure Project Tracker issued alongside this report will help enable the Council to store and review information on the costs, funding strategies and programming of infrastructure projects.

### 9.2 Governance for infrastructure planning

The establishment of an Infrastructure Planning Group is proposed to help ensure that lines of communication between the District Council and service providers continue to be strengthened. Careful preparatory work will be required to ensure that the role of the group is well defined and the frequency of meetings/activities is realistic given resource pressures on participants. Further important considerations include the geographical scope of the group and need to avoid duplication with existing forums for partnership working. These matters are explored in further detail below.

#### 9.2.1 The role of the Infrastructure Planning Group

Suggested roles and activities for the Infrastructure Planning Group include:

- Updates to and approval of the IDP and Project Tracker as a ‘live’ process – ongoing input and verification by infrastructure and service providers will improve the accuracy and outcomes of the process.

- Meetings and workshops focussed on particular issues or strategic sites that demand cross-sectoral working.
- Updates and information sharing by the local planning authority on development sites expected to come forward in the short and medium term.

### **9.2.2 Relationship of Infrastructure Planning Group with existing forums**

The concept of partnership working amongst infrastructure and service providers is hardly new and Cotswold District Council is already leading the reestablishment of the Local Strategic Partnership as the ‘Cotswold Conversation’. It may be possible for the Infrastructure Planning Group function to be subsumed by the Cotswold Conversation, with special meetings held once or twice a year where the invite list is extended. This approach could help to avoid duplication where capable partnerships already exist, while taking the opportunity to review membership if necessary and align group objectives with statutory plan monitoring functions.

### **9.3 Engaging with Infrastructure Delivery Providers**

The IDP engagement process has indicated that more formal arrangements are required to engage and work with the full range of infrastructure delivery providers. This will be particularly important in trying to deliver efficiencies through innovative approaches to service delivery such as co-location or shared services. Going forward Cotswold DC should use this study as a starting point for discussion to identify priority projects and areas for them to work together and take a lead on specific infrastructure themes within the plan.

## 10 Conclusions and Recommendations

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### 10.1 Infrastructure Planning

Realisation of the Development Strategy and Vision for the Cotswold District will be dependent on the timely delivery of a wide range of infrastructure. This Infrastructure Delivery Plan (IDP), prepared on behalf of Cotswold District Council, provides an assessment of the transport, utilities, community and green infrastructure and services that will be required to support development.

The IDP has been prepared in consultation with the organisations responsible for the provision of infrastructure and has been updated to support the development of the Draft Cotswold Local Plan, taking into account of further information received through consultation on the Interim Version IDP (May 2013).

Cotswold District Council should use the findings of this report as the baseline for further on-going engagement and work with service providers to identify innovative ways to further refine the costs of infrastructure and reduce the overall funding gap through co-location and changes in service provision so that dependence on actual facilities is reduced and expansion or intensification of existing facilities rather than new build.

Particular attention should be given to reducing the cost estimates for community & culture, secondary healthcare, education & open space provision in particular as these infrastructure themes offer the greatest potential for cost saving. The cost estimates have been highly reliant on the application of benchmark service standards to projected population growth rather than identifiable district specific projects from service providers. . Intensive work is required in the short term to refine costs and develop delivery solutions that can drive down the worst cost scenario set out in this report.

A formalised working arrangement should be established with infrastructure providers to review and update the information contained within this report and the Project Tracker on a regular basis making it able to respond quickly and easily to changes in growth trajectories or local or national funding priorities. As part of managing the growth agenda the recommendations should be monitored and updated when new information becomes available or as external factors change. We would suggest setting up working groups with providers around the key infrastructure themes.

It may also transpire that some emerging local planning authority policy decisions have a significant impact on the cost of delivery of infrastructure in the Cotswold District Authority area. In these cases a review of infrastructure related policy areas may be necessary as part of the plan preparation process to make the delivery of the infrastructure possible.

### 10.2 Cotswold Core Infrastructure

It is concluded that there is reasonable prospect of provision of “Core Infrastructure” projects, based on the information currently available. Core Infrastructure projects are those that are considered to be of fundamental importance for supporting the delivery of the Cotswold Preferred Development

Strategy, such as transport, flood risk, utilities, education, healthcare and the emergency services. This assertion is based on the following:

- Preparation of the IDP has not identified any major infrastructure projects fundamental to the delivery of development that are of unusual complexity, have very high capital costs or that are overly reliant on uncertain external funding sources.
- Preliminary development viability work indicates that developer contributions would be available to assist in funding projects that are fundamental to the delivery of new developments.

The former point is illustrated by the case of the Chesterton Strategic Location which, with an allocation of 2,500 dwellings, is of central importance to the Cotswold Development Strategy. The Highways Agency and Gloucestershire County Council have provided initial feedback<sup>35</sup> advising that alterations to junctions in the area may be required, including a new roundabout at the A429/A419 junction and signalisation of the A433/A429 junction. Access arrangements for the strategic site are likely to involve the A429 from the west and clarification is required at the earliest opportunity about whether an eastern access road from the A419 would also be required. In addition to increases to highway capacity, the developer would be expected to contribute to local bus services and cycling and walking infrastructure. While these are important transport projects, they are considered to be of reasonable scale and complexity in relation to that of the strategic development proposal, with the developer expected to assume responsibility for the provision of transport infrastructure that is found to be necessary through a full Transport Appraisal. Delivery of the Chesterton Strategic Location is not over-reliant on the provision of a complex project, such as a large bridge or rapid transit system, by a third party.

With respect to social infrastructure, the IDP utilises standards to provide high level assessments of need and further consultation will be required to fully understand education and healthcare requirements. This study has identified that development in the District will exacerbate existing capacity problems at Doctor's surgeries and that relocation and expansion of surgeries at Chipping Campden, Stow-on-the-Wold and Cirencester may be pursued. Collaboration between the District Council and surgeries is recommended so that funding options can be explored. It may be that these projects assume a high priority with respect to developer contributions should shortfalls in finance be identified.

The utilities have not identified any major problems that would prevent development, although in some instances it has been highlighted that network reinforcements may have implications for the phasing of development in the Local Plan. Thames Water have confirmed that recent upgrades to the Cirencester Sewage Treatment Works (STW) should provide sufficient capacity to cater for the Chesterton development, but advise that strategic upgrades to the water supply and/or wastewater network may be required and that a detailed model will be required to assess this. Thames Water advise that a minimum period of 3 years should be allowed for strategic upgrades. Scottish and Southern Energy have advised that development at Bourton-on-the-Water is likely to trigger the need for major off-site reinforcement of the electricity distribution network, which may

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<sup>35</sup> No transport model or Transport Assessment was available to consultees when the IDP was prepared.

take considerably longer than the typical 2 year reinforcement time period. The feasibility of diverting existing overhead lines at some option housing sites in Bourton-on-the-Water will also need to be assessed in consultation with the utility provider.

### 10.3 Place-making infrastructure

While there is a necessary emphasis on the delivery of “Core Infrastructure” required to enable development, it is also of great importance to the Council that “Place-making” infrastructure is provided to realise the Vision of: *“a high quality environment that is maintained and enhanced, thriving market towns and villages that are safe and socially balanced, and the provision of local services to meet residents’ day to day needs.”*

Developer contributions towards community infrastructure will therefore be sought for projects including: libraries, community centres, cultural facilities, sports and recreation facilities, open space and enhanced public realm. At Chesterton this is expected to include on-site provision of community facilities (or financial contributions) alongside links to the town centre that provide a high quality public realm and encourage walking and cycling. For other settlements where development has been allocated, it is recommended that the Council establishes a Neighbourhood Fund as part of the CIL, enabling local communities to decide what community, recreation and leisure and environmental projects they wish to pursue, taking account of existing levels of provision and priorities in each location. An example of a project that could be part-funded through this mechanism is the proposed multi-purpose community centre at Bourton-on-the-Water.

### 10.4 Flood risk and drainage

In several locations across the District flood risk management and associated wastewater/drainage network capacity is a major concern and further work is required to assess the flood risk infrastructure required. Parts of Cirencester and South Cerney have suffered from flooding during the winter 2012/2013 and problems persist in other locations such as Bourton-on-the-Water. In areas where drainage problems have been arisen, developers are expected to engage early with relevant stakeholders, including the utilities, Environment Agency and Council, to ensure that necessary network improvements are in place ahead of new development.

In line with Government policy in the NPPF, the Cotswold Local Plan should seek to manage flood risk from all sources and use opportunities offered by new development to reduce the causes and impacts of flooding.

### 10.5 Nationally Significant Infrastructure Projects (NSIP)

The prospect of any Nationally Significant Infrastructure Projects (NSIPs) coming forward in the Cotswolds District has also been reviewed through the IDP work. There are currently no projects registered with the Planning Inspectorate.

## 10.6 Funding & Implementation Strategy

Financing the construction, operation and maintenance of infrastructure will depend on a wide range of funding sources including grants, loans, taxations, levies and rates. Cotswold District Council should develop a funding strategy which includes an action plan on how to maximise the broad range of funding opportunities included in this report. This will need to consider the amount and timing of funding that is required taking into account the timescales for delivering the infrastructure. The strategy should have short term objectives which include identifying a range of actions to maximise existing grant fund sources and the potential of the HCA as a loan rather than grant funding agent where there investments is fully recoverable.

The strategy should also include medium to long term objectives which allow Cotswold District to be ready to utilise emerging funding sources such as GFirst SEP funding by having the appropriate management and governance arrangements in place.

Developer contributions will form an important component of the overall funding package and the Council will seek to utilise Section 106 Planning Obligations and a Community Infrastructure Levy (CIL), as appropriate, to ensure that development is acceptable in planning terms and that infrastructure is provided to support the development of the area.

## 10.7 Summary

This is a complex area of evidence for plan makers. The delivery of infrastructure required to support new development and achieve the vision for Cotswold District will rely on a wide range of public, private and third sector organisations working effectively together. The District Council has an important leadership role to play in this process as the Local Plan progresses towards adoption and this IDP is further refined and updated.

For these reasons, infrastructure planning and delivery must be viewed as an iterative process with the IDP and associated Project Tracker and Site Calculator reviewed and updated on a regular basis to reflect on-going project development, funding situation and the views and strategies of key consultees. Key tasks which must be continued by Cotswold District Council include:

- Continued liaison with delivery partners, developers and other key stakeholders in order to understand changing priorities, programmes and delivery plans.
- Utilise the findings within the IDP, Tracker and Calculator and work with service providers to explore and identify innovative solutions to infrastructure needs that potentially reduce cost. This could include, for example, collocated facilities or expansion of facilities over new build.
- Further work on associated funding in order to update funding gap information.
- Regular updates to the IDP and associated documents as a ‘live process’ which will lead to improved accuracy and outcomes of the process.
- Meetings and workshops which focus on particular key infrastructure needs and/or strategic sites, particularly where cross-sectoral working is required.

- Monitoring of the Local Plan policy in relation to infrastructure.

These tasks should enable the IDP to evolve alongside the plan preparation as and when project information becomes available (e.g. the results of transport modelling) or the funding situation changes.

## Appendix A

Map of Cotswold Local Plan  
Consultation Paper Preferred  
Development Strategy potential  
housing allocations

**Note:** Dwelling numbers shown on the map include completions and committed developments within the plan period.

## **Appendix B**

### **Flood Risk Management Responsibilities in Gloucestershire**

**Table of flood risk management responsibilities provided by Gloucestershire County Council**

<b>Risk Management Authority</b>	<b>Key summary of role</b>	<b>Primary flood-related duties, powers &amp; responsibilities</b>
Gloucestershire County Council	LLFA, responsible for managing local flood risk	<ul style="list-style-type: none"> <li>• develop, maintain, apply and monitor a Local Strategy;</li> <li>• managing local flood risk from ordinary water course, surface runoff and ground water upon becoming aware of a flood, the LLFA must,</li> <li>• to the extent it considers necessary or appropriate, investigate which authority has flood risk management responsibilities and whether that authority has or is proposing to exercise those functions.</li> <li>• maintain a register of structures or features which are considered to significantly affect flood risk;</li> <li>• power to do works to manage flood risks from surface runoff and groundwater;</li> <li>• power to designate structures and features that affect flooding;</li> <li>• responsible for consenting third party works on ordinary watercourses (outside of IDB area) (NB: these responsibilities have been delegated to certain districts for a trial period of 12 months as described in Section 4 of the Local Strategy);</li> <li>• power of enforcement where works have been completed without a necessary consent power of enforcement to maintain a proper flow on ordinary watercourses (NB: these responsibilities have been delegated to certain districts for a trial period of 12 months as described in Section 4 of the Local Strategy);</li> <li>• approval, adoption and maintenance of sustainable drainage systems (SUDS) (NB: this part of the legislation has yet to come into force);</li> <li>• contribute towards achievement of sustainable development;</li> <li>• providing information to the Environment Agency as necessary to enable the EA to report to the Minister about flood and coastal erosion risk management</li> <li>• Category 1 responder to emergencies and lead on the coordination and preparation of Multi-Agency Flood Plan (MAFP) through Civil Protection Team, and;</li> <li>• planning authority for minerals and waste, and GCC infrastructure (e.g. schools, highways).</li> </ul>
Cheltenham BC Cotswold DC Forest of Dean DC Gloucester CC Stroud DC Tewkesbury BC	Responsible for undertaking works on ordinary watercourses, spatial planning lead, and part of emergency response	<ul style="list-style-type: none"> <li>• power to do works on ordinary watercourses;</li> <li>• power to designate structures and features that affect flooding;</li> <li>• investigate flooding incidents on ordinary watercourses, subject to agreement with GCC;</li> <li>• contribute towards achievement of sustainable development;</li> <li>• duty to co-operate and may share information;</li> <li>• as the local planning authority, prepare a Local Plan outlining proposals for growth and determine planning applications;</li> </ul>

Risk Management Authority	Key summary of role	Primary flood-related duties, powers & responsibilities
		<ul style="list-style-type: none"> <li>• act as a statutory consultee for planning applications, and;</li> <li>• category 1 responder to emergencies and responsible for assisting in preparation of Multi-Agency Flood Plans</li> </ul>
Gloucestershire Highways	Responsible for highway drainage	<ul style="list-style-type: none"> <li>• responsible for the provision and maintenance of highway drainage under the Highways Act (1980). This excludes trunk roads that are the responsibility of the Highways Agency (M50, M5, A40 and A417);</li> <li>• contribute towards achievement of sustainable development, and;</li> <li>• statutory consultee for the SUDS Approval Body where a drainage proposal is likely to affect a road (NB: this part of the legislation has yet to come into force);</li> </ul>
Environment Agency	Strategic overview of all sources of flood risk, and operational responsibility for flooding from Main Rivers, the Sea and Reservoirs	<ul style="list-style-type: none"> <li>• responsible for managing flood risk from Main Rivers, the Sea and Reservoirs;</li> <li>• develop, maintain, apply and monitor a strategy for flood and coastal erosion risk management in England (a ‘national flood and coastal erosion risk management strategy’)</li> <li>• statutory consultee for the SUDS Approval Body where a drainage system directly or indirectly involves discharge of water into a watercourse. (NB: this part of the legislation has yet to come into force);</li> <li>• competent authority to deliver the Water Framework Directive (WFD) in partnership with other organisations;</li> <li>• administer various consents, permits and licences associated with flood risk management, abstraction, discharges, and impounding of water, for example;</li> <li>• provide advice to local planning authorities in relation to development and flood risk;</li> <li>• provide fluvial and coastal flood warnings;</li> <li>• support emergency responders when flooding occurs;</li> <li>• allocation of flood and coastal erosion risk management capital funding (FDGiA);</li> <li>• manage the RFCC process, and;</li> <li>• power to designate features/structures</li> </ul>
Lower Severn Internal Drainage Board	Responsible for maintaining ordinary watercourses in their area to protect properties from flooding and to drain agricultural land	<ul style="list-style-type: none"> <li>• operate pumping stations to evacuate water to prevent permanent flooding and water logging;</li> <li>• maintain open drainage channels via dredging and vegetation control;</li> <li>• make byelaws to ensure and protect adequate drainage systems and works</li> <li>• require owners and occupiers of properties to remedy defects in systems, for example where flows of water are impeded through defaults of persons;</li> <li>• control the erection of structures affecting watercourses and the culverting of watercourses which require their special consents;</li> <li>• provide advice to planning authorities regarding new development, by considering the flood risk implications of proposals on site and downstream;</li> </ul>

Risk Management Authority	Key summary of role	Primary flood-related duties, powers & responsibilities
		<ul style="list-style-type: none"> <li>• provide advice to ensure that any flood protection works are carried out as a necessary part of the infrastructure for developments;</li> <li>• statutory consultee for the SUDS Approval Body where a drainage system will directly or indirectly discharge water into an ordinary watercourse within their geographical boundary, and;</li> <li>• power to designate features/structures.</li> </ul>
Severn Trent Water Thames Water Welsh Water Wessex Water	Responsible for provision, maintenance and operation of public sewers and works	<ul style="list-style-type: none"> <li>• provide, maintain and operate systems of public sewers and works for the purposes of ‘effectually draining’ their area</li> <li>• have a duty to adopt private sewers;</li> <li>• maintain a register of properties which have flooded due to hydraulic overload (DG5 Register);</li> <li>• duty to co-operate and may share information;</li> <li>• statutory consultee for the SUDS Approval Body where a drainage proposal would interact with a public sewer, and;</li> <li>• need to have regard to the Local Strategy.</li> </ul>