

11 Infrastructure

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

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

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

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

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

11.1 Infrastructure Delivery (POLICY INF1)

Policy INF1

INFRASTRUCTURE DELIVERY

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

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

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

- 2. New or upgraded infrastructure will be provided in accordance with an agreed, phased timescale. Provision will be made, where necessary, for the ongoing maintenance of infrastructure and services.**
- 3. Where there is concern relating to the viability of the development having regard to infrastructure provision requirements, an independent viability assessment, in proportion with the scale, nature and/or context of the proposal, will be required to accompany the planning application. The reasonable costs of the viability assessment will be met by the applicant.**

11.1.1 There are two fundamental aspects of infrastructure delivery:

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

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

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

11.1.4 Not all development coming forward in the District during the Local Plan period to 2031 will be planned. There is always an unpredictable element of "windfall" development that should be taken into account, and the potential impact of this on local infrastructure needs also to be reflected in policy.

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

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

11.1.5 Planning obligations under Section 106 of the Town and Country Planning Act 1990 are used to mitigate harm that may be caused by a development. Obligations are negotiated as part of the planning application process, either as unilateral undertakings or as agreements. The Act enables local planning authorities and developers to negotiate a range of obligations, which can be linked to financial contributions, be restrictive in nature, or require specific works or actions to take place. Where appropriate guidance and regulations relating to the pooling of s106 contributions will be taken into account.

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

11.1.7 When CIL is introduced, it is likely that the s106 mechanism will be retained for use in securing site-specific obligations and in respect of affordable housing. To prevent 'double charging' a list will be prepared in accordance with Regulation 123 of the Regulations which will identify in broad terms the infrastructure items to be funded through CIL, leaving items not on the list to be paid for through the s106 process having regard to the provisions of Regulation 122 of the CIL Regulations.

11.1.8 The Government requires the Local Planning Authority (LPA) to plan positively for growth and to reflect the presumption in favour of sustainable development in its planning policies. In this context, it is important to take account of the financial viability of development in terms of its capacity to deliver

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against identified infrastructure requirements. This may be particularly acute in cases where development costs may be unusually high - the redevelopment of a brownfield site where the land may, for instance, be contaminated. In those and similar circumstances the LPA in the negotiation of s.106 agreements will take into account on a case-by-case basis evidence of any mitigating circumstances that affect the viability of redevelopment.

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

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

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

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

11.1.10 Having regard to the latter category, work undertaken with local communities and through consultation on iterations of the emerging Local Plan has begun to identify infrastructure of this type, and this is reflected in many of the individual settlement policies in Section 7.

11.2 Social and Community Infrastructure (POLICY INF2)

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

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

- doctors' surgeries and dental practices, day-care centres, hospitals and other healthcare/social service facilities;
- community safety and emergency services (fire, police, ambulance: the "blue light" services);

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- education and training facilities (including adult and further education), pre-school centres and other children's services community halls/hubs, including places of worship and youth provision;
- cultural facilities, such as arts centres, libraries and museums;
- waste management, collection, recycling and disposal services;
- local shops, meeting places, and public houses;
- sports facilities and open space of public or nature conservation value; and
- parks, gardens, allotments and amenity open space together with natural or semi-natural green spaces such as disused canals or railway lines.

Policy INF2

SOCIAL AND COMMUNITY INFRASTRUCTURE

1. **Proposals for community facilities, including open spaces, either in their own right or as a consequential requirement of development in the area will be permitted where, as appropriate, it is demonstrated that:**
 - a. **Where associated with another development, provision is synchronised with the scale, timing/phasing and needs of the associated development;**
 - b. **account has been taken of existing facilities and services in the area, including the quantity and quality of provision;**
 - c. **the proposal is economically viable in terms of its ongoing maintenance, and there is demonstrable local need for it;**
 - d. **the facility or service is well-linked and accessible to the local community by foot, bicycle or public transport both at present and having regard to development proposals of the Local Plan;**
 - e. **the feasibility of multi-purpose use of the facility or service has been rigorously explored and, where possible, implemented in the proposal; and**
 - f. **provision is made for the on-going management/maintenance of the facility or service.**

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- 2. Planning permission for development which results in the loss of a local community facility or service, including an open space, will be permitted provided:**
- a. it is demonstrated that there is no local demand for the facility or service, or demand for an appropriate, alternative local community use for the facility; or**
 - b. replacement facilities or services are provided in an appropriate alternative location having regard to the requirements of Clause 1 above.**

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

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

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

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

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

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

11.2.9 Social and community infrastructure is vitally important in ensuring the quality of life and well-being of communities. For this reason, the redevelopment of a community facility will only be acceptable in certain circumstances; for example, where the facility will be replaced, or where it can satisfactorily be demonstrated that there is no current or future need or demand, or where a marginal loss will result in improvement or provision of a complementary use. With regard to the loss of sporting/community facilities, including open spaces, it should be demonstrated that they are surplus to requirements. Further details on the requirements for sporting/community facilities are provided in the Playing Pitch Strategy & Action Plan (April 2017), the Strategic Assessment of Need for Halls Provision in Cotswold District (April 2016), the Strategic Assessment of Need for Pools Provision in Cotswold District (August 2016), the Green Infrastructure, Open Space and Play Space Strategy (September 2017), or any subsequent updates of these documents.

11.2.10 Evidence should be provided to show that there is no local need for an existing community facility, such as a public house or shop, by demonstrating that it has not been viable in that use for a period of at least 12 months. Having regard to loss of other facilities it should be shown that there has been a material change in circumstances affecting on-going viability – for example the permanent withdrawal of funding.

11.3 Sustainable Transport (POLICY INF3)

Policy INF3

SUSTAINABLE TRANSPORT

1. **Development will be permitted that assists in delivery of the objectives of the Local Transport Plan and in particular:**
 - a. **actively supports travel choice through provision, enhancement and promotion of safe and recognisable connections to existing walking, cycling and public transport networks (including, where appropriate, the rail network);**
 - b. **gives priority to pedestrians and cyclists and provides access to public transport facilities taking account of the travel and transport needs of all people;**
 - c. **does not have a detrimental effect on the environment by reason of unacceptable levels of noise, vibration or atmospheric pollution;**

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

11.4 Highway Safety (POLICY INF4)

Policy INF4

HIGHWAY SAFETY

Development will be permitted that:

- a. is well integrated with the existing transport network within and beyond the development itself, avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the highway network;
- b. creates safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoids street clutter and where appropriate establishes home zones;
- c. provides safe and suitable access and includes designs, where appropriate, that incorporate low speeds;
- d. avoids locations where the cumulative impact of congestion or other undesirable impact on the transport network is likely to remain severe following mitigation; and
- e. has regard, where appropriate, to the Manual for Gloucestershire Streets or any guidance produced by the Local Highway Authority that may supersede it.

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11.5 Parking Provision (POLICY INF5)

Policy INF5

PARKING PROVISION

1. **Development will make provision for residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network. Provision will be in accordance with standards and guidance set out at Appendix F.**
2. **Proposals for public car parks will be permitted where the development:**
 - a. **is essential for maintaining the functionality of retail centres as defined by Policy EC7 and demonstrably serves the retail centre as a whole; and**
 - b. **is located within or at the edge of the retail centre and is of a scale, layout and design that is in keeping with the size and character of the retail centre.**

11.5.1 The strategic context for transport planning in the District is set out in the Gloucestershire Local Transport Plan (LTP) prepared by the County Council as Local Highway Authority. A central objective of the LTP is to deliver a "resilient transport network that enables sustainable economic growth providing door to door travel choices". The LTP puts forward a long term policy structure for local transport delivery including a set of scheme priorities. Key LTP priorities for Cotswold District are categorised as short term (2015 - 2021), medium term (2021 - 2026) and long term (2026-2031), and are contained within the "North Cotswolds Connecting Places Strategy" and the "South Cotswolds Connecting Places Strategy". The priorities include:

- Working with Highways England to progress the A417 Missing Link scheme;
- Improvement for Moreton-in-Marsh railway bridge including pedestrian and vehicle access;
- Ongoing bus stop improvement programme;
- Kemble railway station improvements;
- Cirencester Town Centre transport package linked to development proposals;
- Highways improvements for Tetbury town centre;
- Cycle access and infrastructure improvements between South Cerney and Cirencester, Tetbury and Kemble, and at Cotswold Water Park and Fairford.

11.5.2 The LTP also contains the Local Highway Authority's policies on:

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- Buses - to improve travel choice by working with bus operators to provide economic and social benefits directly to bus users, and indirectly through freeing up road space for the benefit of highway users;
- Cycling - to encourage modal shift away from the private car, support sustainable economic growth, enable community connectivity, conserve the environment and improve community health and wellbeing;
- Freight - to encourage smarter use of the existing road network, including the use of technology-based and operational solutions, to support sustainable economic growth, enable community connectivity and improve health and wellbeing through improved air quality and carbon emission reduction;
- Highways - providing the right connections to facilitate economic growth, ensuring the highways network serves all communities, commuters and travellers linking them to job opportunities and services. This balanced against pressures to reduce car dependency and reduce highway transport's contributions to CO2 emissions and other adverse environmental impacts;
- Rail - whilst the County Council has a limited role in respect of investment in rail, its long-term vision for rail is for more frequent, faster passenger services accessed by modern station facilities. In achieving this it seeks infrastructure, service and station improvements; and
- Thinktravel - the aim of this programme is to inform, educate and inspire people to make journeys in a smarter, more sustainable way. The strategy supports measures that include:
 - providing people with information about their existing travel options;
 - improving public transport services and walking and cycling facilities;
 - providing new options and support re-thinking in travel behaviour to reduce the need to travel;
 - using technology and the concept of intelligent mobility to improve customer journey experience and employ new vehicle technologies.

As Local Highway Authority, the County Council manages and maintains the local road network, supports non-commercial passenger transport services, and promotes safe and sustainable travel. The Local Transport Plan (LTP) is prepared by the County Council and sits alongside the Local Plan. In respect of the transport effects of development the Local Plan and the LTP need to be read in conjunction with each other. The latest draft of the LTP is available on the County Council website.

11.5.3 The transport impact of new development should be fully assessed to ensure that development proposals are safe, well connected to the existing movement network (including, where appropriate, the rail network) and minimise damage to amenity. The NPPF supports the need to avoid adverse impacts through development and to mitigate them where they may occur. It requires the response to be proportionate. Development should be refused on transport grounds only where the residual cumulative impacts are severe. “Residual” here means after mitigation measures have been applied.

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11.5.4 The volume and type of traffic generated by a development is a key planning consideration. Traffic generation can have an impact on the quality of people's lives, the character of an area and on the local and wider environment. Road layouts should therefore be designed carefully to discourage through traffic (whilst still maintaining permeability), reduce vehicle flows and restrain vehicle speed. Particular attention will be paid to proposals that generate a large net increase in trips, involve heavy lorry movements, or result in high levels of on-street parking.

11.5.5 Where development proposals exacerbate existing – or create new – traffic problems mitigation measures will be sought. Timing of provision will be in accordance with clause 1 of Policy INF1. These could include, for example, highway junction improvements or the introduction of pedestrian facilities in areas where they do not currently exist. Proposals should avoid locations where there are known to be existing problems on the highway network and where adequate mitigation measures may prove difficult to implement. Similarly, locations that already experience problems resulting from noise, air pollution or vibration arising from traffic should be avoided unless effective mitigation can be implemented. In the case of proposals to redevelop urban brownfield land a finer balance may need to be struck between competing objectives.

11.5.6 More sustainable modes of transport and forms of movement should be actively promoted as an alternative to private car use. To optimise access to sustainable transport modes, new development should provide links with existing public transport, pedestrian and cycle networks through its design and layout depending on the nature and location of the site. Where possible, in certain circumstances the Local Planning Authority may seek improvements to public transport services for development proposals in areas with poor accessibility, as well as enhancements to walking and cycling routes. The provision in new developments of secure, well-located cycle parking and, where feasible, related facilities such as changing areas, can help to encourage people to use this mode of transport more frequently.

11.5.7 The design process should ensure that access to a site is safe and convenient. Guidance produced by the Local Highway Authority such as the *Manual for Gloucestershire Streets* should be taken into account, and regard had to the needs of all users, including pedestrians, cyclists and people with reduced mobility. This should include provision of and connection to wider routes for walking and cycling including connections to existing Public Rights of Way⁽⁴⁵⁾ and wider cycling networks where the opportunity exists. Secure cycle parking should be provided where possible. Another useful means of facilitating modal shift and assisting in “future-proofing” is the provision, where possible, of charging points for low-emission vehicles. Policy EN2 (Design of the Built and Natural Environment) addresses some of these issues.

11.5.8 A Ministerial Statement of March 2015 supplements paragraph 29 of the NPPF in respect of setting local parking standards. Taken together national policy now says:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*

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

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

11.5.9 Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.

11.5.10 The net effect of the supplementary wording is that whether or not parking standards should be imposed in relation to a development proposal is at first instance a matter for Gloucestershire County Council as Highway Authority to determine on a case-by-case basis having regard to the five criteria set out above. The Local Planning Authority's role is to work in partnership with the Highways Authority in the determination of levels of parking provision that may be required if the "clear and compelling justification" can be made. In other words, it is a two-step process. The Local Planning Authority has revised its approach to parking standards in consultation with the Highway Authority and these are set out at Appendix F.

11.5.11 Planning applications need to address the transport implications of the proposed development both in terms of potential negative impacts and in taking opportunities to deliver positive solutions – such as modal shift. Some schemes, due to their size or location, will need to include the submission of a Transport Statement, setting out potential trip levels and any local transport issues. Schemes which create significant transport implications will require the submission of a detailed Transport Assessment. Proposals that are likely to have significant transport implications also need to be accompanied by a Travel Plan. Guidance on the scope, content and preparation of Transport Assessments and Travel Plans is available in the PPG.

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

11.5.13 Developers should seek pre-application advice from Gloucestershire County Council as Highway Authority and/or Highways England prior to submission of an application as to whether a Transport Statement, Transport Assessment or Travel Plan will be required. Guidance is available on the relevant websites. The Council will also expect planning proposals to address any relevant potential air safety and or aerodrome operation issues in the vicinity of protected airspace.

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

11.6.1 Through maintaining a co-ordinated and co-operative approach to relevant local planning policy, the Council has long been a partner of Wychavon District Council and Stratford on Avon District Council in seeking to mitigate the impact of HGV traffic in the Vale of Evesham. Evidence justifies retention of the policy.

Policy INF6

VALE OF EVESHAM HEAVY GOODS VEHICLE CONTROL ZONE

Proposals for employment development which would generate additional Heavy Goods Vehicle trips within the Vale of Evesham Heavy Goods Vehicles Control Zone, as identified on the Policies Map, will be accompanied by a Transport Assessment showing how the supply and distribution routes proposed relate to the Heavy Good Vehicles Route Network.

11.6.2 The NPPF makes it clear that policies relating to transport have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

11.6.3 The Vale of Evesham is an important area for the processing and redistribution of food products. An increasing proportion of fruit and vegetables is imported and consequently the number of Heavy Goods Vehicles (HGV) has risen. For villages in the area, this increased level of HGV traffic has affected the quality of life of residents through the generation of increased noise, vibration and atmospheric pollution.

11.6.4 To mitigate the impact of HGV traffic this policy seeks to ensure that the road haulage industry uses, wherever possible having regard to new development proposals, the most appropriate roads for HGVs travelling within and through the Vale of Evesham.

11.6.5 Although these HGV traffic issues are primarily within Wychavon District, they do go beyond its boundaries into Cotswold District and Stratford on Avon District. All three planning authorities are promoting a similar policy in their Local Plans and will continue to work with the three Highway Authorities and the Worcestershire Freight Quality Partnership (as identified in the LTP3 Multimodal Freight Policy 1) in its implementation.

11.6.6 It may be, for instance, that a proposed employment development within Cotswold District that is located outside the Heavy Goods Vehicle Control Zone would nevertheless use the road network within the Zone as its primary access and egress route. The Cotswold District policy is therefore worded slightly differently from that of Wychavon and Stratford-on-Avon to take account of that possibility.

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11.7 Green Infrastructure (POLICY INF7)

11.7.1 The NPPF defines green (or blue) infrastructure as: “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.”

11.7.2 The purpose of this policy is to ensure that individual assets and the integrity and connectivity of the Green Infrastructure network are planned, created, protected and enhanced, whilst recognising that the network extends beyond the District.

Policy INF7

GREEN INFRASTRUCTURE

- 1. Development proposals must contribute, depending on their scale, use and location, to the protection and enhancement of existing Green Infrastructure and/or the delivery of new Green Infrastructure.**
- 2. New Green Infrastructure provision will be expected to link to the wider Green Infrastructure network of the District and beyond.**
- 3. Green Infrastructure will be designed in accordance with principles set out in the Cotswold Design Code (Appendix D).**

11.7.3 When new development is proposed, there is an opportunity to make a positive and proportionate contribution to green infrastructure. Green Infrastructure (GI) offers an intelligent, integrated way of managing our natural capital. In doing so, it helps to establish and reinforce networks for ecology, recreation and active travel that are resilient to current and future pressures, including climate change.

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

11.7.5 Development proposals are required to protect as well as contribute to new and existing GI at a level that is proportionate to the scale, type and location of the development. For example it is unlikely that a contribution to GI would be required for the insertion of a dormer window, but a substantial level of GI would be expected as part of a major housing scheme. The key issue is that all GI should be considered together to ensure that they deliver multi-functional and networking benefits. This integrated approach is reflected through the Local Plan, for example GI is referred to in several policies including INF3, EN1, EN3, EN8 and S2.

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11.7.6 Developments will be expected to contribute (either financially or through works undertaken) towards the development and enhancement of the strategic Green Infrastructure of the District. The Gloucestershire Local Nature Partnership has produced a “Strategic Framework for Green Infrastructure for Gloucestershire”. The strategic principles within that document⁽⁴⁶⁾, as set out at Appendix H should be considered.

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

11.7.8 Other developments, apart from minor householder applications, will be expected to contribute to local or neighbourhood green infrastructure, both on and off-site. Contributions should be proportionate to the impact and scale of development, and could include improvements to the local cycle path network, enhancements of local public open space and/ or habitat creation. The design of any new green infrastructure should reflect and enhance local character and distinctiveness.

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

11.8 Water Management Infrastructure (POLICY INF8)

11.8.1 In recent years, frequent flooding, exacerbated by climate change, and increasing water demand due to population growth in the UK has made the need for managing flood risk increasingly important.

11.8.2 The NPPF (paragraph 100) states that “*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.*”

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

Policy INF8

WATER MANAGEMENT INFRASTRUCTURE

1. Proposals will be permitted that:

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

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

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

d. do not result in pollution of groundwater sources.

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

a. deep borehole soakaways;

b. foul sewage discharge to groundwater;

c. direct discharge of hazardous substances to groundwater;

d. discharge of trade effluent to ground water; and

e. underground oil storage tanks.

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

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

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

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

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

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

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

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

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

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

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

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

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

11.8.14 The drainage elements of new development must be designed to accord with the principles set out in the Flood and Water Act 2010 and associated relevant design standards, including the Cotswold Design Code (Appendix D). Further information can be found in the Cotswold District Water Cycle Study; the Cotswold District Strategic Flood Risk Assessment (Level 2) and from Gloucestershire County Council (as Lead Local Flood Authority).

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

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

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

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11.9 Telecommunications Infrastructure (POLICY INF9)

11.9.1 Cotswold District is a primarily rural area, and therefore the telecommunications infrastructure often has poor capacity and coverage. Significant parts of the District experience slow broadband speed and poor telecommunication signals. Improvements to the telecommunications infrastructure can address this problem and thereby help to combat social exclusion of residents, improve access to services (including emergency services), and reduce the need to travel.

11.9.2 An improved communications network also contributes to the local economy by providing people with a choice as to how and where they can operate their business, facilitating home working; and potentially attracting new employment opportunities.

Policy INF9

TELECOMMUNICATIONS INFRASTRUCTURE

1. Telecommunications infrastructure development that is likely to have an adverse impact upon the environment (including heritage assets, biodiversity, local amenity, the landscape and its setting) will not be permitted unless:

- a. **There is no alternative location which would be less detrimental; and**
- b. **There is no possible technological alternative, having regard to reasonable operational considerations, which would lead to a less adverse impact.**

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

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

11.9.3 The District's exceptional environmental and heritage assets make it imperative that any telecommunications infrastructure improvements are undertaken sensitively. Equipment should be sympathetically designed and camouflaged where appropriate, and both the individual and cumulative impact considered, to avoid any unacceptable visual harm. This, however, needs to be balanced against continuing technical developments in telecommunications. The physical structure of installations is likely to change over time, while technical considerations may dictate optimum locations to achieve good communication signals and connections. The physical structure of installations may also change

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over time. Hence it is important that redundant equipment is capable of being physically removed, by the developer and/or landowner, which would enable the site to be restored to its former condition and use.

11.9.4 Broadband improvements are taking place as part of the 'Fastershire' scheme across Gloucestershire. It is expected that all homes and businesses in the identified 'exchange' areas for the Cotswolds will have the capability to receive a minimum of 2Mbps. Further improvements are planned, subject to funding availability.

11.9.5 Telecommunication developments are also required to have regard to the latest guidance from the International Commission for Non-Ionising Radiation Protection. These guidelines are intended to provide protection against all established health effects.

11.10 Renewable and Low Carbon Energy Development (POLICY INF10)

11.10.1 Renewable and/or low carbon energy supplies include, but not exclusively, energy from wind farms, solar, biomass (e.g. energy crops) and decentralised heat networks. Renewable energy is energy derived from natural resources, which are practically inexhaustible.

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

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

11.10.4 On 25th March 2015 the Government confirmed its policy to limit local energy requirements for residential development and continue to support low carbon energy development. New national technical standards for all new dwellings are being introduced, centred on Building Regulations, and development should be constructed in accordance with these standards and emerging government guidance. Building Regulations Part L will become the sole tool to control energy efficiency in new homes⁽⁴⁷⁾.

11.10.5 Annual statistics are still provided for each local authority area to monitor carbon emissions against existing national and international targets. The latest report in June 2016 provides data from 2014. The national trend of reduction in carbon emissions is being achieved through reduction in gas and coal use in energy generation. For Cotswold District, since 2005-2014, carbon emissions have

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decreased overall. However the District still has relatively high figures for transport, domestic and land use carbon dioxide emissions per capita, which could be attributed to the District's rural nature⁽⁴⁸⁾. This demonstrates the continued need to reduce the carbon footprint of activities and development within the District.

11.10.6 Planning plays an important role in supporting the delivery of renewable and low carbon energy and associated infrastructure. To support a move to a low carbon future, national planning policy and guidance supports local planning authorities to provide proactive strategies to mitigate and adapt to climate change. Gloucestershire County Council commissioned a Renewable Energy Study (2010 and 2011). It is recognised that the study may need updating to reflect the District's current position and latest Government guidance. However, the study provides a broad overview of potential energy requirements from different typologies of development and a general overview of energy potential and constraints across the County, including the Cotswold District. Specific constraints relevant to the District include military activities for example, where such development on the high wold may be sensitive in aviation, as well as landscape, terms due to the potential impact on radar.

11.10.7 The Council will support low or zero-carbon energy generating proposals that contribute positively to the aim of reducing CO² emissions although this support does not automatically override environmental protections. Proposals will need to fully consider the impact of the development and any associated infrastructure on amenity and landscape (including local topography), any cumulative impact, and demonstrate engagement with local communities.

Policy INF10

RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

1. **Proposals for the generation of energy from renewable or low carbon sources will be permitted, provided it is demonstrated that:**
 - a. **any adverse impacts individually and/or cumulatively, including; visual amenity; landscape character; heritage assets; biodiversity; water quality and flood risk; highways; residential amenity, including shadow flicker, air quality and noise, are or can be satisfactorily mitigated;**
 - b. **it is of an appropriate type, scale, and design for the location and setting;**
 - c. **it is compatible with surrounding land uses, such as military activities; and**
 - d. **it avoids using the best and most versatile agricultural land unless justified by compelling evidence.**

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

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- 2. The infrastructure and all associated apparatus and structures relating to the installation must be removed, and the site reinstated where appropriate, should it become redundant for energy generation purposes.**

11.10.8 Cotswold District has a high quality environment, including a nationally designated AONB, historic assets, local green spaces, and special landscape areas. Therefore the generation of heat or electricity from renewable energy sources (solar or biomass, for example), may provide the potential for adverse impacts on the landscape, local amenity, neighbours, wildlife habitats, and agricultural land, for example, through loss, noise, vibration, shadow flicker or other harm.

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

11.10.10 Some energy installations have an operational lifespan. The temporary nature of such installations can be conditioned, allowing a review against the policy framework and energy environment at that time. This is considered to be an appropriate approach where the cumulative impact of such installations may begin to undermine the landscape character. Provision should be made for the removal of facilities and reinstatement of the site should it cease to be operational, removing potential cumulative impacts of development and returning the site to its original use.

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

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

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