



JUNE 2026

Cotswold Employment Land Review

Appendices

Final Report

Iceni Projects Limited on behalf of
Cotswold District Council

June 2026

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LIMITED ON BEHALF
OF COTSWOLD
DISTRICT COUNCIL

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Cotswold Employment Land Review

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A1. Introduction

- 1.2 This appendix contains the assessments of the existing allocations, supporting the recommendations made in the main report to retain or release, followed by an assessment of potential employment sites for their suitability, market attractiveness and deliverability.
- 1.3 The assessment of these sites informs the recommendations made within the Employment Land Review on which sites should be allocated for employment use.
- 1.4 The methodology involves the assessment of a number of key considerations:
- Strategic Road Access
 - Local Access
 - Public Transport Accessibility
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 - Spatial Strategy Considerations
 - Physical Constraints – environmental constraints, flood risk, topography, heritage assets, infrastructure on-site
 - Current Policy and Planning Position
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- 1.5 This is brought together in an overall assessment of the site for its suitability, delivery and market attractiveness for employment development and attributed a red, amber or green rating.

A2. Site Assessment – Existing Allocations

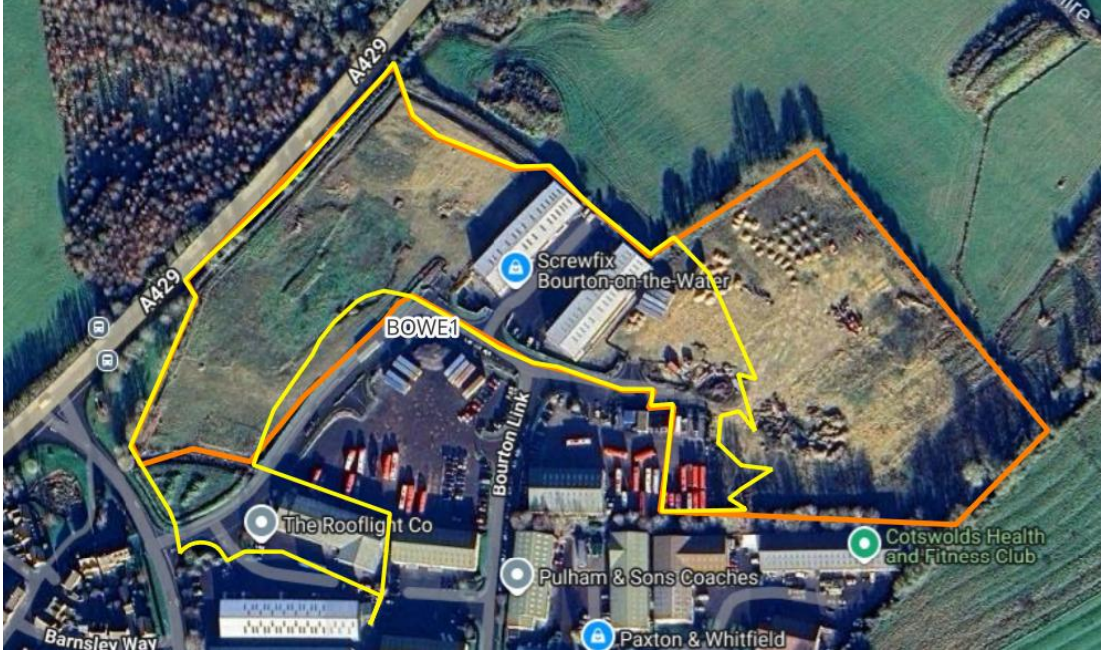
Ref	Policy S2
Site	Land to the South of Chesterton, Cirencester
Size (Ha)	120 (9.1 employment)
	
Locational Factors	
SRN Access	The Spratsgate Lane employment components are located c.4km from the A417 via Swindon Road and Burford Road. Employment located on Tetbury Road is c.5km from the A417.
Local Access	Masterplanning shows the site has two access points – off Spratsgate Lane and Tetbury Road (A429). Improvements have already been implemented on Spratsgate Lane to

	provide a new roundabout allowing access both east to employment site and west into residential component. Further planned improvements will need to be made on Tetbury Road to allow the western phase of the development to come forward.
Public Transport	The bus stop adjacent to the northeast border of the site on Berkeley Road is served by route 93 which provides services between Cirencester and Malmesbury bi-hourly. Tetbury Road is served by multiple routes (93, 882, C60, C62 and C69) travelling into Cirencester, Gloucester, Wotton, Malmesbury and Stroud hourly.
Labour Access	Close proximity to large population centre in Cirencester
Spatial Strategy Considerations	Cirencester – principal settlement
Market Demand Factors	
Physical Constraints	There are a number of TPOs on the boundaries of the site and running through centre. There are two Grade II listed buildings in the centre of the site.
Current Policy / Planning Position	Strategic allocation – Policy S2 The site has outline permission (16/00054/OUT) for mixed use development including 2,350 dwellings and 9.1ha of employment land. Masterplanning shows three phases of employment – to the east of Spratsgate

	Lane/Wilkinson Road, to the west of Spratsgate Lane and in the west of the site, south of Cirencester Office Park. Phase 1 of the employment land, east of Spratsgate Lane, had a reserved matters application refused at appeal in September 2025 due to noise impacts on neighbouring residential properties. No further planning applications have been submitted on the other phases of the site.
Local Demand Factors	The eastern employment components of the site are within close proximity of Love Lane Industrial Estate which has been a strong success. Further industrial development at this location would be sought after.
Surrounding Uses	The employment component east of Spratsgate Lane borders residential development to the north and east. The other two components will also border residential development once built out.
Potential Employment Uses	The parcel east of Spratsgate Lane is suitable for E(g)/B2/B8 development in line with the planning permission, given that noise issues can be managed through operational hours. Given the mixed-use nature of the site employment phase west of Spratsgate Lane is more appropriate for E(g) uses.

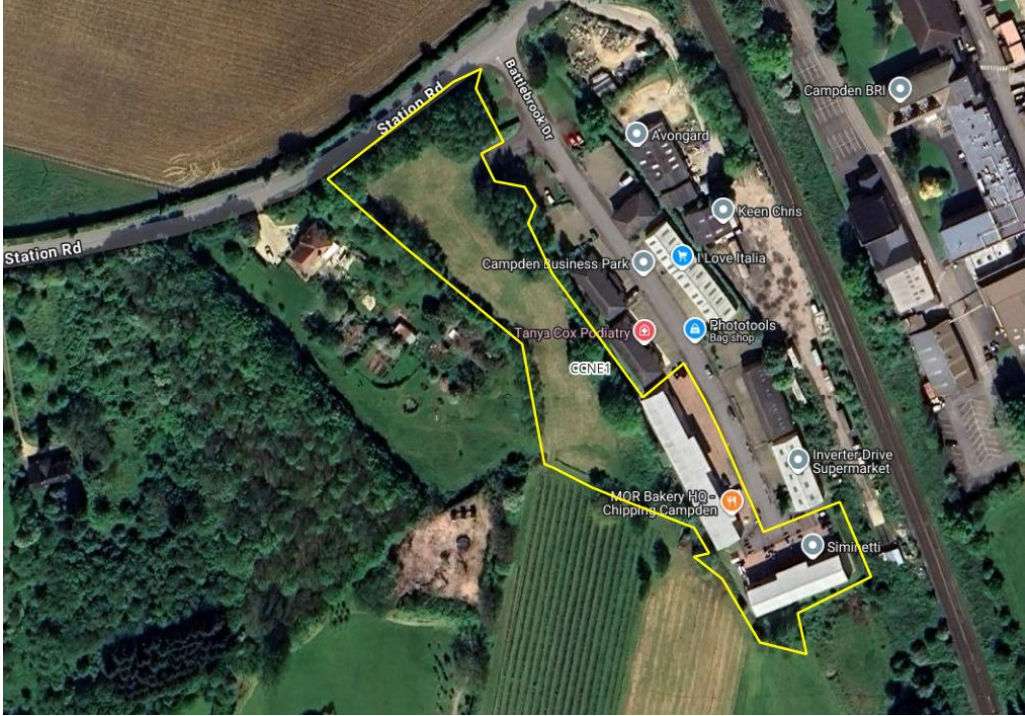
	The parcel on Tetbury Road is also suitable for E(g) development, forming an extension to Cotswold Office Park.
Deliverability Factors	
Landownership And Control	The site is fully controlled by the Bathurst Estate. Carbide Properties were the delivery partners on the first phase of employment development but have pulled out following the dismissed appeal on Phase 1 of the site.
Infrastructure Requirements	Road infrastructure on Spratsgate Lane has been implemented with the construction of a new roundabout providing access to the site. Further road infrastructure work on Tetbury Road to provide access to unlock the western phase of development.
Deliverability And Deliverability Timescales	Engagement with the Bathurst Estate indicates that the first phase of employment development on the eastern parcel will come forward in the short term. Individual plots or smaller parcels are likely to come forward to manage noise and operational concerns. Currently the employment plot west of Spratsgate Lane is being used as the site's construction access – it is estimated this will come forward in c.5 years once residential phases are complete. The employment component on Tetbury Road is expected to have a later delivery of c.10 years due to infrastructure works required and delivery of other residential phases.

Overall Assessment		
Summary	Delivery of employment is expected to progress in the short term with a phased delivery of other components of the plan period. Allocation of the site should be retained.	

Ref	BOWE1
Site	Land north of Bourton Industrial Estate / Business Park, Bourton-on-the-Water
Size (Ha)	3.38
	
Locational Factors	
SRN Access	The site is located 8.7km from the A40 (SRN) via the A429
Local Access	The Bourton Link provides the site with direct access to the A429, the main corridor running from Cirencester through to Moreton-in-Marsh.
Public Transport	Bourton Industrial Estate has a dedicated bus stop served hourly by route 801 running between Bourton-on-the-Water and Chipping Norton.
Labour Access	Good – site is located in Bourton-on-the-Water, a smaller town, labour may also be drawn from Moreton-in-Marsh and Cirencester.
Spatial Strategy Considerations	Bourton-on-Water is a principal settlement in the adopted Local Plan, and continues to be proposed as such in the Local Plan update.

	The site forms an extension to the existing employment area.
Market Demand Factors	
Physical Constraints	Site has no major constraints. The site is washed over by a Priority Habitat designation – floodplain grazing marsh – although it has been developed so this is unlikely to be a constraint to development. It is also within the Cotswolds National Landscape.
Current Policy / Planning Position	Allocated for employment development. Outline consent (15/03318/OUT) was granted for B1/B2/B8. Two units have been built out (18/04764/REM). There is a pending application (25/03800/FUL) on 1.4ha in the south of the site for an Aldi food store and Costa drive-thru. A further reserved matters application (25/03770/REM) was permitted in January 2026, removing the foodstore/drive-thru plot from site boundary and reconfiguring layout.
Local Demand Factors	The existing Bourton Industrial Estate s continues to experience strong market demand, and the units completed within the allocation are now fully-let.
Surrounding Uses	The site is bordered by compatible land use. It borders the existing industrial estate to the south and greenfield land to the north.
Potential Employment Uses	Suitable for industrial and warehousing use including trade counter.
Deliverability Factors	
Landownership And Control	The site is under single ownership, owned by John Hackling Transport. This landowner also owns the land to the north of the site.

Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	The site is likely to come forward in the short-term with an active application on the west of the site for the foodstore and drive thru and recently permitted reserved matters application for the layout of the remainder of the scheme. Previous phases of the site have been built out on a speculative demand basis as demand arises.
Overall Assessment	
Summary	The site allocation boundary should be amended to reflect the redline boundary of the permitted scheme. If the food store / drive thru is permitted this should be removed from the employment allocation boundary.

Ref	CCNE1
Site	Battle Brook / Extension to Campden Business Park, Chipping Campden
Size (Ha)	0.67
	
Locational Factors	
SRN Access	The site has poor SRN accessibility – t located 14.4km from the A46 .
Local Access	The site is accessed via Station Road which runs through Chipping Campden, providing access to the A44 to the west and the A429 to the east.
Public Transport	Bus stop on Berrington Road (c.900m from site) is served by community bus routes H3B/E and H5A/B running between Mickleton, Stratford-upon-Avon and Chipping Campden once a day.
Labour Access	Labour availability is limited due to the small local population and small catchment around Chipping Campden.

Spatial Strategy Considerations	is a principal settlement in the adopted Local Plan, and continues to be proposed as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Cotswolds National Landscape
Current Policy / Planning Position	Site is allocated for employment development – the south of the site has been built out and contains two terraced units. The remainder of the site has outline permission (21/03116/OUT) for E(g)/B2/B8 development. Reserved matters permitted March 2024 (23/03625/REM) for a 78 unit B8 commercial storage scheme (1,404 sq.m) – not implemented. Additional reserved matters (25/02476/REM) permitted December 2025 for B8 storage facility (442 sq.m) and respite office building (143 sq.m) for BKS Assets.
Local Demand Factors	The site is located in a rural location with poor access to the SRN. Demand for the site is limited to local occupiers. Likely to come forward for specific occupier as indicated by latest application, rather than being speculatively built out.
Surrounding Uses	Site adjoins Campden Business Park to the east. Campden BRI (food and drink innovation) is closely located further east. The site borders a residential dwelling to the west.
Potential Employment Uses	Suitable for E(g)/B2/B8
Deliverability Factors	
Landownership And Control	Site is under single ownership. BKS Assets are site applicant – assumed to be for their use.

Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development	
Deliverability And Deliverability Timescales	Site was granted planning permission in December 2025 for single occupier use – assumed to come forward in the short-term.	
Overall Assessment		
Summary	Retain allocation for employment use	

Ref	LEC1
Site	Land north of Butler's Court, Lechlade
Size (Ha)	1.25
	
Locational Factors	
SRN Access	Poor SRN accessibility – located 14.4km away from the A419.
Local Access	The site is accessed from the A417 which runs through a number of villages to access Cirencester.
Public Transport	Bus stop located within 600m of site on the High Street is served by route 77 running between Cirencester and Highworth – 4 times a day
Labour Access	Poor – Lechlade has a limited labour pool
Spatial Strategy Considerations	Lechlade is a principal settlement in the adopted Local Plan, and continues to be proposed as such in the Local Plan update It is also a designated District Centre providing a range and variety of shops, facilities and services.

Market Demand Factors	
Physical Constraints	No physical constraints on site – the site is adjacent to two Grade II listed buildings to the south. Scheduled Monument ‘Multi-period settlement, cemetery, and ceremonial complex W of Lechlade’ is located within 50m of the site.
Current Policy / Planning Position	23/02916/OUT – refused outline application for 54 residential dwellings, 70-bed care home and E(g) employment uses (1,500 sq.m). Refused in January 2024 for a number of reasons including the wider boundary falling outside of the Lechlade Development Boundary and it would result in the loss of a major part of the allocated employment site.
Local Demand Factors	Lechlade does not have an established employment area and has poor accessibility – market demand for employment space in this location would be low
Surrounding Uses	Site borders residential – two are Grade II listed.
Potential Employment Uses	Only E(g) would be suitable given residential adjacency
Deliverability Factors	
Landownership And Control	Owned by the Waden and scholars of St Mary’s College of Winchester in Oxford. Refused planning application was submitted by Hallam Land, assumed to have an option on the land.
Infrastructure Requirements	Existing access roundabout on A417 in place. No abnormal infrastructure constraints are identified at this stage; however, standard

	on-site and off-site infrastructure will be required to support development	
Deliverability And Deliverability Timescales	No planning application has been permitted. Unlikely employment development will come forward at this location given small scale proposed within previous application.	
Overall Assessment		
Summary	The site is not located in a desirable or suitable location for employment use. Low market demand will prevent employment development from being deliverable. Site should not be retained as an allocation.	

Ref	MORE6
Site	Fire Service College B, Moreton-in-Marsh
Size (Ha)	7
	
Locational Factors	
SRN Access	Site is located 20km from A46 (SRN)
Local Access	Site is accessed from A44 providing east to west connections, which connects to A429 providing north to south connections.
Public Transport	Fire Service College bus stop served by route 810 providing hourly services between Cheltenham and Chipping Norton. The site is located 0.6 miles from Moreton-in-Marsh train station served by direct services to London, Oxford and Worcester.
Labour Access	Good– site is located in Moreton-in- Marsh and has access to the town's labour pool.
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan, and continues to be proposed as such in the Local Plan update.
Market Demand Factors	

Physical Constraints	Site contains TPO in the south of the site.
Current Policy / Planning Position	Allocated for B1 (now E(g)) employment use. No planning application has been submitted since allocation.
Local Demand Factors	Moreton-in-Marsh sees a good level of demand for commercial premises. Cotswold Business Village to the south of the site sees strong demand and is well-let.
Surrounding Uses	Allocated and surrounding site is in use as the Fire Service College in active use for emergency services training. The site includes an incident ground and a 'motorway' used for helicopter and emergency vehicle training, which can generate noise.
Potential Employment Uses	E(g)/B2/B8
Deliverability Factors	
Landownership And Control	Site and wider fire services college is owned by Capita. Capita are promoting a number of nearby parcels for residential development, a primary school, a neighbourhood centre, leisure centre and a hotel.
Infrastructure Requirements	New access off A44 required
Deliverability And Deliverability Timescales	Medium term - Engagement with Capita reveals no progress has been made on the site since being allocated for employment use in the previous Local Plan. No planning application has been submitted or is under consideration.
Overall Assessment	
Summary	Site is located in a desirable location and would meet the local employment needs of Moreton-in-Marsh. No progress has been made towards a planning application for

	the site given allocation for B1 uses only. The policy should be broadened to allow for B2/B8 uses which will increase deliverability of site. Alternatively, within a wider mixed-use allocation of the Fire Services College, employment allocation of 7ha could be relocated elsewhere within the site.	
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Ref	W7A/WILE1C
Site	Land north of B4632 and east of employment estate, Willersey
Size (Ha)	1.97 employment
	
Locational Factors	
SRN Access	Site is located 7.4km from A46 at Evesham
Local Access	Site is accessed off B4632 which provides connection to the A44. Based on application it is assumed employment component of site will be accessed via existing industrial estate of Badsey Lane, which sees on road parking, reducing HGV accessibility
Public Transport	Bus stop within 150m of site (The Pike) is served by route 606 every two hours, providing services between Chipping Campden and Cheltenham.
Labour Access	Poor - Willersey has a limited labour pool.
Spatial Strategy Considerations	Willersey is a principal settlement in the adopted Local Plan, and is proposed to be a

	non-principle settlement in the Local Plan update.
Market Demand Factors	
Physical Constraints	Cotswold National Landscape
Current Policy / Planning Position	The employment component in the west was granted planning permission in June 2024 (22/03534/FUL) for employment development comprising of a new production office, workshop and service buildings. This site will form an extension for existing occupier Auto Sleepers. The residential component in the east has a pending application (25/02687/FUL) for 60 dwellings.
Local Demand Factors	The adjoining Willersey Industrial Estate experiences steady local demand, supported by population-serving occupier such as vehicle repair.
Surrounding Uses	Site adjoins Willersey Industrial Estate to the west, with residential in the south.
Potential Employment Uses	Suitable for E(g)/B2/B8
Deliverability Factors	
Landownership And Control	Employment site is owned by Auto Sleepers Group who intend to use the d site for their Business expansion. Eastern residential allocation is owned by Gloucester Diocesan Board of Finance.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development

Deliverability And Deliverability Timescales	Short term – site has planning permission. Deliverability of scheme will depend on Auto Sleepers Group expansion timescales.	
Overall Assessment		
Summary	Site is expected to come forward in the short term to facilitate the expansion of an existing business. Retain employment allocation to ensure delivery of permitted scheme.	

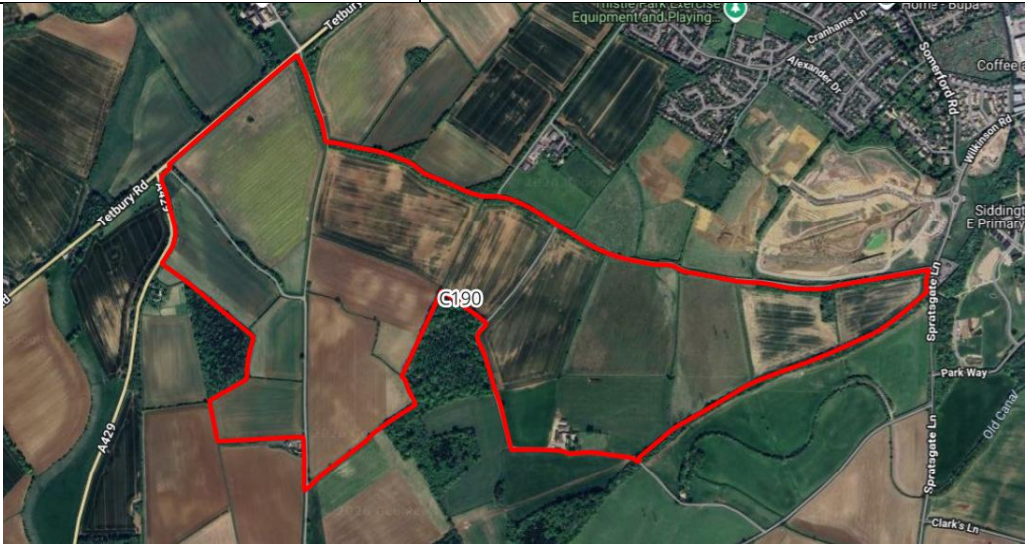
A3. Site Assessment – Call for Sites

Cirencester

Ref	C164A
Site	East of Kingshill Lane
Size (Ha)	41.93
	
Locational Factors	
SRN Access	Site access via Kingshill Lane is currently located 1.9km from A417 / Burford Road junction. Potential to obtain direct access to A417 on eastern border.
Local Access	There is currently no access into the site, except a farm access on Kingshill Lane. Good local access from A417 via London Road.
Public Transport	Bus stop located at Kingshill School in north of site provides morning and afternoon services to Cirencester, Swindon and Tetbury. More

	regular services every half an hour (route 50 and 58) to Cirencester and Stratton on Golden Farm Road 600m from eastern boundary of site.
Labour Access	Good - Close proximity to large population centre in Cirencester
Spatial Strategy Considerations	Would form strategic extension of to Cirencester (principal settlement), and key town.
Market Demand Factors	
Physical Constraints	No physical constraints on site. Listed building located within 400m of southern boundary of site in the village of Preston.
Current Policy / Planning Position	None
Local Demand Factors	Cirencester is one of the main employment clusters within the District. Site has strong access to the SRN (A417) which would create high market attractiveness.
Surrounding Uses	Kingshill Secondary School, Watermoor Primary School and Cirencester Football Club border the site to the west. Site borders A417 to the northeast. No other immediate adjacencies.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership and promoted by RTG Chester Master Will Trust. Site is promoted for 500-1,500 homes with an element of employment, retail and community.
Infrastructure Requirements	New access on Kingshill Lane. More significant works required if new access provided on A417.

Deliverability And Deliverability Timescales	Site is available. Deliverable in the short to medium term given limited infrastructure requirements. Strong market attractiveness will support deliverability of employment.
Overall Assessment	
Summary	The site has good accessibility in terms of the SRN and access to Cirencester and would see strong market attractiveness from B2/B8 occupiers. The site would be suitable to provide a level employment provision within a wider mixed-use development. Employment provision should be focused in the north of the site where accessibility is the strongest.

Ref	C190
Site	South east of Tetbury Road
Size (Ha)	126.5
	
Locational Factors	
SRN Access	Access to the site off Tetbury Road (A429). Site is located 0.9km off the roundabout leading onto A419. Access to the site also available from the eastern boundary off Spratsgate Lane.
Local Access	Three access points – two on the western boundary, off Tetbury Road and the eastern boundary off Spratsgate Lane.
Public Transport	Bus stop is located 640m on Tetbury Road. Bus services are operating approximately every 2 hours providing services to Malmesbury.
Labour Access	Good - Close proximity to large population centre in Cirencester
Spatial Strategy Considerations	Preferred options – strategic extension south of The Steadings. Located in Cirencester (principal settlement) and main town.
Market Demand Factors	

Physical Constraints	Scheduled Monument is located on the eastern area of the site. Within the setting of the Cotswolds National Landscape and the south-western part of the site is a Special Landscape Area.
Current Policy / Planning Position	None
Local Demand Factors	Cirencester is an employment hub in the District, alongside proximity to the SRN (A419) creating market attractiveness.
Surrounding Uses	Residential uses to the northern boundary of the Site and Cirencester Office Park to the north-western boundary of the Site. Siddington C Of E Primary School is located towards the east of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is owned at promoted by Bathurst Estates
Infrastructure Requirements	New access required on Tetbury Road / Spratsgate Lane, or access provided through The Steadings site.
Deliverability And Deliverability Timescales	Long term – would provide a further phase, following the completion of The Steadings strategic allocation to the north.
Overall Assessment	
Summary	Long term opportunity to provide further employment land in this location. It is recommended that as part of a mixed-use scheme around 1-2ha of employment land could be provided for E(g) use.

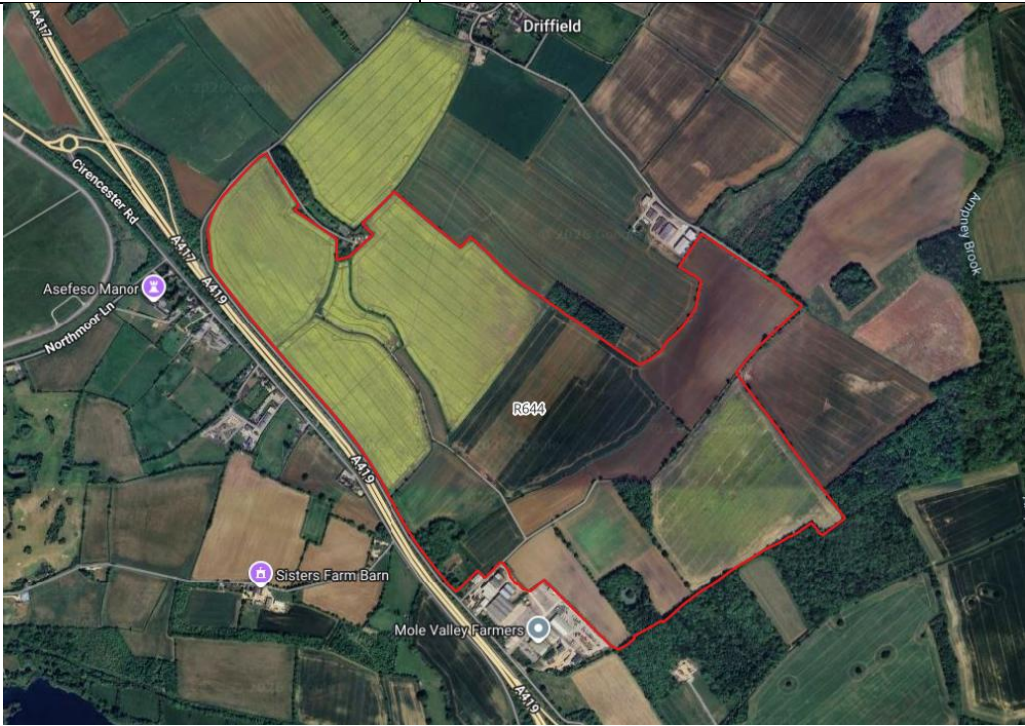
Ref	R519
Site	Land south of Preston
Size (Ha)	18.43
	
Locational Factors	
SRN Access	Direct access to the A419 (SRN).
Local Access	Three access points off the site off Preston, Cirencester Road and Kingshill Road, leading onto Cirencester Road / A419.
Public Transport	Two bus stops located on the boundary of the Site. Both bus stops provide regular services towards Cirencester, Bridgemead, Wootton Bassett and Rushey Platt.
Labour Access	Good - Close proximity to large population centre in Cirencester
Spatial Strategy Considerations	Site is located at Preston (proposed to be a Non-Principal Settlement in the Local Plan update) but within close proximity of Cirencester
Market Demand Factors	
Physical Constraints	No physical constraints on site.

Current Policy / Planning Position	None
Local Demand Factors	Site is located within close proximity of Love Lane Industrial Estate, which sees strong market demand. Direct access to the A419 increases market attractiveness.
Surrounding Uses	Residential borders to the north, garden centre and Siddington Park residential village (over 60s) to the south west.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single landownership.
Infrastructure Requirements	New roundabout arm required on A419 or alternative suitable access via Kingshill Lane
Deliverability And Deliverability Timescales	Medium term – limited access infrastructure required. Assumed to be deliverable
Overall Assessment	
Summary	Given residential adjacency, any employment development would have to be located to the south of site. Under the assumption that this site is brought forward for mixed development in conjunction with R650 (below), employment development would be more suitable within the southern section of R650

Ref	R650
Site	Land to the north of Cirencester Road
Size (Ha)	81.58
	
Locational Factors	
SRN Access	Two access points located off Cirencester Road/ A419. The A419 leads onto Swindon Road, into Cirencester's urban core.
Local Access	Two access points located off Cirencester Road. Access points located towards the eastern boundaries of the Site.
Public Transport	Bus stop located on Cirencester Road, approximately 80m from the closest access point. Frequent services from the stop towards Bridgemead, Wootton Bassett, Rushey Platt and Swindon.
Labour Access	Good - Close proximity to large population centre in Cirencester
Spatial Strategy Considerations	Site is located at Preston (proposed to be a Non-Principal Settlement in the Local Plan update) but within close proximity to Cirencester
Market Demand Factors	

Physical Constraints	No major physical constraints on site. Site contains priority habitat designation in centre of site – deciduous wood.
Current Policy / Planning Position	None
Local Demand Factors	Site is located within proximity of Cirencester urban area. Direct access to the A419 increases market attractiveness.
Surrounding Uses	Commercial uses are located within the site and to its south western boundary, with greenfield land surrounding the remaining edges.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site has multiple landowners. Site is promoted by Bloor Homes Western for mixed use development 'Cotswold Gate' of 1,500 new homes, village centre containing primary school, sports pitches, healthcare facilities and retail.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development including improved access off Cirencester Road
Deliverability And Deliverability Timescales	Given scale of site it is assumed employment development could be brought forward in the medium term. Site is assumed to be deliverable in the medium term – indicative masterplanning has been prepared.

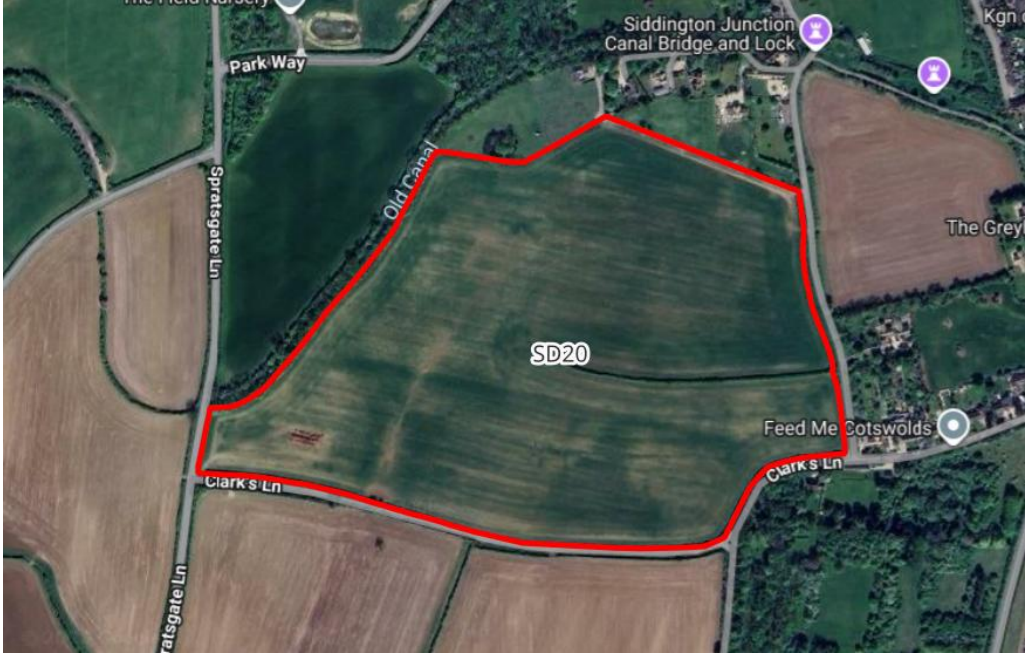
Overall Assessment		
Summary	As part of a mixed-use development, provision of employment could be provided, up to c.10ha, preferably located in the south of the site where connectivity to the A419 / A417 is strongest.	

Ref	R644
Site	Land at Fosse Farm, to the south of Driffield
Size (Ha)	129.6
	
Locational Factors	
SRN Access	Multiple access points off the A419, leading onto the A417. A419 leads into Cirencester Road junction, providing further linkages onto the SRN.
Local Access	Existing access available via Cirencester Road roundabout which services Cirencester Agricultural Centre.
Public Transport	The closest bus stop is located approximately 300m (as the crow flies) to the southern point of the site. The bus stop is not easily accessible by foot, which may reduce accessibility of the site.
Labour Access	Good - Close proximity to large population centre in Cirencester

Spatial Strategy Considerations	Would be part of a new settlement to the south of Driffield
Market Demand Factors	
Physical Constraints	No major physical constraints. Site contains a number of Priority Habitat designations – deciduous woodland.
Current Policy / Planning Position	None
Local Demand Factors	Site is located off the A419, leading into Cirencester – would see strong market demand.
Surrounding Uses	Commercial uses to the south east of the site, village of Driffield to north east.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site has two landowners. Site is promoted by AJW Land & Development.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Promoted for mixed-use - housing and employment. Site assumed to be deliverable in medium to long term - no master planning has been undertaken, employment component could come forward in the short to medium term given extension to existing employment area.
Overall Assessment	
Summary	As part of a wider mixed-use scheme, it would be suitable to provide c.10ha of employment as an extension to the existing Agricultural Centre in the south of the site,

	benefiting from strong accessibility to the SRN.	
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Siddington

Ref	SD20
Site	Land north of Clark's Lane
Size (Ha)	21.66
	
Locational Factors	
SRN Access	No direct SRN access – site is located 4.7km from A417 via Swindon Road.
Local Access	Access point off Spratsgate Lane leads into Cirencester's urban core. Spratsgate Lane leads towards Love Lane Industrial Estate. Three access points to the Site: one point off Clarks Lane and two access points off the C-road accessible from Park Way. Clarks Lane is narrow.
Public Transport	Bus stop is located 240m east of the Site. The hourly service provides links towards Cirencester.
Labour Access	Good - Close proximity to large population centre in Cirencester

Spatial Strategy Considerations	Siddington is proposed to be a Non-Principal Settlement in the Local Plan update. This would be a strategic site on the edge of Cirencester.
Market Demand Factors	
Physical Constraints	No physical constraints.
Current Policy / Planning Position	None
Local Demand Factors	Site is within proximity of the Spratsgate Lane, leading onto the main road into Cirencester's urban core, making it an attractive employment area.
Surrounding Uses	Residential uses to the east and towards the northern boundary. Southern and western boundaries are greenfield sites.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Owned and promoted by Bathurst Estates.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development including improvements required to Clarks Lane access.
Deliverability And Deliverability Timescales	No known deliverability issues. Deliverable in medium term – no planning status
Overall Assessment	
Summary	If brought forward for mixed use development, site would be of suitable to provide small scale employment component.

Kemble

Kemble

Ref	K12
Site	Clover Barn (Land south of A429)
Size (Ha)	65.38
	
Locational Factors	
SRN Access	Site is located c.10km from A417 (SRN) via Tetbury Road (A429).
Local Access	Two access points: Main access off the A429 towards the northern boundary of the Site. Another access point is located to the eastern boundary of the Site on a C-road (off Old Vicarage Lane).
Public Transport	Closest bus stop is located 630m north east of the Site, with services towards Cirencester and Tetbury. North eastern corner of site is located 500m away from Kemble train station served by direct trains to London, Swindon, Gloucester and Cheltenham.

Labour Access	Moderate - Kemble has relatively small labour pool. However, site is located 6km from larger population centre Cirencester.
Spatial Strategy Considerations	Kemble is a proposed principle settlement. The site would be a strategic extension south-west of Kemble.
Market Demand Factors	
Physical Constraints	No physical constraints on site. Site contains priority habitat designation in centre of site – deciduous wood.
Current Policy / Planning Position	None
Local Demand Factors	Site is located off the A429, leading towards Kemble and Cirencester. However, distance from the SRN makes it a less attractive employment location. Demand would be localised driven by Cotswold Airport occupiers.
Surrounding Uses	Mainly residential uses and agricultural buildings to the eastern boundary, greenfield sites to the northern and southern area of the site. Cotswold Airport is located north of the main access point to the site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Owned and promoted by Bathurst Estates.
Infrastructure Requirements	An upgrade needed to water supply. No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	This parcel is promoted for mixed use use. Promoters indicate site could come forward as early as 2028 subject to planning.

Overall Assessment		
Summary	Location sees less demand for employment uses given distance from Cirencester and SRN. A mixed use site could support an element of small scale employment development.	

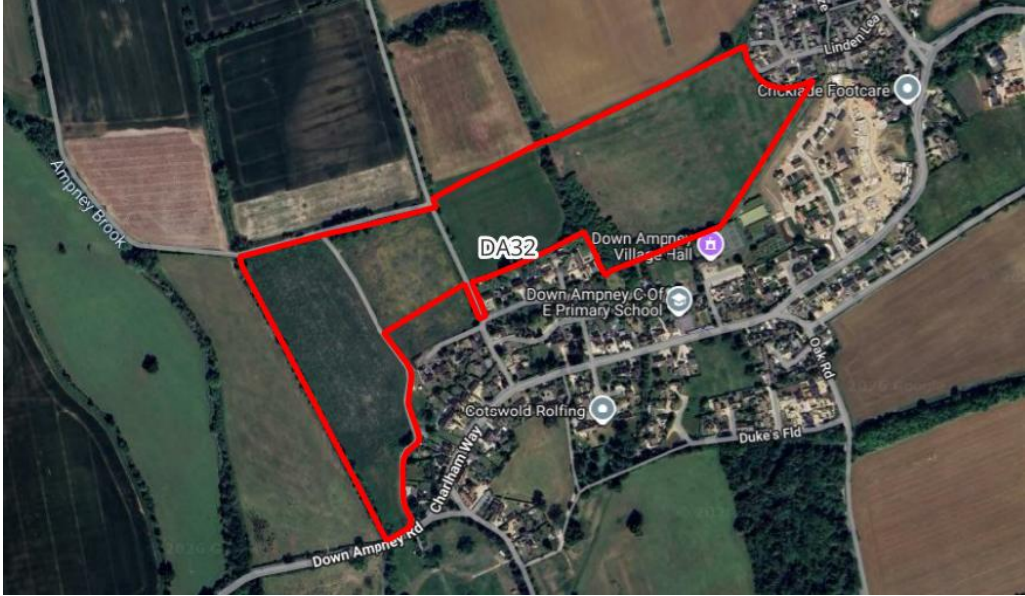
Ref	K15
Site	Land south of A429
Size (Ha)	16.28
	
Locational Factors	
SRN Access	Access is located off the A429, leading towards Kemble and Cirencester's urban core.
Local Access	Access point off A429, towards the northern boundary of the Site.
Public Transport	Site is not within proximity of a bus stop, with the closest bus stop located approximately 1.6km from the access point. North eastern corner of site is located 1.7km away from Kemble train station served by direct trains to London, Swindon, Gloucester and Cheltenham.
Labour Access	Moderate - Kemble has relatively small labour pool however site is located 6km from larger population centre Cirencester.
Spatial Strategy Considerations	Kemble is a proposed principle settlement, although this site would be in open countryside.
Market Demand Factors	

Physical Constraints	No physical constraints on site. Ancient Woodland located to the south of the site.
Current Policy / Planning Position	None.
Local Demand Factors	Site is located off the A429, leading towards Kemble and Cirencester. However, distance from the SRN makes it a less attractive employment location. Demand would be localised driven by Cotswold Airport occupiers.
Surrounding Uses	Cotswold Airport is located to the north of the Site. There are industrial uses further south of the Site. West of the Site is agricultural land, East of the site is Ancient Woodland.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Owned and promoted by Bathurst Estates.
Infrastructure Requirements	An upgrade needed to water supply. No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	This site is promoted for employment use. Promoters indicate site could come forward as early as 2028 subject to planning.
Overall Assessment	
Summary	Location sees less demand for employment uses given distance from SRN. Airport employment uses on adjacent site are lower value and unlikely to support viable new build industrial development in Kemble.

Down Ampney

Ref	DA16A
Site	Land south of Down Ampney Road
Size (Ha)	2.76
	
Locational Factors	
SRN Access	Site is located 2.7km from A419 via Down Ampney Road.
Local Access	Site has two access points, coming off Down Ampney Road. Access points are located on the northern and eastern boundaries of the Site.
Public Transport	Closest bus stop is located 1.6km west of the Site. The bus stop offers regular services towards Swindon and Cirencester.
Labour Access	Moderate - Down Ampney has relatively small labour pool however site is located 9km from larger population centre in Cirencester.

Spatial Strategy Considerations	Down Ampney is Principal Settlement in the adopted Local Plan and is proposed to be a non-principal settlement in the Local Plan update.
Market Demand Factors	
Physical Constraints	Flood Zone 3 within the west of the site.
Current Policy / Planning Position	None.
Local Demand Factors	Site is within Down Ampney Village and would create a new employment location. Site accessible to A419 but via B-road which can be a constraint to LGV/HGV activity.
Surrounding Uses	Surrounding uses are mainly residential and green field sites to the west of the Site.
Potential Employment Uses	E(g)
Deliverability Factors	
Landownership And Control	Single ownership – Home Paddock (Down Ampney)
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Unlikely to be deliverable as an employment site given small scale and creation of new employment location.
Overall Assessment	
Summary	Site is not suitable for employment use due to residential adjacency and rural location with B-road access to SRN reducing market attractiveness.

Ref	DA32
Site	Land to the north of Chestnut Close, Down Ampney
Size (Ha)	13.43
	
Locational Factors	
SRN Access	Site access is on a B-road, located 1.2km from the A419 which leads onto Cirencester's urban core.
Local Access	Site's access point is off Chestnut Close on the southern boundary of the Site. The access point is located 1.2km from the A419.
Public Transport	The closest bus stop to the Site is approximately 900m east of the Site. The bus stop offers services to Southrop, Burford and Cirencester. Bus service may be infrequent.
Labour Access	Moderate - Down Ampney has relatively small labour pool however site is located 9km from larger population centre Cirencester.
Spatial Strategy Considerations	Down Ampney is Principal Settlement in the adopted Local Plan and is proposed to be a

	non-principal settlement in the Local Plan update.	
Market Demand Factors		
Physical Constraints	Floodzone 2 and 3 across the western boundary of the Site.	
Current Policy / Planning Position	None.	
Local Demand Factors	Site is on the edge of Down Ampney Village, slightly further out from Cirencester but accessible via the A419. Access to the Site is down a B-road so may be a constraint. Proximity to Cirencester can make the Site attractive for employment use.	
Surrounding Uses	Uses are mainly residential with a green field site towards the north of the Site.	
Potential Employment Uses	E (g)	
Deliverability Factors		
Landownership And Control	Site is under single ownership – Robert Hitchen Ltd	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.	
Deliverability And Deliverability Timescales	Unlikely to be deliverable as an employment site given small scale and creation of new employment location.	
Overall Assessment		
Summary	Site is not suitable for employment use due to its proximity to residential development and rural location, with B-road access to SRN reducing market attractiveness.	

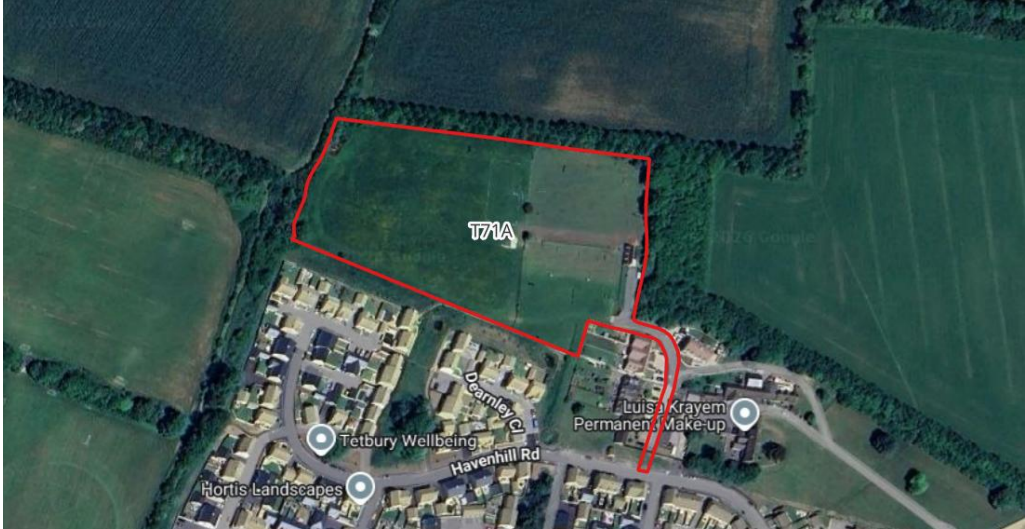
Ref	DA13
Site	Land east of Down Ampney Road
Size (Ha)	3.18
	
Locational Factors	
SRN Access	Site access is off Down Ampney Road, 2.4km from Cirencester Road, leading onto the A419. The A419 is the main artery into Cirencester's urban core.
Local Access	Access point to the Site is off Ampney Road, on the southern boundary of the Site.
Public Transport	Bus stop is located on the western boundary of the Site. Bus has services towards Cirencester and Burford, although service seems infrequent.
Labour Access	Moderate - Down Ampney has relatively small labour pool however site is located 9km from larger population centre in Cirencester.
Spatial Strategy Considerations	Down Ampney is Principal Settlement in the adopted Local Plan and is proposed to be a non-principal settlement in the Local Plan update.

Market Demand Factors		
Physical Constraints	No physical constraints on site.	
Current Policy / Planning Position	None.	
Local Demand Factors	Site is within Down Ampney Village, slightly further out from Cirencester but accessible via the A419. Access to the Site is down a B-road so may be a constraint. Proximity to Cirencester can make the Site attractive for employment use.	
Surrounding Uses	Towards the northern and eastern areas, the Site is surrounded by greenfield. Mainly residential uses towards the western areas.	
Potential Employment Uses	E (g)	
Deliverability Factors		
Landownership And Control	Single ownership alongside wider land holdings, owned and promoted by Urban&Civic. Part of wider strategic site promotion for c.2,000 homes.	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.	
Deliverability And Deliverability Timescales	Site forms part of Area B within masterplan – for c.694 residential units. Unlikely to deliver employment development.	
Overall Assessment		
Summary	Site is not suitable for employment given its close relationship with nearby housing and its rural setting, n with B-road access to SRN reducing market attractiveness.	

Ref	DA5
Site	Land south of Down Ampney Road
Size (Ha)	4.92
	
Locational Factors	
SRN Access	Site access is off Down Ampney Road, 2.4km from Cirencester Road, leading onto the A419. The A419 provides the main route into Cirencester.
Local Access	The access point to the Site is located off Down Ampney Road, to the northern boundary of the Site.
Public Transport	The closest bus stop is located 330m to the north of the Site. There are bus services running to Cirencester and Burford, although not very frequent.
Labour Access	Moderate - Down Ampney has relatively small labour pool however site is located 9km from larger population centre Cirencester.
Spatial Strategy Considerations	Down Ampney is Principal Settlement in the adopted Local Plan and is proposed to be a

	non-principal settlement in the Local Plan update.
Market Demand Factors	
Physical Constraints	No significant physical constraints on site.
Current Policy / Planning Position	None.
Local Demand Factors	Site is on the edge of Down Ampney Village, slightly further out from Cirencester but accessible via the A419. Access to the Site is down a B-road so may be a constraint. Proximity to Cirencester can make the Site attractive for employment uses.
Surrounding Uses	Directly on the northern boundary of the Site, there are agricultural buildings, towards the western boundary of the Site there are mainly residential uses.
Potential Employment Uses	E (g)
Deliverability Factors	
Landownership And Control	Site is under single ownership – Robert Hitchen Ltd
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Unlikely to be deliverable as an employment site given small scale and creation of new employment location.
Overall Assessment	
Summary	Site is not suitable for employment use due to proximity to residential areas and the rural setting with B-road access to SRN reducing market attractiveness.

Tetbury

Ref	T71A
Site	Land north of Havenhill Road, Tetbury
Size (Ha)	2.15
	
Locational Factors	
SRN Access	Site is located c.19km from A417 (SRN).
Local Access	Site is located off Havenhill Road, leading onto London Rd/ A433. Access would be through the residential area to the southeastern boundary of the Site.
Public Transport	Closest bus stop to the Site is located 255m from the Site. The bus stop offers frequent services to Stroud, Wickwar and Tetbury.
Labour Access	Moderate – site is located in Tetbury, a smaller town, labour may also be drawn from nearby Malmesbury
Spatial Strategy Considerations	Tetbury is a principal settlement in the adopted Local Plan and is proposed to continue as a principle settlement in the Local Plan update.
Market Demand Factors	

Physical Constraints	The site is within the Cotswold National Landscape
Current Policy / Planning Position	The site is within a Strategy Delivery sub-area.
Local Demand Factors	The site is within proximity of the A433, linking to Cirencester. Located is in closely proximity to residential areas which reduces market attractiveness.
Surrounding Uses	Mainly residential uses to the south of the Site, with greenfield sites to the north..
Potential Employment Uses	E (g)
Deliverability Factors	
Landownership And Control	Site is in single ownership
Infrastructure Requirements	Suitable access to the site would need to be created.
Deliverability And Deliverability Timescales	Given residential proximity and access arrangements, employment development is likely undeliverable.
Overall Assessment	
Summary	Site is not considered to be suitable for employment development due to residential proximity and lack of suitable access. More suitable for residential.

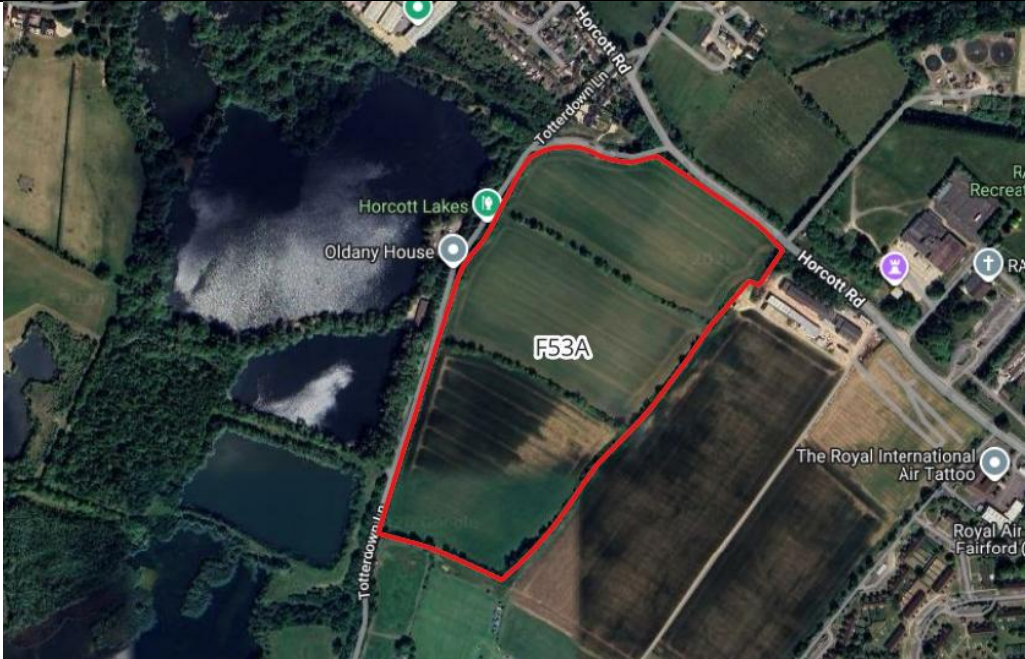
Ref	T31B
Site	Land west of Lowfield Road, Tetbury
Size (Ha)	2.01
	
Locational Factors	
SRN Access	Site located over 20km from A417 (SRN).
Local Access	Site is located off Lowfield Road, leading to the B4014. Access point is located off Lowfield Road, 330m from the B4014 leading to the London Road/ A433.
Public Transport	The closest bus stop to the Site is located 48m to the south of the site I. This bus stop offers services to Old Sodbury, although buses may be infrequent.
Labour Access	Moderate – site is located in Tetbury, a smaller town, labour may also be drawn from nearby Malmesbury
Spatial Strategy Considerations	Tetbury is a Principal Settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	

Physical Constraints	The site is within the Cotswold National Landscape (AONB) designation.
Current Policy / Planning Position	None
Local Demand Factors	The site is within proximity of the A433, linking to Cirencester, but is in close proximity to residential areas, which reduces market attractiveness.
Surrounding Uses	The northern boundary of the site is countryside. Towards the east is a school and to the south residential.
Potential Employment Uses	E (g)
Deliverability Factors	
Landownership And Control	Site is in single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Employment development would be deliverable however residential proximity means site is more suitable for residential use.
Overall Assessment	
Summary	Employment development of site would create a new employment site disconnected from the existing Tetbury industrial estate . More suitable for residential use.

Fairford

Ref	F52
Site	Land south of London Road
Size (Ha)	1.49
	
Locational Factors	
SRN Access	Site is located 16.5km from A417 (SRN section)
Local Access	Access is off the A417 on the northern boundary of the Site, providing links to Cirencester. London Road / A417 is the main connection through Fairford.
Public Transport	Nearest bus stop is located 350m to the west of the Site. This bus stop offers services to Cirencester.
Labour Access	Moderate – site is located in Fairford, a smaller town, labour may also be drawn from Cirencester located within a 15 minute drive time catchment.

Spatial Strategy Considerations	Fairford is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	No physical constraints on site.
Current Policy / Planning Position	None.
Local Demand Factors	Site is located off the A417, providing the main connection through Fairford and towards Cirencester. Site is adjacent to existing employment clusters in Fairford.
Surrounding Uses	Towards the south of the Site there are commercial / manufacturing uses. Residential uses towards the western areas and greenfield sites towards the north.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development including new access off A417 required.
Deliverability And Deliverability Timescales	No planning progress – assumed deliverable in medium term.
Overall Assessment	
Summary	Site could suitably form an extension of the existing employment area to the south, however proximity to residential areas to the east and west would limited employment use to E(g).

Ref	F53A
Site	Land east of Totterdown Lane
Size (Ha)	12.81
	
Locational Factors	
SRN Access	Site located c.14km from A417 (SRN section).
Local Access	Site is located off Horcott Road, leading to A417 (links to Cirencester) and further leading into A361 (links to Swindon).
Public Transport	The nearest bus stop is located 300m north of the Site. The bus stop offers services to Cirencester, Lechlade and Highworth.
Labour Access	Moderate – site is located on the edge of Fairford, a smaller town, labour may also be drawn from Cirencester located within a 15 minute drive time catchment.
Spatial Strategy Considerations	Fairford is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.

Market Demand Factors		
Physical Constraints	No physical constraints on site.	
Current Policy / Planning Position	None.	
Local Demand Factors	Site is located within proximity of the A417/ Cirencester Road, leading to the employment hubs in Cirencester. Fairford has a number of small industrial areas which see a good level of demand.	
Surrounding Uses	Towards the east of the Site, there are industrial uses, the south of the Site is a camping site. To the north of the Site, there are residential uses and western area is Horcott Lakes.	
Potential Employment Uses	E(g) / B2/ B8	
Deliverability Factors		
Landownership And Control	Site is under single ownership	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development including new access off A417 required.	
Deliverability And Deliverability Timescales	No planning progress – assumed deliverable in medium term.	
Overall Assessment		
Summary	Given proximity of Horcott Industrial Estate it would not be logical to create a further new employment area in this location.	

Bourton-on-the-Water

Ref	B56
Site	Land north of Moor Lane, Bourton-on-the-Water
Size (Ha)	1.83
	
Locational Factors	
SRN Access	Site is accessible via Moor Lane, 1.3km from the A429 which is the main link to Cirencester.
Local Access	Access point from Mallard Crescent, leading onto the A429. Access point is from the northern part of the Site.
Public Transport	The closest bus stop to the Site is located 1.6km from the parcel. There are frequent services towards Cheltenham, Cirencester, Chipping Norton and Bourton-on-Water.
Labour Access	Good – site is located in Bourton-on-the-Water, a smaller town, labour may also be drawn from Moreton-in-Marsh and Cirencester.

Spatial Strategy Considerations	Bourton-on-the-Water is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update..
Market Demand Factors	
Physical Constraints	Cotswold National Landscape
Current Policy / Planning Position	None
Local Demand Factors	Site is located within proximity of Bourton Industrial Park and close to the SRN (A429) however residential adjacency and access arrangements reduces market attractiveness
Surrounding Uses	Towards the southern part of the site, there are greenfield sites. Other uses surrounding the site are mainly residential. Further north of the Site is Bourton Business Park/ Industrial Estate.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Given residential adjacency and access to site, employment development is likely undeliverable
Overall Assessment	
Summary	Site is not suitable for employment development due to residential adjacency and access. Would create employment site separated from existing Bourton Industrial Estate.

Ref	B57
Site	Land south of the A429, Bourton-on-the-Water
Size (Ha)	4.93
	
Locational Factors	
SRN Access	Site located off the A429, leading onto the A424, providing links to Cirencester.
Local Access	Access through industrial area to the south, layout of permitted scheme on allocation provides access to site through industrial estate.
Public Transport	Closest bus stop to the Site is 60m from the Site. There are frequent services towards Chipping Norton.
Labour Access	Good – site is located in Bourton-on-the-Water, a smaller town, labour may also be drawn from Moreton-in-Marsh and Cirencester.
Spatial Strategy Considerations	Bourton-on-the-Water is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	

Physical Constraints	Site contains is entirely covered by priority habitat designation – coastal and floodplain grazing marsh. Cotswold National Landscape
Current Policy / Planning Position	None
Local Demand Factors	Site is located off the SRN (A429) providing links to large reemployment hubs. The site would form an extension to Bourton Industrial Park, increasing market attractiveness.
Surrounding Uses	Northern and southern areas of the site are greenfield sites. Bourton Industrial Park is located to the south
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Single ownership – owned by John Hackling Transport who own allocated land to the south.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Build out of Bourton Business Park extension to the south has been slow with just two units delivered since permitted. Further expansion on this site is seen as a long term option.
Overall Assessment	
Summary	Site would form a further long-term expansion option for Bourton Industrial Park, however land is entirely designated as a priority habitat,

Stow-on-the-Wold

Ref	S55B
Site	Land to the south of Oddington Road, Stow-on-the-Wold
Size (Ha)	0.57
	
Locational Factors	
SRN Access	Poor SRN access – located over 25km from A46 and A417.
Local Access	Site is located off the A436 leading onto Roman Road. The A436 provides connections to employment hubs in larger towns such as Cirencester. Access to the Site is off Oddington Road, on the northern boundary of the Site.
Public Transport	The nearest bus stop is adjacent to the site, providing services to Cheltenham.
Labour Access	Good – site is located in Stow-on-the-Wold, a smaller town, labour may also be drawn from Moreton-in-Marsh and Bourton-on-the-Water.

Spatial Strategy Considerations	Stow-on-the-Wold is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Southern boundaries of the Site have conservation areas running along the boundary. Site has a steep topography. Cotswold National Landscape.
Current Policy / Planning Position	None.
Local Demand Factors	Stow-on-the-Wold is not an established employment location. Site is of insufficient scale to create a new employment cluster.
Surrounding Uses	Towards the eastern area of the Site, there are greenfield sites and commercial sites towards the western areas.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Site is of insufficient scale to deliver sufficient employment development. Stow-on-the-Wold is not an established employment location.
Overall Assessment	
Summary	Site is of insufficient scale to deliver sufficient employment development. Stow-on-the-Wold is not an established employment location and may see limited commercial demand.

Moreton-in-Marsh

Ref	M31
Site	Land north of Todenham Road
Size (Ha)	50.4
	
Locational Factors	
SRN Access	Site located off Todenham Road, leading onto Roman Road/ Fosse Way (A429).
Local Access	Site's main access point is off Todenham Road, on the southern boundary of the Site.
Public Transport	The closest bus stop is located 980m from the Site. Site is located within walking distance of Moreton-in-Marsh train station, serving the Cotswold Line and providing direct services between London Paddington and Worcester.
Labour Access	Good – site is in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with

	options for strategic extensions to the north, south, and east of the town.
Market Demand Factors	
Physical Constraints	Site is located in a Special Landscape Area and within the setting of the Cotswold's National Landscape. There is a scheduled monument adjacent to the north-west boundary.
Current Policy / Planning Position	None.
Local Demand Factors	Site has direct access to A429 providing north and south connections through the district. Employment development in the south of the site would add to the existing cluster at Fosseway Industrial Estate.
Surrounding Uses	Towards the southern area of the Site, uses are mainly residential, south east of the area is a Fire Service training facility. The northern, western and eastern areas of the Site are greenfield sites.
Potential Employment Uses	E(g) / B2 / B8
Deliverability Factors	
Landownership And Control	Single ownership and being promoted by an agent on behalf of landowner.
Infrastructure Requirements	No major off-site infrastructure needs have been identified at this stage, though all development would require standard on-site infrastructure and servicing provision.
Deliverability And Deliverability Timescales	Site has no planning history, but an element of employment development could potentially be brought forward in earlier phases in the south of the site.
Overall Assessment	

Summary	Within a mixed-use development of the site, an element of employment would be suitable, within the south of the site or in the west where there is direct access to the A429.	
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Ref	M70
Site	Land east of Evenlode Road
Size (Ha)	7.57
	
Locational Factors	
SRN Access	Site is located off Evenlode Road, approximately 830m south of the A44. The A44 provides links to Oxford and Worcester.
Local Access	Access point to the Site is off Evenlode Road, on the western boundaries of the Site.
Public Transport	The closest bus stop to the site is located approximately 830m north of the Site. The bus stop provides frequent services towards Chipping Norton. Moreton-in-Marsh train station is approximately 1.3km from the site, providing services to London Paddington and Worcester.
Labour Access	Good– the site is located on the edge of Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with

	strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Special Landscape Area. Sewage Treatment Works adjacent to the north east.
Current Policy / Planning Position	An application for 110 homes was submitted in December 2025 and is pending consideration (ref: 25/04041/OUT).
Local Demand Factors	Cotswold Business Park to the north is a successful employment site, however this site does not benefit from direct access to the A44 or A429. Consideration is being given to a new link road through the Local Plan process, which if delivered would connect this site to the A44 and A429.
Surrounding Uses	Residential uses to the north of the Site. Cotswold Business Park is to the north east of the Site. It is bounded by open countryside to the south and east.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is in single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	No known deliverability issues – site could come forward in short to medium term.
Overall Assessment	
Summary	The site has an ongoing planning application for residential development and is therefore not available for employment development. Furthermore, the Site is

	currently located in a periphery location, with narrow access via Evenlode Road. Employment development on A44 would be more preferable, however delivery of new link road would improve commercial attractiveness.	
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Ref	M12B
Site	Land to the east of Evenlode Road
Size (Ha)	3.07
	
Locational Factors	
SRN Access	Site is located off Evenlode Road, approximately 600m from the A44. The A44 provides links to Oxford and Worcester.
Local Access	Site access is through residential area off Evenlode Road.
Public Transport	The nearest bus stop to the site is located approximately 600m to the north of the Site. The bus stop is serviced by frequent bus services to Chipping Norton. Moreton-in-Marsh train station is approximately 1.3km from the site, providing services to London Paddington and Worcester.
Labour Access	Good—the site is located on the edge of Moreton-in-Marsh.

Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Special Landscape Area. Sewage Treatment Works adjacent to the north east.
Current Policy / Planning Position	None.
Local Demand Factors	Cotswold Business Park to the north of the site sees good demand however site access through residential area reduces market attractiveness. Consideration is being given to a new link road through the Local Plan process, which if delivered would connect this site to the A44 and A429 and would improve the market attractiveness.
Surrounding Uses	Directly north of the Site is Cotswold Business Park. Greenfield sites towards the southern and eastern areas. Residential uses towards the western areas of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is owned by Gloucestershire County Council
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Site is unlikely to come forward for commercial development. Access through residential area is not suitable.

Overall Assessment		
Summary	Despite adjacency to Cotswold Business Village, there is no access through the existing employment site. Access through residential area via Evenlode Road means site is not suitable for employment development.	

Ref	M76
Site	Land to east of Evenlode Rd
Size (Ha)	3.24
	
Locational Factors	
SRN Access	Access is off Evenlode Road, 630m south of the A44 (SRN). The A44 has links towards Worcester and Oxford.
Local Access	Access point is located off Evenlode Road, on the western boundary of the parcel. Consideration is being given to a new link road through the Local Plan process, which would link the site to the A429 and A44.
Public Transport	The closest bus stop to the Site is located on the A44/ London Road, 630m north of the Site. The bus stop is serviced by frequent services towards Chipping Norton. Moreton-in-Marsh train station is approximately 1.1km from the site, providing services to London Paddington and Worcester.
Labour Access	Good– site is located i on the edge of Moreton-in-Marsh

Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Site is within the Special Landscape Area. Area of the Site (western part) is in Flood zone 3.
Current Policy / Planning Position	None.
Local Demand Factors	Cotswold Business Park to the north of the site sees good demand however current site access via Evenlode Road reduces market attractiveness. The delivery of the link would improve the market attractiveness.
Surrounding Uses	Several residential properties lie to the east of the site. Greenfield land surrounds the remainder of the site, with a small number of agricultural buildings present within this wider area.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Site is within floodzone 3 which requires mitigation – site could come forward in short to medium term.
Overall Assessment	
Summary	Site is located in a periphery location, with narrow access via Evenlode Road,

	employment development on A44 would be more preferable, however delivery of new link road would improve commercial attractiveness..	
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Ref	M77
Site	Land west of Evenlode Road
Size (Ha)	10.99
	
Locational Factors	
SRN Access	Site is located off Evenlode Road, approximately 900m south of the A44. The A44 provides links to Worcester and Oxford.
Local Access	Access point to the Site is off Evenlode Road, on the western boundary of the Site. Consideration is being given to a new link road through the Local Plan process, which would link the site to the A429 and A44.
Public Transport	The closest bus stop to the Site is located on the A44/ London Road, approximately 900m north of the Site. The bus stop is serviced by frequent services towards Chipping Norton. Moreton-in-Marsh train station is approximately 1.2km from the site, providing services to London Paddington and Worcester.

Labour Access	Good– site is located in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town..
Market Demand Factors	
Physical Constraints	Site is within a Special Landscape Area Western section of site falls within Flood Zone 3.
Current Policy / Planning Position	None.
Local Demand Factors	Cotswold Business Park to the north of the site sees good demand however site access via Evenlode Road reduces market attractiveness. The delivery of the link road would improve the market attractiveness.
Surrounding Uses	Several residential units to the east of the Site. Greenfield land surrounds , it with a few scattered agricultural buildings.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	No known deliverability issues – site could come forward in short to medium term.
Overall Assessment	
Summary	Site is located in a periphery location, with narrow access via Evenlode Road, employment development on A44 would be

	more preferable, however delivery of new link road would improve commercial attractiveness.	
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Ref	M9C, M9D, M9D
Site	Land west of Evenlode Road
Size (Ha)	1.31
	
Locational Factors	
SRN Access	Site access is off Evenlode Road, approx. 600m south of the A44. The A44 provides linkages to Worcester and Oxford.
Local Access	Site access point is off Evenlode Road, on the eastern boundary of the Site. Access is located off a C-road. Consideration is being given to a new link road through the Local Plan process, which would link the site to the A429 and A44.
Public Transport	The closest bus stop to the Site is located on the A44/ London Road, approximately 615m north of the Site. The bus stop is serviced by frequent services towards Chipping Norton. Moreton-in-Marsh train station is approximately 1km from the site, providing

	services to London Paddington and Worcester.
Labour Access	Good– site is located in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Site is located within a Special Landscape Area
Current Policy / Planning Position	None.
Local Demand Factors	Cotswold Business Park to the north of the site sees good demand however site access via Evenlode Road reduces market attractiveness. Delivery of the link road would improve the market attractiveness.
Surrounding Uses	Directly towards the west of the Site is the Highways Depot, greenfield sites to the north and south of the Site and Residential uses towards the west of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is formed of three separate titles – land ownership unknown.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	No known deliverability issues – site could come forward in short to medium term.
Overall Assessment	

Summary	Site is located in a periphery location, with narrow access via Evenlode Road, employment development on A44 would be more preferable, however delivery of new link road would improve commercial attractiveness.	
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Ref	M78
Site	Land west of Roman Road / Fosse Way (A429)
Size (Ha)	2.62
	
Locational Factors	
SRN Access	Site is located off Roman Road/ A429. The A429 provides links towards Cirencester and Royal Leamington Spa, alongside the main linkage to Moreton-in-Marsh.
Local Access	Site access is off Roman Road/ A429, on the eastern boundary of the parcel, sharing the existing access of the Fosseway Garden Centre.
Public Transport	The closest bus stop is 360m north of the Site. The bus stop is serviced by regular services towards Cheltenham and Chipping Norton. Moreton-in-Marsh train station is approximately 1.2km from the site, providing services to London Paddington and Worcester.
Labour Access	

	Good – the site is located on the edge of Moreton-in-Marsh, with access to the town's labour pool.
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Cotswold National Landscape.
Current Policy / Planning Position	None.
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within proximity of Cotswold Business Park, providing an employment cluster.
Surrounding Uses	The southern and eastern areas of the Site are greenfield sites. Towards the western areas of the Site, there are commercial uses with a car park accompanied.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership – Wavendon Land. Site is promoted for Class E / B2 / B8/ hotel and/or Sui Generis.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	No known deliverability issues – site could come forward in short to medium term.
Overall Assessment	

Summary	Site has good road accessibility with direct access to A429. Provision of small-scale employment units would be suitable at this location.	
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Ref	M71A
Site	Land south of the A44
Size (Ha)	10.59
	
Locational Factors	
SRN Access	Site is located off the A44, providing linkages to Worcester and Oxford. The A44 links to Roman Road, which provides the link to Cirencester.
Local Access	Site access point is off the A44, on the northern boundary of the Site.
Public Transport	The closest bus stop is 260m east of the Site. The bus stop is serviced by provides frequent services towards Bourton-on-Water and Chipping Norton. The Site is approximately 1.3km from the train station, providing services to London Paddington and Worcester.
Labour Access	Good – the site is located on the edge of Moreton-in-Marsh, with access to the town's labour pool

Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	No physical constraints on Site.
Current Policy / Planning Position	Allowed at appeal (6002934) - residential application (25/01036/OUT) for 195 dwellings, vehicular access from London Road, landscaping etc.
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within proximity of Cotswold Business Park, providing an employment cluster.
Surrounding Uses	Greenfield land beyond the southern and eastern boundaries of the Site. Commercial and Manufacturing/ Industrial uses adjacent to the Site. Fire Service College is to the north of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership and Bloor Homes have an option agreement / are the applicants.
Infrastructure Requirements	New access of A44 required.
Deliverability And Deliverability Timescales	Given that the site is being actively pursued for residential development, it is unlikely that employment development will be delivered on site.
Overall Assessment	

Summary	The site is unavailable for employment development given recent allowance of appeal for residential scheme.	
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Ref	M71B
Site	Land south of the A44
Size (Ha)	12.27
	
Locational Factors	
SRN Access	Site access is off the A44, providing linkages to Worcester and Oxford. The A44 links to Roman Road, which provides the link to Cirencester.
Local Access	Site access is off the A44, on the northern boundary of the Site.
Public Transport	The closest bus stop is adjacent to the northern boundary of the Site. The bus stop is serviced by provides frequent services towards Bourton-on-Water and Chipping Norton. The Site is approximately 1.6km from the train station, providing services to London Paddington and Worcester.
Labour Access	Good– site is located in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with

	strategic extensions to the north, south and east of the town. By itself the site is disconnected from Moreton-in-Marsh and would sprawl development eastwards. In the event that the residential site to the west is allowed at appeal and built out the site becomes less of disconnected.
Market Demand Factors	
Physical Constraints	No physical constraints on site, except for the strip along the western boundary which is Floodzone 3. Site is within the Special Landscape Area designation.
Current Policy / Planning Position	In 2014 a screening application (14/01782/SCR) was submitted for a proposed solar PV development. No further planning applications have been submitted.
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within proximity of Cotswold Business Park, providing an employment cluster.
Surrounding Uses	The site is enclosed by greenfield land, with the A44 forming its northern boundary.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership and owned by Turnstone Farming Company Ltd. Bloor have an option agreement on the site.
Infrastructure Requirements	No abnormal infrastructure requirements are identified, although a new access onto the A44 would be required and may necessitate highway works
Deliverability And Deliverability Timescales	No known deliverability issues – site could come forward in short to medium term.

Overall Assessment		
Summary	The site is currently disconnected from Moreton-in-Marsh, however recent permitted residential development on the site to the west improves connectivity. The site would be suitable for employment development, building on the existing cluster at Cotswold Business Village.	

Ref	M89
Site	Land to south of Moreton in Marsh Sewage Treatment Works (STW)
Size (Ha)	3.97
	
Locational Factors	
SRN Access	Site access is via Cotswold Business Park, located off the A44, providing linkages to Worcester and Oxford. The A44 links to Roman Road, which provides the link to Cirencester.
Local Access	Site access is via Cotswold Business Park via a narrow private access which will require improvements.
Public Transport	The closest bus stop is located 500m from site on the A44. The bus stop is serviced by provides frequent services between Cheltenham and Chipping Norton. The Site is approximately 1.5km from the train station,

	providing services between London Paddington and Worcester.
Labour Access	Good– site is located in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town. By itself the site is disconnected from Moreton-in-Marsh and would sprawl development southwards.
Market Demand Factors	
Physical Constraints	No physical constraints on site.
Current Policy / Planning Position	None
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within proximity of Cotswold Business Park, providing an employment cluster. Site access may reduce attractiveness
Surrounding Uses	Site is current use a STW. Cotswold Business Village to the north.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Owned by Thames Water Utilities
Infrastructure Requirements	No abnormal infrastructure requirements are identified, although improved access to site via Cotswold Business Village would be required
Deliverability And Deliverability Timescales	Site in use as STW – engagement with Thames Water indicates the site will be used as expansion for the water treatment works and is therefore unavailable.
Overall Assessment	

Summary	The site is unavailable and due to be used for expansion of the water treatment works. Access to site requires investigation given current narrow access via private land.	
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Ref	M72
Site	Land north of the A44, Fire Service College
Size (Ha)	35.17
	
Locational Factors	
SRN Access	Site access is off the A44, providing linkages to Worcester and Oxford. The A44 links to Roman Road, which provides the link to Cirencester.
Local Access	Site access on Massey Shaw Avenue, leading onto the A44 on the southern boundary of the Site.
Public Transport	The nearest bus stop is adjacent to the southern boundary of the Site. The bus stop is serviced by provides frequent services towards Bourton-on-Water and Chipping Norton. The Site is approximately 1.6km from the train station, providing services to London Paddington and Worcester.
Labour Access	Good– site is located on western edge of Moreton-in-Marsh

Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town..
Market Demand Factors	
Physical Constraints	Priority habitat (deciduous woodland) lies to the east of the site. Tree Preservation Orders (TPOs) are present in several locations across the wider area, with larger concentrations along and beyond the eastern a boundary.
Current Policy / Planning Position	A 7ha parcel in the west of the site is allocated for office employment development in the adopted Local Plan.
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within close proximity of Cotswold Business Park, providing an employment cluster. Existing commercial units to the north of the Site.
Surrounding Uses	The site forms part of the Fire Services College in active use for emergency services training. The site includes an incident ground and a 'motorway' used for helicopter and emergency vehicle training which can generates noise Residential uses towards the western areas of the site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	The site is owned and promoted by Capita
Infrastructure Requirements	The main infrastructure requirement relates to the creation of a new access onto the A44,

	which would require appropriate highway design and approval	
Deliverability And Deliverability Timescales	See Fire Services College MORE6 site assessment. Medium term - Engagement with Capita reveals no progress has been made on the site since being allocated for office employment use in the currently adopted Local Plan. No planning application has been submitted or is under consideration.	
Overall Assessment		
Summary	The extant Local Plan allocation within the site has not come forward, due to its restriction to B1 use class and the evolution of the office market since the plan was adopted. A broader range of employment uses such as B2/B8 would be more deliverable, evidenced by the success of Cotswold Business Village. As part of a mixed-use development, an employment allocation of 7ha should be retained, and could be relocated within the wider mixed use site.	

Ref	ME6
Site	Land off Fourth Avenue, Fire Service College
Size (Ha)	8.47
	
Locational Factors	
SRN Access	The site is located off Fourth Avenue, leading onto A44. The A44 provides linkages to Worcester and Oxford. The A44 links to Roman Road, which provides the link to Cirencester.
Local Access	Site access is off Fourth Avenue, leading onto the A44 on the southern boundary of the Site.
Public Transport	The closest bus stop is adjacent to the southern boundary of the Site. The bus stop is serviced by provides frequent services towards Bourton-on-Water and Chipping Norton. The Site is approximately 1.6km from the train station, providing services to London Paddington and Worcester.
Labour Access	Good– site is located in Moreton-in-Marsh
Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with

	strategic extensions to the north, south and east of the town.	
Market Demand Factors		
Physical Constraints	South of site contains priority habitat designation – deciduous woodland	
Current Policy / Planning Position	None	
Local Demand Factors	Site is well-placed in terms of accessibility, with great links via train and regular bus services. Located within proximity of Cotswold Business Park, providing an employment cluster. Existing commercial units to the south of the Site.	
Surrounding Uses	Fire Service College and commercial units to the south of the Site. Greenfield land to the east..	
Potential Employment Uses	E(g) / B2/ B8	
Deliverability Factors		
Landownership And Control	The site is owned and promoted by Capita	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.	
Deliverability And Deliverability Timescales	Site is currently in use as part of the Fire Services College which may limit short term delivery.	
Overall Assessment		
Summary	Part of the site contains a priority habitat which reduces the site area. The existing employment allocation on the A44 is a more suitable location for employment	

	development and should be retained over the allocation of this site.	
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Ref	M88A, B, C
Site	Land north of Todenham Road
Size (Ha)	20.51 + 2.92 + 0.93
	
Locational Factors	
SRN Access	Access to the site is off Todenham Road, leading onto Fosse Way (A429). Fosse Way has linkages to Cirencester.
Local Access	Site access point is off Todenham Road, on the southern boundary of the site. Site is located over 1km from the centre of Moreton-in-Marsh.
Public Transport	The closest bus stop to the site is 1.6km east of the Site. This bus service provides frequent services to Stratford-upon-Avon. The Site is approximately 1.6km from the train station, providing services to London Paddington and Worcester.
Labour Access	The site is located in open countryside, outside the built-up area of Moreton-in-Marsh, on the northern edge of the settlement.

Spatial Strategy Considerations	Moreton-in-Marsh is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update, with strategic extensions to the north, south and east of the town.
Market Demand Factors	
Physical Constraints	Traditional Orchards towards the eastern boundary of the Site. Historical Landmark on Site (Lemington Grange). Site is within the Special Landscape Area.
Current Policy / Planning Position	None.
Local Demand Factors	Located within close proximity of Cotswold Business Park, providing an employment cluster. Site is well-placed in terms of accessibility, with links via train to larger employment hubs.
Surrounding Uses	Commercial unit to the east of the Site, greenfield land surrounding all other areas of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	It is assumed that the parcels are under single ownership or being promoted by a single interest
Infrastructure Requirements	Infrastructure provision, including new access arrangements, internal road infrastructure, utilities reinforcement and community facilities.
Deliverability And Deliverability Timescales	Given the sites historical assets (Lemington Grange) and location outside of Moreton-in-Marsh, employment development would not be deliverable on the site.

Overall Assessment		
Summary	The site is not suitable for employment development given location outside of Moreton-in-Marsh and environmental and physical constraints on site.	

Blockley

Ref	BK11
Site	Land north of Station Road, Blockley
Size (Ha)	1.46
	
Locational Factors	
SRN Access	Site access is off Station Road (B4479), providing linkages to Northcott Business Park and Norwich Business Centre. The B4479 leads onto the A44, providing links to Cirencester.
Local Access	Site access is off Station Road, on the southern boundary of the Site.
Public Transport	The nearest bus stop is approximately 112 m from the site access. This service operates only on Fridays, providing connections to Mickleton and Moreton-in-Marsh.
Labour Access	Blockley has a limited supply of labour, but is within a 10 minute drive time catchment of Moreton-in-Marsh labour pool.

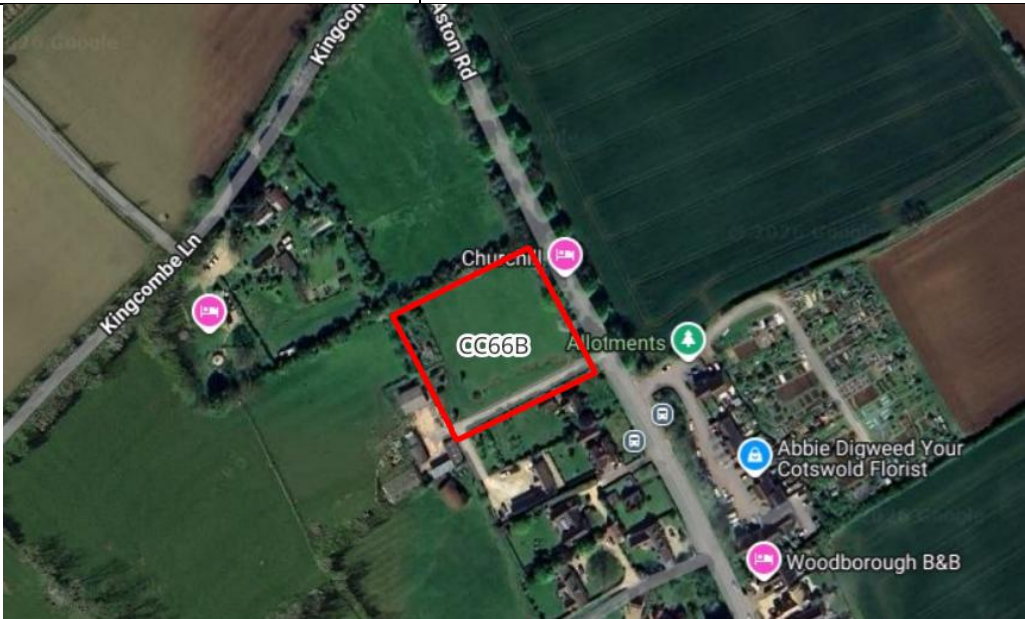
Spatial Strategy Considerations	Blockley is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Cotswold National Landscape
Current Policy / Planning Position	None
Local Demand Factors	Site is located off the B4479, providing links to the A44. Links are within proximity of Draycott Works, Northwick Business Centre and Paxford Brickworks (Northcott Business Park). Further commercial development in this location would see limited commercial demand.
Surrounding Uses	Residential uses to the south of the Site. Sports and Social Club to the north of the Site. Open countryside to the west.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is owned by The Dickinson Trust Ltd.
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Site is unlikely to be delivered for commercial development given lack of demand for further commercial use in the area.
Overall Assessment	
Summary	Further commercial development is not recommended in this location and would see low levels of demand.

Bagendon

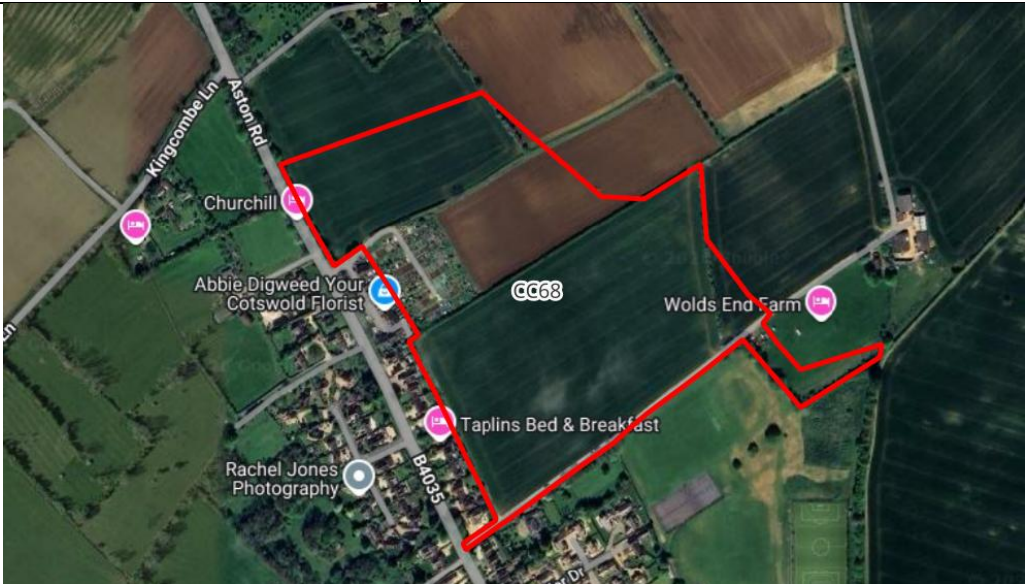
Ref	R614
Site	Land north of Welsh Way
Size (Ha)	3.36
	
Locational Factors	
SRN Access	Site access off Welsh Way, leading onto the A417 and A435. A-road provides links to Cirencester.
Local Access	Site access point is off Welsh Way, on the southern boundary of the Site.
Public Transport	The closest bus stop to the site is approx. 900m to the east. This service provides buses to Winson.
Labour Access	Moderate – site is located in rural location however is within a 10 minute drive time catchment of Cirencester.
Spatial Strategy Considerations	Site is not located within a settlement, rural location.

Market Demand Factors		
Physical Constraints	Site is within the National Landscapes designation.	
Current Policy / Planning Position	None	
Local Demand Factors	Site is within proximity of two A-roads, well connected to the SRN. The linkages to Cirencester provide access to a larger employment hub.	
Surrounding Uses	Site is surrounded by greenfield land	
Potential Employment Uses	E(g) / B2/ B8	
Deliverability Factors		
Landownership And Control	Built development is on land owned by Burbury Investment Ltd. Vacant land in south is owned by Tegan Properties Ltd.	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.	
Deliverability And Deliverability Timescales	The existing development at Tall Trees Estate has been successfully built and let. Further development of small scale light industrial units could be delivered and in demand at this location.	
Overall Assessment		
Summary	Site would be suitable for an extension to the existing Tall Trees Estate. Site has strong accessibility to A417, however is located in rural location, outside of a settlement boundary and does not align within the spatial strategy.	

Chipping Campden

Ref	CC66B
Site	Land east of Aston Road,
Size (Ha)	0.54
	
Locational Factors	
SRN Access	Site has poor SRN access – located 14km from A46.
Local Access	Site is located off Aston Road / B4035, providing links into Chipping Campden and to further towns offering employment hubs. Access point is off Aston Road, on the western boundary of the Site.
Public Transport	The closest bus stop is 40m south of the access point. There are frequent services from this stop towards Cheltenham and Stratford-upon-Avon.

Labour Access	Poor – Chipping Campden has a limited labour pool.
Spatial Strategy Considerations	Chipping Campden is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Site is within the National Landscape designation.
Current Policy / Planning Position	None
Local Demand Factors	Within proximity of Campden Business Park, however residential adjacency and small nature of site results in low commercial market demand.
Surrounding Uses	Residential areas to the south of the site, alongside greenfields surrounding the site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Site would unlikely be delivered for employment development given lack of commercial market demand.
Overall Assessment	
Summary	Site is not suitable for employment development

Ref	CC68
Site	Land east of Aston Road
Size (Ha)	13.02
	
Locational Factors	
SRN Access	Site access off Aston Road/ B4035 (SRN), providing link to the A44 (leads to Cirencester).
Local Access	Site access point is off B4035, on the western boundary of the Site.
Public Transport	The closest bus stop is adjacent to the site, providing frequent services to Chipping Campden, Stratford-upon-Avon and Cheltenham.
Labour Access	Poor – Chipping Campden has a limited labour pool
Spatial Strategy Considerations	Chipping Campden is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Site is within the National Landscape designation.

Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Accessibility from the site to larger employment hubs such as Cirencester is good due to frequent bus services and links to the SRN. Within proximity of Campden Business Park.
Surrounding Uses	Residential and commercial uses towards the south and west of the Site. Greenfield sites towards the east of the Site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership – owned by Gloucestershire County Council
Infrastructure Requirements	Site would require major infrastructure provision to provide suitable access to the site.
Deliverability And Deliverability Timescales	Site would unlikely be delivered for employment development given lack of commercial market demand.
Overall Assessment	
Summary	Site is not considered suitable for employment development

Willersey

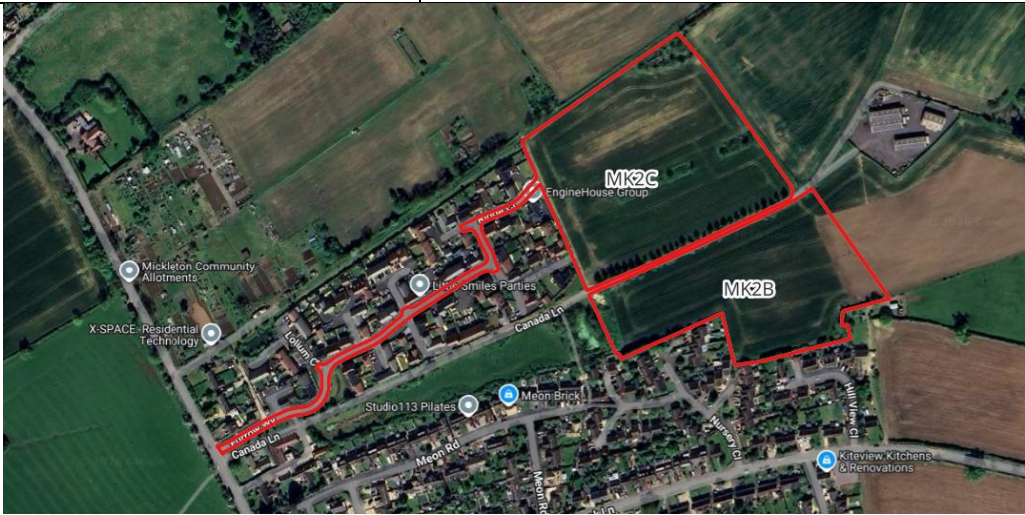
Ref	W4B
Site	Land north of Collin Lane
Size (Ha)	1.82
	
Locational Factors	
SRN Access	Site is located off Collin Lane / B4632 (SRN), providing links to the A44 (link to larger employment hubs such as Cirencester)
Local Access	Site access is off Collin Lane (through Nash Road) on the eastern boundary of the Site, through a residential area
Public Transport	The closest bus stop is located approx. 300m east of the site, providing frequent services to Chipping Campden and Stratford-upon-Avon.
Labour Access	Poor – Willersey has a limited labour pool
Spatial Strategy Considerations	Willersey is a principal settlement in the adopted Local Plan and is proposed to be a

	non-principal settlement in the Local Plan update.
Market Demand Factors	
Physical Constraints	No physical constraints on Site.
Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Site is located within proximity of public transport to travel to larger employment hubs. Located close to Willerlsey Industrial Estate, however access through residential area reduces market demand.
Surrounding Uses	Residential uses to the west and south of the site. Greenfield land to the north.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site and access are under separate titles but assumed to be under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development.
Deliverability And Deliverability Timescales	Given access and residential adjacency, it is unlikely that this site will be deliverable for employment development.
Overall Assessment	
Summary	The site is not considered suitable for employment development due to the requirement for access through a residential area, which would give rise to amenity and compatibility concerns.

Mickleton

Ref	MK3, 16, 17, 21, 22, 23
Site	Strategic Northern Extension Mickleton
Size (Ha)	c.40ha
	
Locational Factors	
SRN Access	Poor - Site located around 14km from A46
Local Access	Site access is located off Stratford Road / B4632, providing links to Chipping Campden and Willersley.
Public Transport	The closest bus station is on Stratford Road access point. This stop provides services to Moreton in Marsh and Stratford-on-Avon bi-hourly
Labour Access	Poor – Mickleton has a limited labour supply.

Spatial Strategy Considerations	Mickleton is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.	
Market Demand Factors		
Physical Constraints	No physical constraints on Site.	
Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.	
Local Demand Factors	Moderate commercial demand, lack of existing clustering however strategic residential development could generate demand for E(g) uses	
Surrounding Uses	Residential uses to the south of the site. Agricultural land to the north and west.	
Potential Employment Uses	E(g)	
Deliverability Factors		
Landownership And Control	Multiple private owners	
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development	
Deliverability And Deliverability Timescales	Medium to long term – would be supported by wider strategic mixed-use development only, employment could not come forward in isolation.	
Overall Assessment		
Summary	Within a wider mixed-use allocation a small quantum (1-2ha) of E(g) use is considered appropriate – studio / co-working space.	

Ref	MK2B&C
Site	Land east of Canada Lane
Size (Ha)	2.18 + 3
	
Locational Factors	
SRN Access	Poor - Site located around 14km from A46
Local Access	Site access is located off Stratford Road / B4632, providing links to Mickleton and other towns such as Chipping Campden and Willersley. Site is accessed via Furrow Way via residential area.
Public Transport	The closest bus station is 40m south of the access point. This stop provides services to Railway station and Noel Arms Hotel.
Labour Access	Poor – Mickleton has a limited labour supply.
Spatial Strategy Considerations	Mickleton is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Cotswold National Landscape.

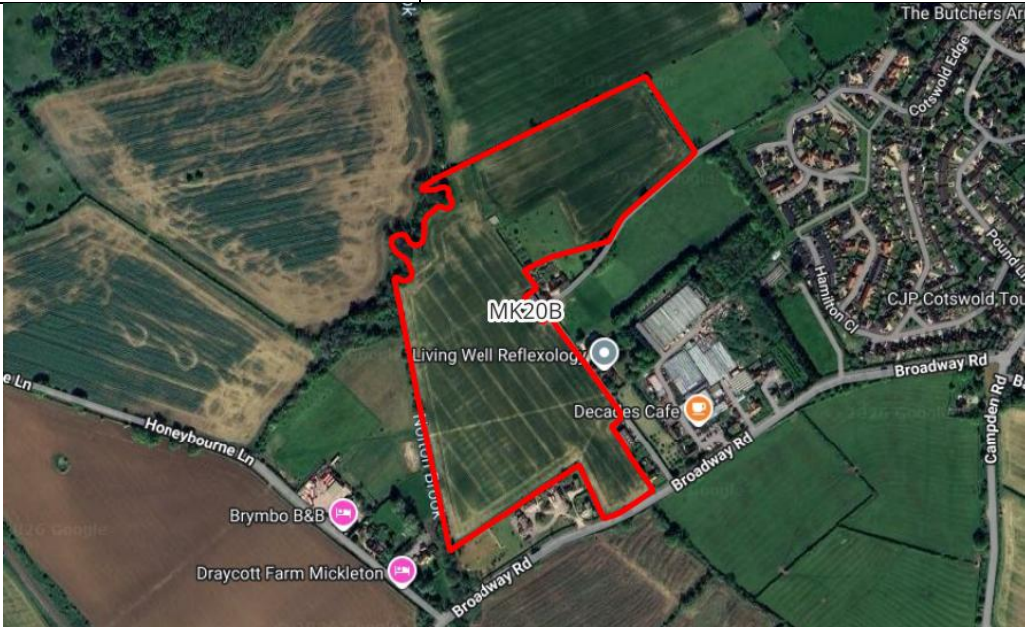
Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Mickleton is closely located to commercial development at Meon Vale, however this is seen as a secondary location given poor SRN access. New build commercial development would not be commercially viable at this location.
Surrounding Uses	Residential units to the south, west and east of the Site. Greenfield land to the north..
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	Major infrastructure requirements to unlock access to the site.
Deliverability And Deliverability Timescales	Commercial development would not be deliverable given lack of commercial development
Overall Assessment	
Summary	Employment development is not desirable at this location, inappropriate access through the residential area. New build commercial development would not be commercially viable.

Ref	MK12A
Site	Land east of Broad Marston Road
Size (Ha)	1.56
	
Locational Factors	
SRN Access	Poor - Site located around 14km from A46
Local Access	Access is off Broad Marston Road, leading onto Broadway Road / B4632 and Campden Road / B4081. Site access point is off Broad Marston Road, on the western boundary of the Site.
Public Transport	The closest bus stop is approx. 460m east of the Site. This bus stop provides services to Stratford-upon-Avon.
Labour Access	Poor – Mickleton has a limited labour pool
Spatial Strategy Considerations	Mickleton is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	No physical constraints on site.

Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Site is within proximity of Seyfried (Bird Industrial Estate) an reasonable distance to travel via public transport to larger employment hubs. Existing commercial sites within Mickleton.
Surrounding Uses	Residential uses to the east of the Site, with greenfield land to the west, north and south.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Commercial development is not considered deliverable in this location due to the absence of an established commercial market and limited demand.
Overall Assessment	
Summary	Employment development is not desirable in this location and new build commercial development would not be commercially viable.

Ref	MK19
Site	Land west of Broad Marston Road
Size (Ha)	7.82
	
Locational Factors	
SRN Access	Poor - Site located around 14km from A46
Local Access	Access to the site would be through the front parcel leading out onto Broad Marston Road. Broad Marston Road leads onto Broadway Road / B4632 and Campden Road / B4081.
Public Transport	The closest bus stop is approx. 460m east of the site. This bus stop provides services to Stratford-upon-Avon.
Labour Access	Poor – Mickleton has a limited labour pool
Spatial Strategy Considerations	Mickleton is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Norton Hall Special Landscape Area.

Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Site is within proximity of Seyfried (Bird Industrial Estate) an accessible distance to travel via public transport to larger employment hubs. Existing commercial sites within Mickleton.
Surrounding Uses	Residential uses to the east of the site, with greenfield to the west, north and south of the site.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site is under single ownership
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Commercial development would not be deliverable given lack of commercial development
Overall Assessment	
Summary	Employment development is not desirable at this location and new build commercial development would not be commercially viable.

Ref	MK20B
Site	Land north of Broadway Road
Size (Ha)	10.52
	
Locational Factors	
SRN Access	Poor - Site located around 14km from A46
Local Access	Site is located off Broadway Rd / B4632, leading to Campden Road / B4081. B-roads provide links to other towns providing employment hubs.
Public Transport	The closest bus stop is 540m to the east of the Site, providing services to Railway station, Cheltenham, Four Pools and Noel Arms Hotel.
Labour Access	Poor – Mickleton has a limited labour pool
Spatial Strategy Considerations	Mickleton is a principal settlement in the adopted Local Plan and is proposed to continue as such in the Local Plan update.
Market Demand Factors	
Physical Constraints	Cotswold National Landscape and Norton Hall Special Landscape Area.

Current Policy / Planning Position	Site is within the Vale of Evesham heavy goods vehicle control zone, as set out in the Local Plan.
Local Demand Factors	Site is within proximity of Seyfried (Bird Industrial Estate) an accessible distance to travel via public transport to larger employment hubs. Existing commercial sites within Mickleton.
Surrounding Uses	Commercial/ Industrial to the east of the Site, B&B use to the west and residential to the south.
Potential Employment Uses	E(g) / B2/ B8
Deliverability Factors	
Landownership And Control	Site ownership is split across three titles
Infrastructure Requirements	No abnormal infrastructure constraints are identified at this stage; however, standard on-site and off-site infrastructure will be required to support development
Deliverability And Deliverability Timescales	Commercial development would not be deliverable given lack of commercial development
Overall Assessment	
Summary	Employment development is not desirable at this location and new build commercial development would not be commercially viable.