Cotswold District Council
Infrastructure Delivery
Plan (Final)

PRIOR
+PTNRS

Cotswold IDP

August 2026

Issued by Prior + Partners alongside Newsteer, supported by CDC and GCC.

Author	Date	Reviewed by	Version
JWC	July 2026	TC	Final

Contents

01 Introduction

This section will outline the purpose, and context of this Infrastructure Delivery Plan (IDP) and how local and national planning policy context has informed the scope and requirements.

01.1

Background and scope

01.1.1

Context

Prior + Partners (P+P) have been instructed by Cotswold District Council (CDC) to produce an Infrastructure Delivery plan (hereafter IDP) to support the emerging Local Plan 2026-2043 (hereafter referred to as the emerging Local Plan).

The IDP process has been iteratively developed in parallel to consultation on the emerging Local Plan, informing and being informed by the proposed allocations and wider approach to the housing and employment requirement identified in the emerging Local Plan. This report has been collated by P+P but relies upon significant engagement with key providers, stakeholders and the evidence base for the emerging Local Plan examination.

This version is shared alongside the Regulation 19 consultation although this may be updated to respond to issues raised ahead of the Examination in Public.

Role of the IDP

IDP reports function to identify existing infrastructure and capacity across the district, including deficiencies and potential capacity to accommodate new local plan growth where applicable, and setting out future infrastructure requirements in line with local plan housing growth over the plan period.

IDPs are strategic documents which identify, coordinate, and schedule necessary infrastructure as the starting point for future delivery.

In line with the National Planing Policy Framework (December 2024, given the emerging plan it supports will be issued under the transition arrangements), the supporting PPG[1] and broader Planning Advisory Service guidance plans should set out the contributions expected from development, including setting out the types of infrastructure required. This infrastructure should be proportional to the plan making stage and subject to refinement at the application stage, however it must also demonstrate that there is a realistic prospect of its delivery and help support the examination of the plan such that the cumulative policies and requirements should not undermine the deliverability of the plan.

This IDP is a ‘live’ document, which means that each iteration provides an opportunity to revisit and re-establish communications and discussions with key stakeholders. Each iteration also provides an opportunity to re-visit the Infrastructure Delivery Schedule to ensure that it contains the most up-to-date information relating to infrastructure requirements, including costs and delivery timescales for each project.

1 See here: https://www.gov.uk/government/collections/planning-practice-guidance

Relationship to other documents

This IDP forms a core evidence base document for the CDC emerging Local Plan by providing an overview of identified infrastructure requirements. Whilst some of the requirements are bespoke to the IDP, such as calculations of education requirements, the IDP relies on a number of additional evidence base documents produced to the support the plan's development and examination. These are referenced throughout this document but notably and non exhaustively include: the CDC Green Infrastructure Strategy, the City Science Transport Strategy, the LUC SANG Strategy/Recreation and Mitigation strategy, the JBA Water Cycle study (covering utilities upgrades) and a series of evidence base documents prepared by ONH, KKP and AECOM covering indoor and outdoor sport requirements.

In addition, the IDP has been prepared following extensive engagement with a number of stakeholders who have produced substantial guidance which has informed the recommendations of the IDP.

Although the engagement undertaken is set out thematically within this document, Gloucestershire County Council (GCC) have been a key stakeholder in the production of this IDP, given their responsibility for education and learning, libraries, and is the local highway authority within the county omitting the strategic road network managed by National Highways.

Relationship to CIL

The Infrastructure Funding Statement (IFS) is an annual report which provides a summary of all financial and non-financial developer contributions relating to S106 and the CIL collected and spent by CDC. The latest report runs from 1 April 2024 to 31 March 2025 and was approved in November 2025. The 2025-2026 report is in progress.

For the purposes of this IDP, it is currently assumed that the strategic sites will be 'zero rated' and not liable for payment of CIL (with planning obligations secured by alternative measures).

As a result, this IDP retains reference to CIL as this will be collected under the non-strategic site allocations and windfall development, and the supporting work will be a helpful resource for future CIL applications.

01.1.2

Scope of this IDP

Infrastructure sub-themes

The types of infrastructure covered in this report respond to both national policy and best practice guidance, and have been agreed with CDC in advance. The topics covered therefore include:

- Education
  - Early years
  - Primary education
  - Secondary education and Post 16
- Community and culture
  - Community spaces
  - Libraries
  - Burial grounds
- Primary Healthcare
- Emergency services
- Open space and Sports
  - Open space
  - SANG
  - Sports and Recreation
- Emergency services
- Transport
  - Rail
  - Bus
  - Active mode
  - Highways
  - Behaviour change
- Flood management
- Utilities
  - Electricity
  - Water and waste
  - Digital infrastructure

Given the role of GCC as Minerals and Waste Planning Authority (MWPA), for avoidance of doubt, these themes are not included in the infrastructure requirements identified within this IDP and instead have been scoped to be considered outside of the CDC local Plan 2043 as part of the Statutory review of the Minerals Local Plan and part of the (currently emerging) Waste Local Plan.

Furthermore, as set out in the Gloucestershire Local Development Guide (2025) it is GCC's policy to require SEND funding for applications over 4,000 homes. As there is not a site at this scale proposed in the emerging Local Plan, this is not included with this IDP.

01.1.3

Approach

Structure

This report includes the following chapters:

1. Introduction; will set out the context, scope, and methodology for the following work.

2. Infrastructure baseline; provides the underpinning data alongside cross reference to other Local Plan evidence base documents, county guidance and online sources to produce the infrastructure baseline. This section will include the appropriate consideration of pipeline and currently committed projects across the sub themes (outlined in 01.1.4) and this section forms the basis upon which future infrastructure requirements are estimated.

3. Proposed growth scenario and resulting population modelling; this section of the IDP takes the local plan growth scenario to produce a housing and population projection using the draft site allocations and predicted windfall development. This will be used to estimate requirements across sub-areas of the District and strategic sites in IDP.

4. Modelled infrastructure requirements per theme; using the population projections and applying benchmark standards and considering against the baseline infrastructure to determine or otherwise quantify future infrastructure needs

5. Infrastructure requirements and funding mechanisms; as an overview of the appended Infrastructure Delivery Schedule; this is effectively the summary of infrastructure requirements at the heart of the IDP, summarised into a set of key projects and recommendations to inform future delivery, funding applications and the review of submitted planning applications.

01.1.4

Overview of methodology

Study area

The study area is primarily focused on Cotswold District Council's Local Planning Area, although cross boundary considerations are relevant for adjacent authorities, notably with a proposed spatial strategy focused on areas outside of the National Landscape in the south of the district.

An overview of the existing settlement pattern and a list of principal settlements (set out in the CDC settlement hierarchy) is provided overleaf in figure 1.

Baseline information and engagement

As far as possible the baseline data has been aligned with an April 2025 as the baseline date for the IDP unless otherwise specified. Although the CDC housing trajectory has been updated since this point, where relevant within the sub themes, this IDP has reviewed any reliance on baseline capacities.

Significant engagement with statutory providers, including multiple workshops and discipline specific engagement has been undertaken to inform this IDP. This will be captured in Statement of Common Ground where relevant.

Local standard benchmarking

Local standards have been used to establish projected demand against the growth scenario in the emerging Local Plan. Where directly proportional to future population (namely a relevant provision per person) these are quantified as far as possible, but some requirements are also related to wider needs and evidence base established by key stakeholders providers. Sources for this are provided throughout the IDP per theme

'Pipeline' projects

Pipeline projects within this IDP are commitments that are sufficiently committed and considered to reasonably influence capacity have been incorporated or referenced in the baseline. This is specific for each theme and justified appropriately.

Cross boundary considerations

Where relevant, cross boundary considerations such as provision outside of the district, have been considered as far as is appropriate. This varies depending on the theme and other considerations but is set out within.

For the avoidance of doubt, this IDP is not reliant upon regionally significant infrastructure or mitigation being provided to support local plan growth.

It is noted that a number of themes, such as the use of existing sports facilities, have considered usage by those outside of CDC as the practical reality of usage is blind to authority boundaries. Where relevant, such as the Water Cycle Study, appropriate consideration of cumulative growth has been considered through engagement with neighbouring authorities, and where items are required to be delivered outside of CDC and GCC's control, such as on offsite transport mitigation, these are explicitly flagged.

Principal Settlements-
01 Cirencester;
02 Moreton-in-Marsh;
03 Bourton-on-the-Water;
04 Tetbury;
05 Chipping Campden;
06 Fairford;
07 Northleach;
08 Stow-on-the-Wold;
09 South Cerney;
10 Lechlade-on-Thames;
11 Kemble;
12 Upper Rissington;
13 Andoversford;
14 Preston; and
15 Mickleton.

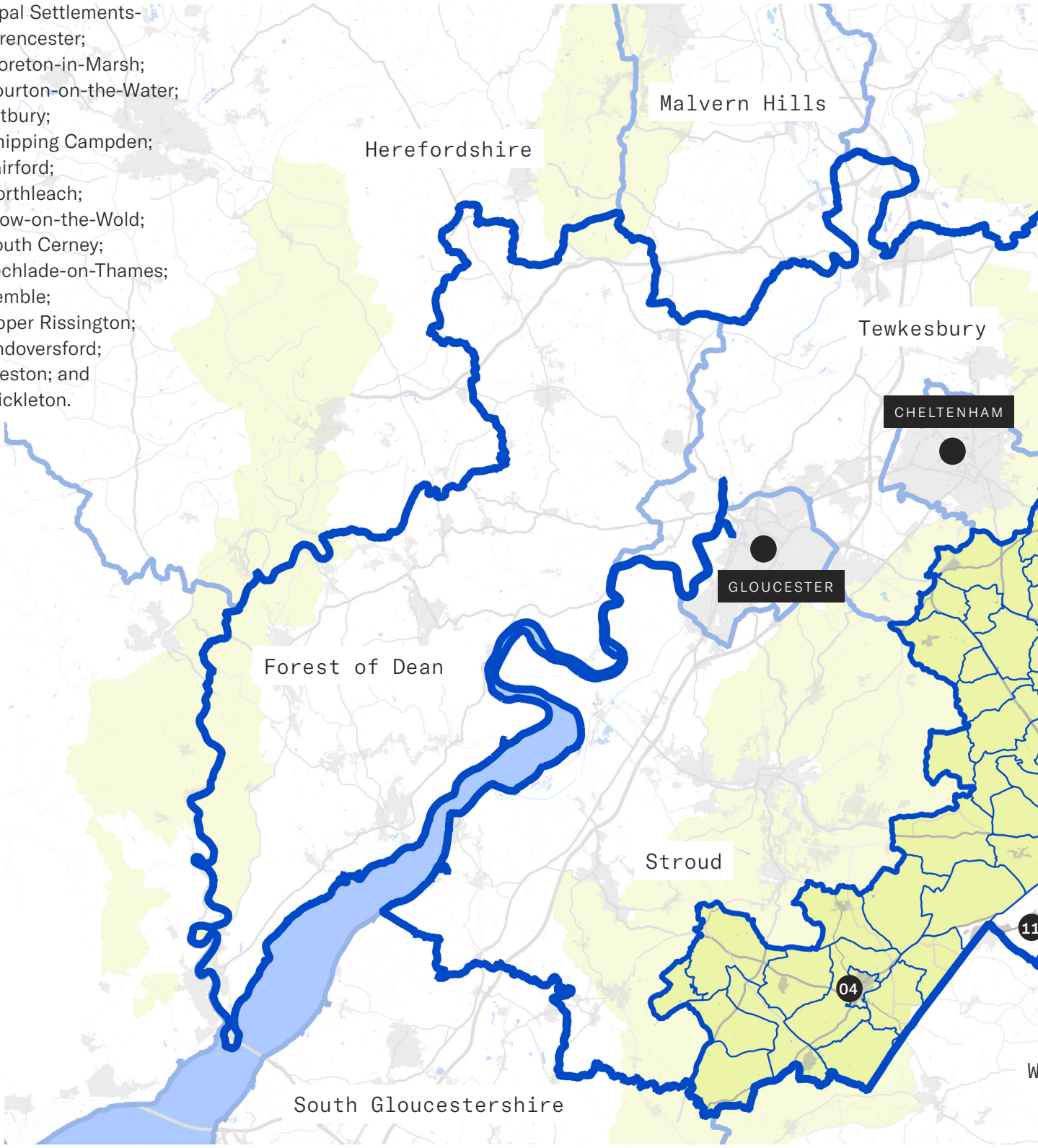
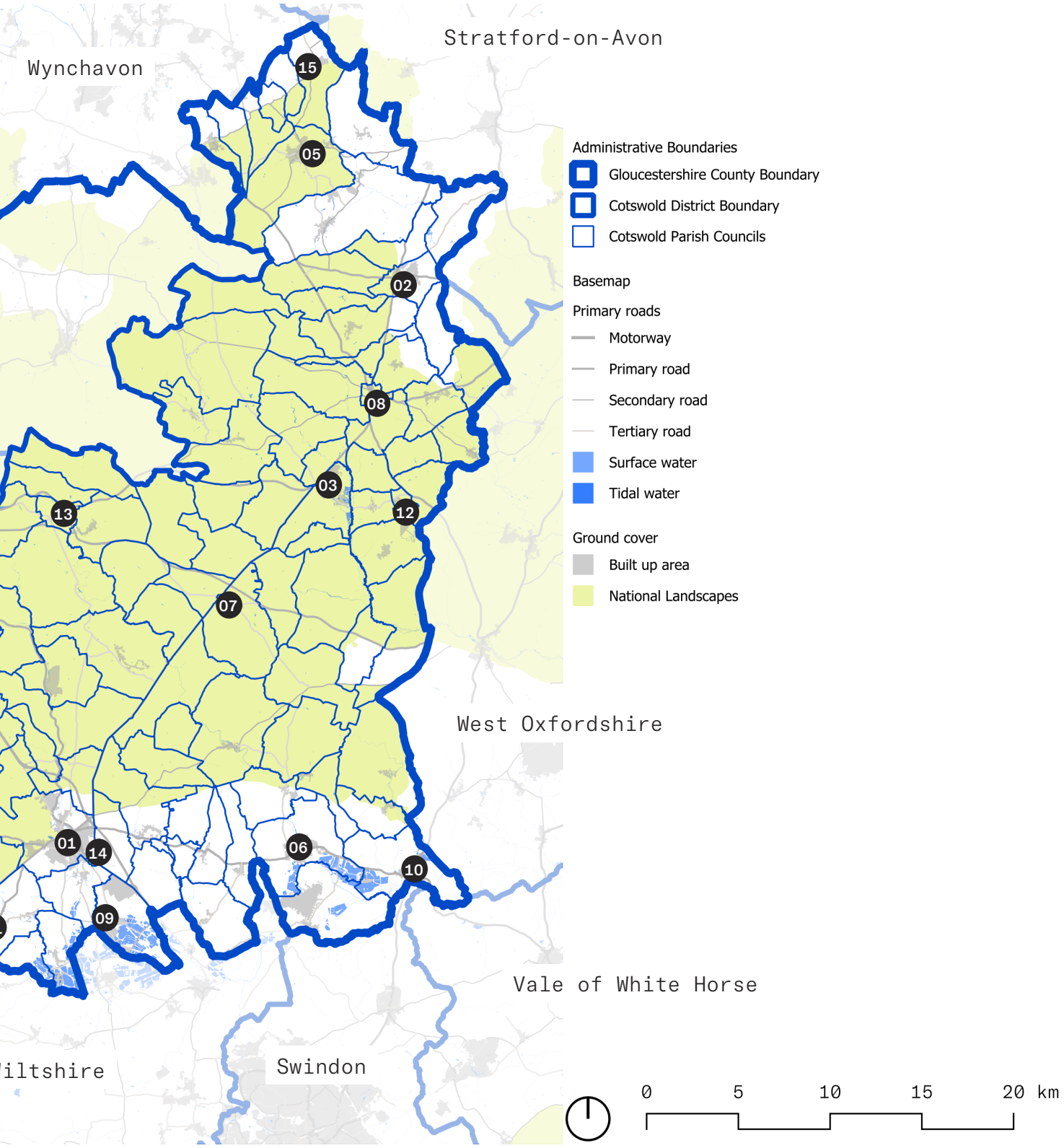


Figure map showing Cotswold District in Gloucestershire County


Stratford-on-Avon
Wynchavon
15
05
02
08
03
13
12
07
West Oxfordshire
01
14
06
10
09
Vale of White Horse
Swindon
Administrative Boundaries
Gloucestershire County Boundary
Cotswold District Boundary
Cotswold Parish Councils
Basemap
Primary roads
Motorway
Primary road
Secondary road
Tertiary road
Surface water
Tidal water
Ground cover
Built up area
National Landscapes
0
5
10
15
20 km

02
Infrastructure baseline

This chapter provides an overview of existing infrastructure provision within the district, as well as noting existing commitments at the time of writing, relevant for consideration in the future growth scenario.

02.1
Education

02.1.1
Early years

Policy context

Local authorities have specific powers and duties, alongside other regulatory bodies, in relation to the well-being of young children, specifically in regards to the provision of childcare and the provision of information to parents and other persons; to make provision about the regulation and inspection of childcare provision. In summary, the Childcare Act (2006) states that:

(1) An English local authority must—

(a) improve the well-being of young children in their area, and

(b) reduce inequalities between young children in their area in relation to the matters mentioned in subsection (2).

(1) The meaning of "early childhood services for the purposes of section 3 is as follows:

(a) early years provision;

(b) the social services functions of the local authority, so far as relating to young children, parents or prospective parents;

(c) health services relating to young children, parents or prospective parents;

(d) the provision, under arrangements made under section 2 of the Employment and Training Act 1973 (c. 50), of assistance to parents or prospective parents;

(3) Specific duties of a local authority in relation to early childhood services:

(2)The authority must make arrangements to secure that early childhood services in their area are provided in an integrated manner which is calculated to—

(a)facilitate access to those services, and

(b)maximise the benefit of those services to parents, prospective parents and young children.

This is relevant because it sets out that should a deficit by identified in the provision of early years education and childcare, the local authority (GCC) must take steps to address this and to satisfy the above regulations.

GCC is responsible ensuring that funding entitlement for early years childcare is provided and works in collaboration with private providers who operate in response to commercial demand. As a result, early year childcare is provided both by GCC and also private companies.

Data used & evidence

This assessment was produced with reference to a bespoke GIS database created for the project which used a combination of data received from Cotswold District Council, and publicly available national datasets released on the Open Geography Portal by the Office for National Statistics, and by private providers on their websites. For private nurseries, GIS data was extracted from daynurseries.co.uk; public nurseries, data extracted from https://get-information-schools.service.gov.uk/. Information was then manually checked for accuracy by searching online using postcode then adjusted using OpenStreetMaps. All GIS data dates from April 2025 but has been reviewed as of June 2026 for accuracy.

Commentary

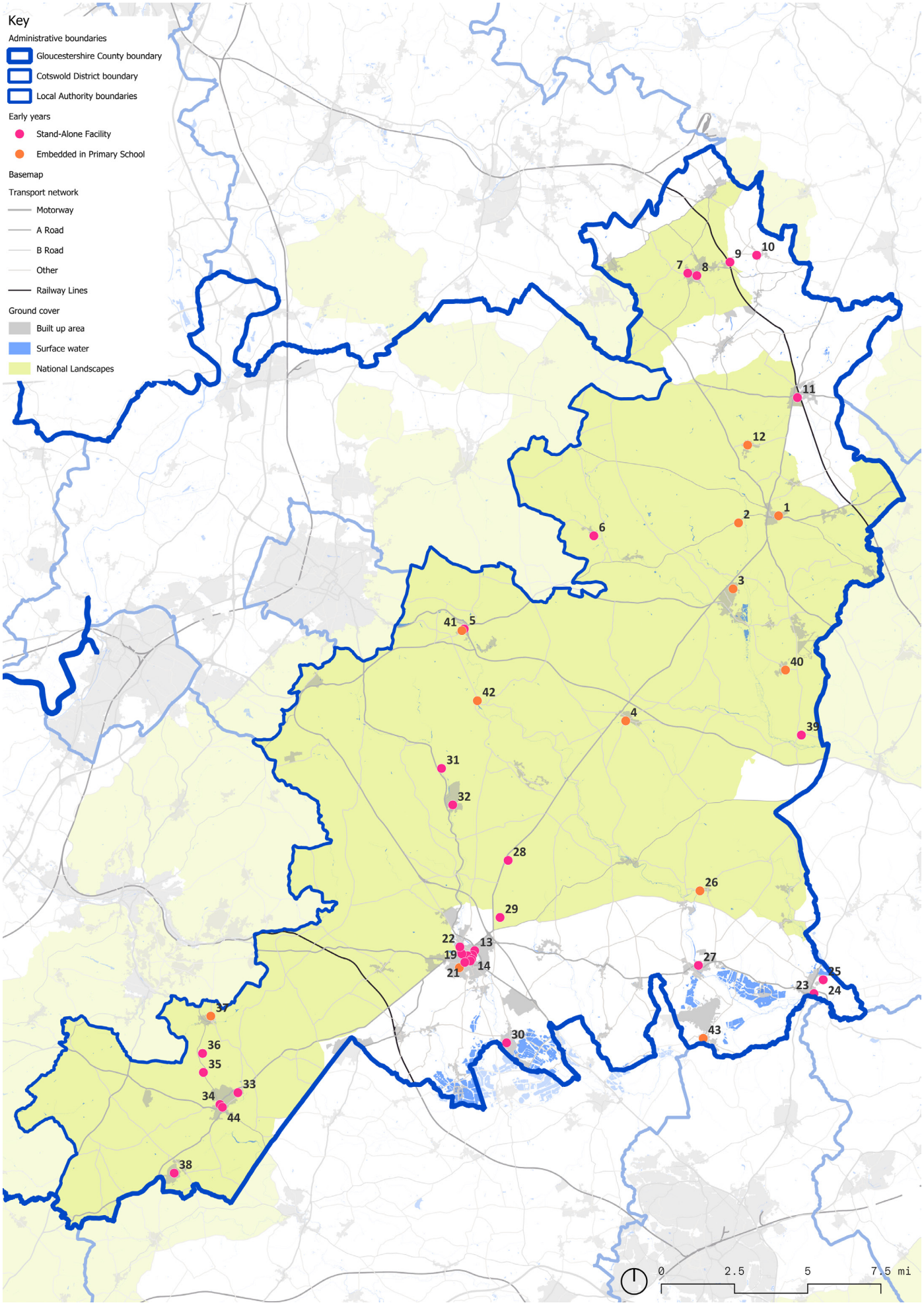
The baseline identifies 43 total early years childcare and education providers which varied from nurseries, Montessori, and playgroups. Most facilities were stand-alone, but 12 facilities functioned as nursery classes embedded into primary schools. Facilities are predominantly privately provided, many premises accept payment via the Free Childcare for Working Parents scheme which offers 30 hours of free childcare per week.

1,230 total spaces of capacity were identified across the 26 providers who publicly publish their data publicly online[1].

The geographical spread of facilities is aligned to population distribution across the district, with the highest proportion of facilities concentrated in Cirencester. However, there is a good physical distribution of nurseries and other childcare across the district, with slightly limited services in more sparsely populated localities within the National Landscape. In these locations, the majority of facilities are embedded within existing primary schools, as shown in the figure overleaf.

It should be noted that significant additional providers, particularly at smaller scale such as child minders, play an important role in provision and will not be captured by the below mapping.

1 See here: https://www.daynurseries.co.uk/



Existing early years provision

02.1.2

Existing early years provision

	FACILITY NAME
01	Springboard Children's Centre
02	Swell Preschool
03	Bourton-On-The-Water Day Nursery
04	Northleach Playgroup
05	The Ark
06	Cotswold Montessori @ Guiting
07	Chipping Campden Pre-School Playgroup
08	Kiddywinks Nursery
09	Rompers Nursery
10	Ebrington's Little Pickles
11	Walkers Private Day Nursery
12	Longborough's Little Pickles
13	Cirencester Opportunity Group
14	Edward Bears Private Daycare
15	Paternoster School
16	Bingham Kindergarten
17	Wild Oaks Early Learning Centre
18	Key Steps Day Nursery
19	Sunflowers at St Peters
20	Busy Bees at Chesterton School
21	Tiny Tots Nursery at Rugrats and Halfpints

	FACILITY NAME
22	Acorns Nursery School
23	Lechlade Little Learners
24	The Manor Farm Nursery
25	Pippa’s Barn
26	Hatherop Castle Nursery
27	Flying Start Nursery & Preschool
28	Farm Nursery
29	The Farm Nursery
30	School Playgroup
31	Stable House
32	Rendcomb College
33	Tiggers @ Tetbury Private Day Nursery
34	Tetbury Nursery Playgroup
35	The Old Stables Nursery
36	Cotswold Bunnies in the Cowshed
37	Avening Playgroup
38	Westonbirt Nursery
39	Cotswold Montessori @ Burford
40	The Rissington School
41	Andoversford Primary School
42	Withington Church of England Primary School

	FACILITY NAME
43	Kempsford Church of England Preschool
44	St Mary’s Playgroup

02.1.3

Primary education

Data used & evidence

Educational facilities data was obtained from the Department for Education (DfE)'s public dataset, updated April 2025 and cross referenced with CDC held data. GCC's School Places Strategy for Primary and Secondary Schools (2025-2030) was also reviewed to understand the local capacity, pipeline investments, challenges and other influencing factors in pupil place planning. Although the baseline data (particularly the detailed number of pupils on roll) the projections for 2027 remains robust for the purposes of assessing potential future impact at the local plan stage.

Whilst they are recognised as an important part of the overall provision of education in the study area, Independent schools have not been incorporated into the scope of the study. This is because allowances made under the pupil modelling undertaken in Chapter 4 consider a percentage of pupils attending private institutions.

As part of early engagement with GCC, relevant School Place Plan areas were identified for any cross boundary issues. In combination with the recommendations (set out in Section 4) there was not considered to be an impact on adjacent authorities outside of GCC, who are also responsible for some of the adjacent LPAs.

Commentary

For the purposes of the study, schools were considered at full capacity at 95% full to allow for a 5% allowance for parental preference, windfall growth and in migration during school year. This is in line with the Gloucestershire County Council Local Development Guide[1].

This report identifies 44 total primary schools in the district, with 32 either at or under capacity, i.e., that the Published Admission Number (PAN) is up to 95% of the total capacity. The remaining nine schools were identified as over target capacity. The majority of schools are 2 forms of entry (FE), eight schools had one FE, and one school had 3FE.

Local authorities supply the DfE with their own low-level planning area forecasts using their own methodologies that are based on a variety of local factors including ONS data on live births, local migration patterns, pupil yield from housing developments and data provided by local health bodies. These have incorporated the 2027/2028 projected demand (place planning) which was developed using the average birth rate for 2021-2025. This was included as it should capture the future baseline for the new Local Plan by aligning with the delivery of existing commitments as part of the extant Local Plan.

The highest proportion of primary schools is concentrated in Cirencester which has six operational schools, the largest of which is operating over capacity but the remaining five schools are either at or under capacity.

As per the S106 agreement for The Steadings (an existing commitment), a new 3FE primary school will be developed on the site and is scheduled to open in September 2029 according to the Corinium Education Trust who will operate the school. This new school was incepted in response to an established need for a 3FE school with early years facilities following the outline approval of 2,300 homes in Chesterton, Cirencester and will be delivered in phases.

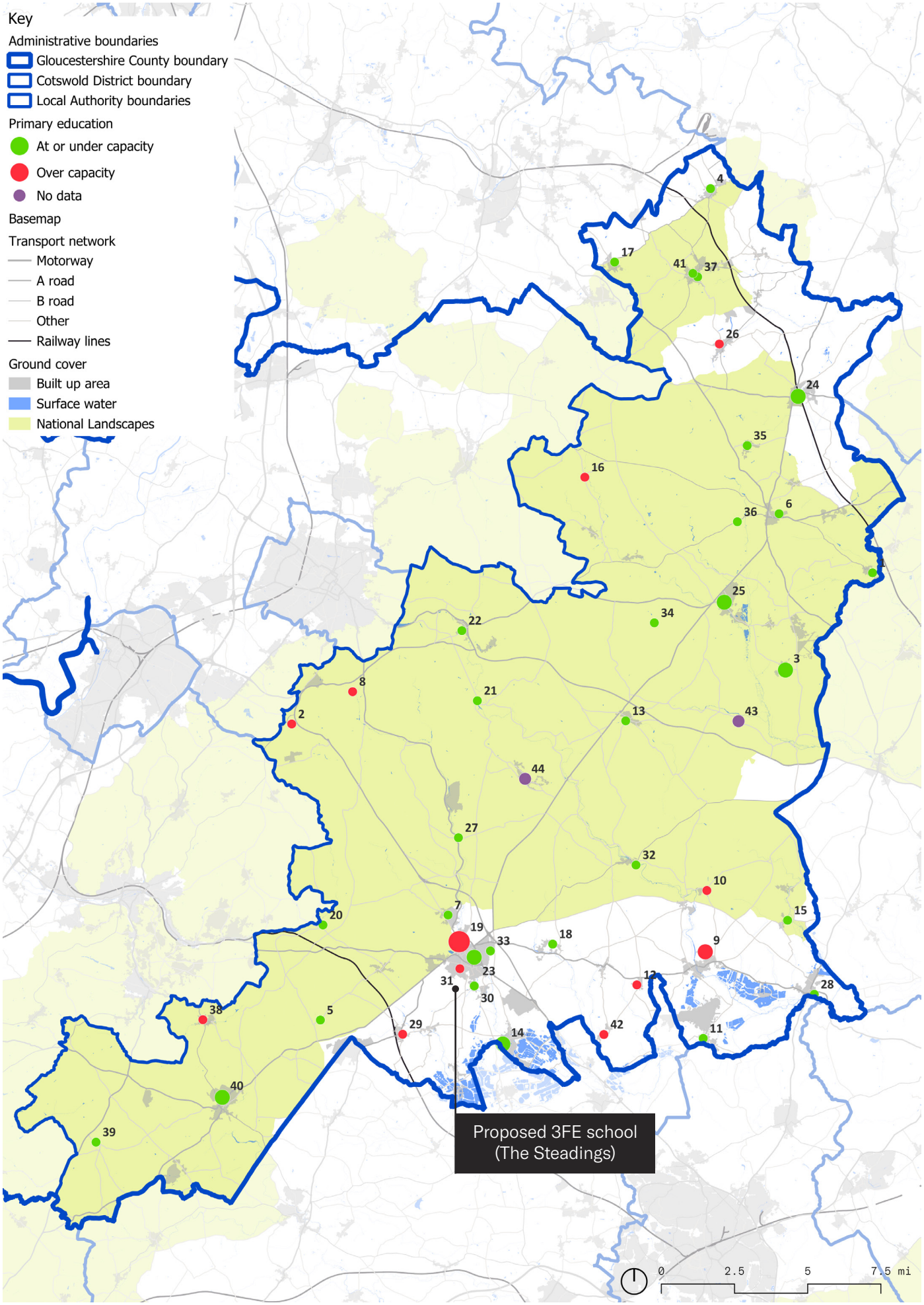
As a result, this potential provision is relevant to the recommendations for The Steadings southern extension.

1 See here: https://www.gloucestershire.gov.uk/media/5cghwzsn/local-development-guide-2025-final.pdf

02.1.4

School place planning areas

		2027/2028 PROJECTED CAPACITY					
CODE	PLANNING AREA	RECEPTION PLACES	RECEPTION NUMBER ON ROLL	TOTAL PLACES	TOTAL NUMBER ON ROLL	TOTAL SURPLUS PLACES	TOTAL SURPLUS PLACES (%)
D13	Chipping Campden	159	128	1155	924	231	19.5%
D14	Stow-on-the-Wold	42	54	299	239	60	20.07%
D15	Bourton-on-the-Water	128	90	869	682	214	26.96%
D16	Northleach	70	52	490	352	138	25.71%
D17	Fairford	155	106	1085	816	269	31.61%
D18	Cirencester	265	222	1960	1613	347	16.23%
D19	Tetbury	115	98	805	705	100	12.42%



Existing primary school provision

02.1.5

Existing primary school provision

	FACILITY NAME
01	Bledington Primary School
02	Birdlip Primary School
03	The Rissington School
04	Mickleton Primary School
05	Rodmarton Primary School
06	Stow-on-the-Wold Primary School
07	Stratton Church of England Primary School
08	Coberley Church of England Primary School
09	Fairford Church of England Primary School
10	Hatherop Church of England Primary School
11	Kempsford Church of England Primary School
12	Meysey Hampton Church of England Primary School
13	Northleach Church of England Primary School
14	Ann Edwards Church of England Primary School
15	Southrop Church of England Primary School
16	Temple Guiting Church of England School
17	Willersey Church of England Primary School

	FACILITY NAME
18	Ampney Crucis Church of England Primary School
19	Powell's Church of England Primary School
20	Sapperton Church of England Primary School
21	Withington Church of England Primary School
22	Andoversford Primary School
23	Cirencester Primary School
24	St David's Church of England Primary School
25	Bourton-on-the-Water Primary School
26	Blockley Church of England Primary School
27	North Cerney Church of England Primary Academy
28	St Lawrence Church of England Primary School
29	Kemble Primary School
30	Siddington Church of England Primary School
31	Chesterton Primary School
32	Bibury Church of England Primary School
33	Watermoor Church of England Primary School

	FACILITY NAME
34	Cold Aston Church of England Primary School
35	Longborough Church of England Primary School
36	Swell Church of England Primary School
37	St James and Ebrington Church of England Primary School
38	Avening Primary School
39	Leighterton Primary School
40	St Mary's Church of England Primary School
41	St Catharine's Catholic Primary School
42	Down Ampney Church of England Primary School
43	Sherborne Church of England Primary School
44	St Andrew's Church of England Primary School

02.1.6

Secondary and Post 16 education

Approach

Educational facilities data was obtained from the Department for Education (DfE)'s public dataset, updated April 2025 and cross referenced with CDC held data. GCC's School Places Strategy for Primary and Secondary Schools (2025-2030) was also reviewed to understand the local capacity, pipeline investments, challenges and other influencing factors in pupil place planning. Although the baseline data (particularly the detailed number of pupils on roll) the projections for 2027 remains robust for the purposes of assessing potential future impact at the local plan stage.

Independent schools have also been omitted from the quantitative assessment due to their lack of impact on local educational needs, however, two have been identified within the district.

Policy context

GCC has a statutory duty to plan the provision of school places and to ensure there are sufficient appropriately located places for all 4 to 16-year-old young people in the county. The council manages the impact of rising and declining pupil numbers and helps to create a diverse community of schools.

The Education Planning and Infrastructure Team receive new pupil forecasts in February each year, when the data is examined to identify action that may be required to meet the need for September of the following year. Priority projects are included in the SPS Implementation Plan and officer engage with schools to discuss findings and explore how additional capacity might be realised.

According to the Gloucestershire School Place Strategy, the optimum size for an 11 to 16 secondary school is 900 (6FE) to 1,200 (9FE) pupils. GCC however recognises that provision in some communities may fall outside the ideal size of secondary school and demand for additional places could be met either by expanding existing schools, if there is sufficient capacity on the site, or by new provision located within a new housing community. Gloucestershire secondary school provision includes grammar or selective and two faith schools as an option for students transferring to Y7. In the autumn term, Y6 pupils are invited to sit an entry test for grammar schools. There are five selective single sex grammar schools and two selective co-educational grammar schools in Gloucestershire places are open to all students both in county and across county borders, subject to meeting the criteria. All of the grammar schools (as of the 2025-2030 strategy) have recently increased in capacity and there are now a total of 1,050 selective places in Year 7.

Commentary

Both school place planning areas are projected to have a reasonable operating surplus, approximately 5% each, to facilitate parental choice and windfall. However at the facility level, four schools are at or over capacity and two, located in Tetbury and Cirencester are under capacity.

At this stage, there are no committed or planned school development identified for secondary provision, although this is reported regularly by CDC[1].

Cirencester College is a specialist sixth form provider catering for ages 16-19, and is also the only institution offering adult education in the district. There re six courses available for adult education as per November 2025, as follows:

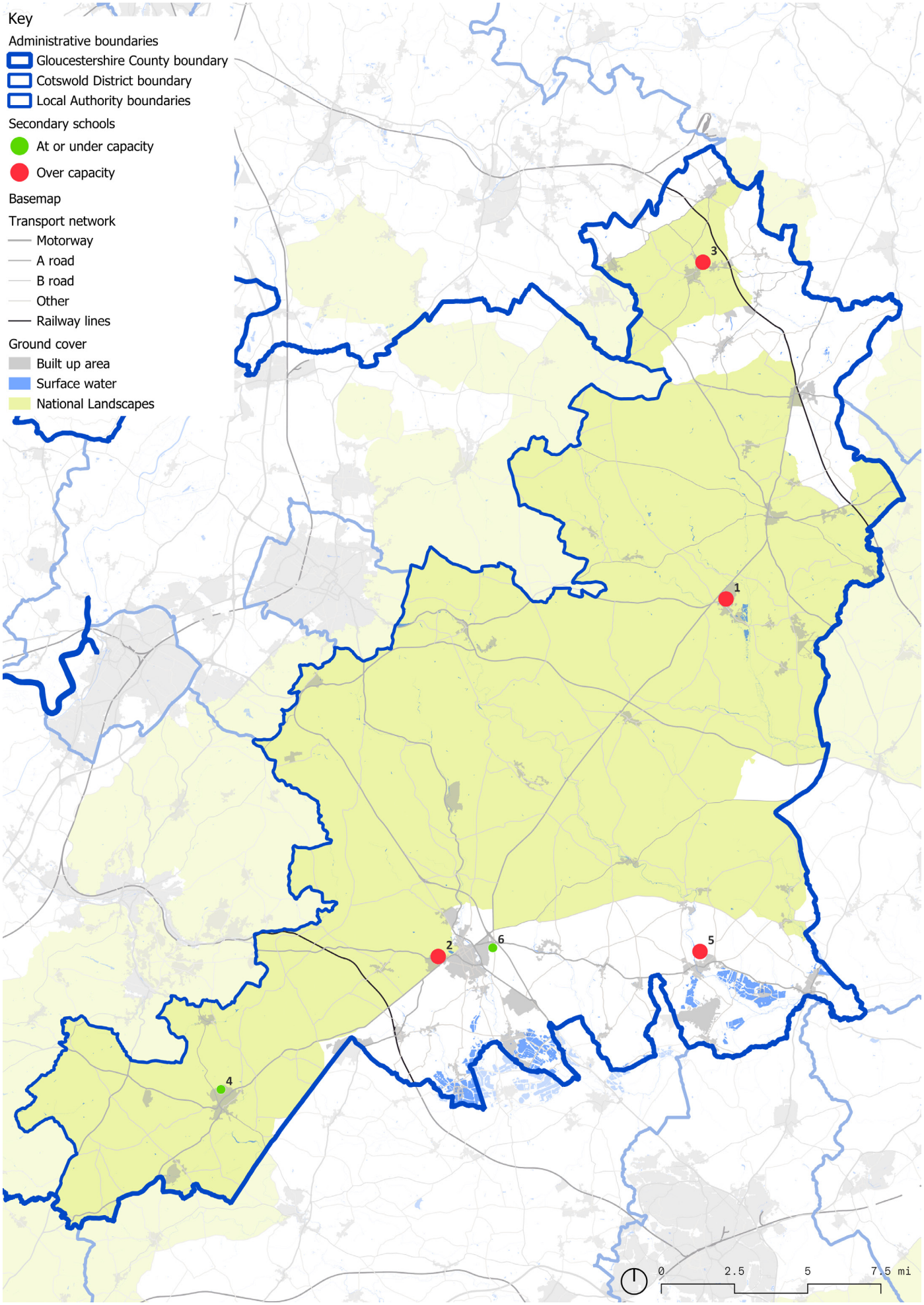
- English as a second language (ESOL)
- Level 5 Diploma in Teaching
- Adult GCSE Maths and English
- Level 2 Award in Support Work in Schools and Colleges
- Functional Skills Maths and English
- 1 Day Introduction to Holistic and Sports Massage

1 See here: https://www.gloucestershire.gov.uk/education-and-learning/school-planning-and-projects/cotswold-school-places/

02.1.7

School place planning areas

	PLANNING AREA	TOTAL PLACES	TOTAL NUMBER ON ROLL (PROJECTED 27/28)	TOTAL SURPLUS PLACES PROJECTED 27/28)	TOTAL SURPLUS PLACES (%)
01	Cotswold North	2375	2264	111	4.67%
02	Cotswold South	3490	3280	210	6.02%



Existing secondary provision

02.1.8
Existing secondary schools

	FACILITY NAME
01	The Cotswold Academy
02	Cirencester Deer Park School
03	Chipping Campden School
04	Sir William Romney's School
05	Farmor's School
06	Cirencester Kingshill School

02.2

Community and culture

Approach

The following facilities will be considered under cultural and community infrastructure in the IDP due to their condition as fixed physical assets which are suitable for a range of activities and public uses:

— Community facilities, including community centres, church/parish/village halls
— Libraries
— Burial grounds

This is not to exclude a multitude of other services which provide a community and cultural function. Please note, indoor sports facilities are covered later in the IDP under the Sports and Recreation section.

GIS data was assessed alongside various internet sources and formal strategy documents to produce a quantitative account of community infrastructure across the district and their geographic distribution. Data is compiled using a combination of CDC held data based on survey work, P+P data base and supplemented manually using OpenStreetMap. Unlike schools, there is not as strong correlation with capacity with the majority of facilities within this section given their nature.

Libraries data was extracted from the Gloucestershire County website and then geolocalised using postcodes and OpenStreetMaps. Other community spaces such as community centres, village halls and parish halls were identified using online resources which were cross checked against OpenStreetMaps.

Community facilities

CDC are not duty bound to adopt a Cultural Strategy, however, following an ambition set out in the 2024 Corporate Plan, a cultural strategy was commissioned by the district council in July 2025[1], and is currently live with recommendations still emerging.

According to the ONS 2024 (counts and per capita counts of Community Facilities in Local Authority Districts (LAD) in England and Wales), there are 143 identified facilities in Cotswold (as of July 2024) with 156.30 facilities per 100,000 people.

This is equivalent to 0.48ha (or 48,031 sqm) per 100,000 people and a mean facility size of 308sqm per facility. This is above the provision for a comparable region.

Parish Halls, Village Halls, Reading Rooms and other small community venues are not owned or managed by CDC but by local organisations such as voluntary trusts or committees, typically in associated with the local Parish Council and there is no district wide strategy for their management.

The CDC Settlement role and function Study (July 2026) provides additional information on the current distribution of community facilities and assets across the district.

When combining a number of local facilities and services across settlements (including: Library, Primary School Pre-school / Nursery, GP Surgery, Dentist, Pharmacy, Pub, Community Hall, Sports Field, Allotments, Play areas) it concluded that “none of the local facilities and services assessed are available across the board, although more than half of the settlements has a primary school, pub, village hall and/or play area. Only the larger settlements have access to a library, GP, dentist and/or pharmacy. The lack of local facilities does not only occur in small settlement such as Coates and Shipton, but also medium sized settlements such as Willersey”.

Libraries

Seven out of eight of the libraries in CDC are owned and managed by the GCC libraries team, the one additional library at Lechlade is a community library and is operated independently. GCC operated libraries are managed in accordance with the Gloucestershire Libraries Strategy 2023-2028[2] which sets out the ambitions for the service over a five year period. Gloucestershire Libraries also publishes an annual

1 See here: https://meetings.cotswold.gov.uk/documents/s13135/Culture%20Strategy%20Report.pdf

2 See here: https://gloslibraries.uk/sites/gloslibraries.uk/files/2024-08/gloucestershire-library-strategy-2023-2028.pdf

LIBRARY	CATCHMENT POPULATION (2021)	SPACE REQUIREMENT IN SQM	TOTAL ACTUAL PUBLIC AREA IN SQM	TOTAL VISITS 2025-26
Bourton-on-the-Water	8,462	253.86	45.76	13149
Chipping Campden	8,695	260.85	177.22	23324
Cirencester	38,104	1,143.12	443.06	69702
Moreton	6,807	204.21	143.39	26180
Stow-on-the-Wold	8,146	244.38	143.39	31317
Tetbury	9,634	289.02	134.52	19412
Fairford	10,992	329.76	257.28	25269
Lechlade	*community library, no data held by GCC			

report on progress against the Library Strategy, the latest available at the time of writing is from the period April 2023 - March 2024[3].

Internal space data was shared directly by the GCC libraries team, table included overleaf. Museums, Libraries and Archives (MLA) advise a service requirement of 30m2 of public library space per 1,000 population which are shown in column 3. This shows that, compared to this recommended target, current library provision is lower than that suggested as required to serve the catchment population (derived from user postcode data). However, as set out in the libraries strategy above, GCC are looking at rationalising the existing assets to improve service offer and this is considered in Section 4 of this IDP.

Burial grounds and cemeteries

There are approximately 167 churchyard cemeteries within the district which are largely closed to new burials. There are two functional cemeteries in Cotswold District, both operated by CDC. The information provided in this IDP has been derived through engagement with the CDC Bereavement team and not part of a published strategy.

Chesterton Cemetery is the larger with 14,404 burials (April 2026) through a mixture of cremation remains, single double and treble depth graves. The operation is currently working on burials in Plot 29 which is the last available ground to be used for this purpose and will provide approx. 395 grave spaces remaining for single double or treble depth graves. Cremated remains are currently undertaken on Plot 36. This remains ongoing and no current capacity issues have been highlighted to date for this type. As an estimate of uptake, there have been 15 reservations at Chesterton cemetery over the past year (April 2025 to April 2026).

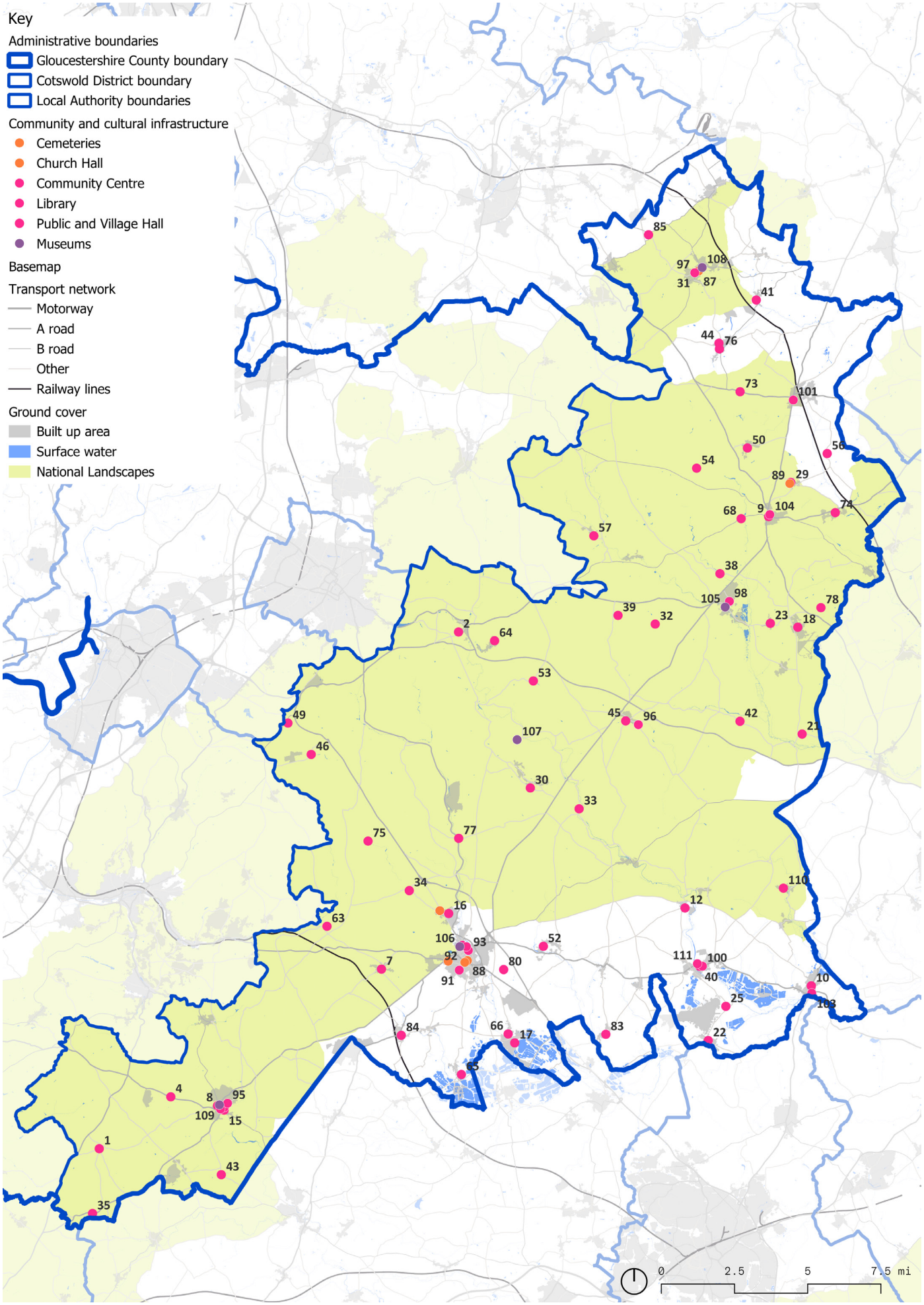
Stratton Cemetery totals 2,243 burials (April 2026), through a mixture of cremation remains, single double and treble depth graves. The operation is currently working on burials in Plot 12 which is the last available space at Stratton for full burials. As of April 2026, of the 113 spaces created, 97 remain and are available for single depth only.

Cremated remains are currently undertaken on Plot 11. This remains ongoing and no current capacity issues have been highlighted to date for this type.

As an estimate of uptake, there have been 23 reservations at Stratton cemetery over the past year (April 2025 to April 2026).

On this basis, Stratton Cemetery is considered to be most likely to have insufficient capacity over the plan period.

3 See here: https://gloslibraries.uk/sites/gloslibraries.uk/files/2024-08/Library%20Strategy%20Annual%20Report%202023%202024.pdf



Existing community and cultural infrastructure

02.2.1

Existing community and cultural infrastructure

	FACILITY NAME	TYPE
01	Leighterton Parish Hall	Hall
02	Andoversford Village Hall	Hall
03	New Memorial Hall	Hall
04	Beverstone Parish Hall	Hall
05	Bibury Village Hall	Hall
06	Bledington Village Hall	Hall
07	Coates Village Hall	Hall
08	Dolphins Hall	Hall
09	Masonic Hall	Hall
10	New Memorial Hall	Hall
11	Poole Keynes Village Hall	Hall
12	Quenington Village Hall	Hall
13	Rhodes Memorial Hall	Hall
14	Siddington Village Hall	Hall
15	St Michaels Church Hall	Hall
16	Stratton Village Hall	Hall
17	The Raymond Fenton Centre	Community centre
18	Upper Rissington Village Hall	Hall
19	Village Hall	Hall
20	Village Hall	Hall
21	Village Hall	Hall
22	Village Hall	Hall

	FACILITY NAME	TYPE
23	Village Hall	Hall
24	Village Hall	Hall
25	Whelford Working Men’s Club	Hall
26	Aldsworth Village Hall	Hall
27	Barnsley Village Hall	Hall
28	Village Hall	Hall
29	Broadwell Village Hall	Hall
30	Village Hall	Hall
31	Town Hall	Hall
32	Village Hall	Hall
33	The Coln Valley Village Hall	Hall
34	Daglingworth Village Hall	Hall
35	Didmarton Village Hall	Hall
36	Hazleton Village Hall	Hall
37	Village Hall	Hall
38	Lower Slaughter Village Hall	Hall
39	The Village Hall	Hall
40	The Palmer Hall	Hall
41	The Village Hall	Hall
42	The Village Hall	Hall
43	Village Hall	Hall
44	St Georges Hall	Hall
45	Northleach Pavilion	Hall

	FACILITY NAME	TYPE
46	Brimpsfield Village Hall	Hall
47	The Village Hall	Hall
48	Todenham Village Hall	Hall
49	Birdlip Village Hall	Hall
50	Longborough And Sezincote Village Hall	Hall
51	Village Hall	Hall
52	Village Hall	Hall
53	Village Hall	Hall
54	Village Hall	Hall
55	Village Hall	Hall
56	Evenlode Village Hall	Hall
57	Village Hall	Hall
58	Village Hall	Hall
59	The Village Hall	Hall
60	Village Hall	Hall
61	Village Hall	Hall
62	Village Hall	Hall
63	Sapperton Village Hall	Hall
64	The Reading Room Hall	Hall
65	Village Hall	Hall
66	Village Hall	Hall
67	Village Hall	Hall
68	Village Hall	Hall

	FACILITY NAME	TYPE
69	Temple Guiting Village Hall	Hall
70	Upper Slaughter Village Hall	Hall
71	Village Hall	Hall
72	Village Hall	Hall
73	Old School Hall	Hall
74	Village Hall	Hall
75	Village Hall	Hall
76	Blockley Village Hall	Hall
77	North Cerney Village Hall	Hall
78	Westcote Village Hall	Hall
79	Village Hall	Hall
80	Village Hall	Hall
81	Village Hall	Hall
82	Village Hall	Hall
83	Down Ampney Village Hall	Hall
84	Village Hall Kemble	Hall
85	Village Hall	Hall
86	Village Hall	Hall
87	St James Church Rooms	Hall
88	Watermoor Church Hall	Hall
89	Church Office	Hall
90	Meadowbank House	Hall
91	St Lawrence Church Support Office	Hall

	FACILITY NAME	TYPE
92	The Clubhouse	Hall
93	Impact Youth Project	Hall
94	The Old Malthouse	Hall
95	Tetbury Goods Shed Art Centre	Community centre
96	Westwoods Community Centre	Hall
97	Chipping Campden County Library	Library
98	Bourton-on-the Water Library	Library
99	Tetbury Library	Library
100	Fairford Library	Library
101	Moreton-in-Marsh Library	Library
102	Cirencester Bingham Library	Library
103	Lechlade Library	Library
104	Stow-on-the-wold Library	Library
105	Cotswold Motoring Museum	Museum
106	Corinium Museum	Museum
107	Chedworth Roman Villa	Museum
108	Court Barn Museum	Museum
109	Tetbury Police Museum	Museum
110	Eastleach Village Hall	Hall
111	Fairford Community Centre	Community centre

	FACILITY NAME	TYPE
112	Tebury Community Youth and Sports Hall	Hall
113	Stratton Cemetery	Cemetery
114	Chesterton Cemetery	Cemetery

02.3

Primary healthcare

Approach

The Gloucestershire Integrated Care Board (ICB) is the NHS statutory organisation responsible for planning and funding and improving health services in Gloucestershire including emergency and elective hospital care, specialist medical care and surgical services, outpatient and diagnostic services, and maternity and paediatric care. They oversee and work closely with individual practices providing primary health care services. As part of the engagement on the IDP, the ICB were also supported by the NHS Property Services.

The Gloucestershire ICB produces public reports to monitor services and to manage its estate. The ICB sets out ambitions and a joint forward plan, as well as an estate overview, and risks and mitigations in the Gloucestershire Infrastructure Strategy and Summary (2024-2034)[1]. The ICB also produces an update from the commissioner (July 2025) for 2025/2026.

GIS data for hospitals and GPs was sourced from the NHS Patient-Led Assessments of the Care Environment (PLACE), dated February 2026.

As of 1 April 2026 and during the preparation of this IDP, NHS Gloucestershire Integrated Care Board has clustered with NHS Bristol, North Somerset and South Gloucestershire (BNSSG) ICB. While remaining separate statutory legal entities, they share a joint Chair, Chief Executive, and executive team, and are operating under a formal Joint Cluster Board. the Glocustershire ICB maintains its own Board, which holds responsibility for the governance and decision making of the organisation.

Commentary

According to public NHS data from March 2026, within the Gloucestershire ICB there are 698,253 patients registered with a GP practice and 64 practices across the County.

Two Primary Care Networks (PCNs) operate in the district, a PCN is a made up of a group of neighbouring GP practices that join together to serve a combined population, potentially share staff, services and resources, and deliver NHS services locally. Two PCNs operate in the district, North Cotswolds, which has circa 33,070 registered patients as of March 2026, and South Cotswolds, which has 61,661.

In Cotswold total of 16 facilities, estimated to be circa 7,560 sqm of practicing space (a mean size of 467.5sqm), with combined FTE of circa 60 workforce (May 2026) and serving 93,731 patients in total, with approximately two thirds of those in the South Cotswold PCN. This is equivalent to circa 80.7 sqm per 1,000 patients in Cotswold LPA.

Several pipeline projects have been identified through evidence monitoring and engagement with Gloucestershire ICB. This includes a number of existing Future Funding Commitments and identified potential projects to provide additional capacity for an additional circa 18,000 patients over the next ten years. These are specifically relevant to the recommendations, covered in the subsequent section of this IDP, as there is an opportunity to help implement the current project size to provide for the additional capacity created by the proposed Local Plan growth. This includes the consolidation of existing GP surgeries in Cirencester and the creation of two new, larger and more efficient surgeries capable of handing a larger patient list.

The NHS has made a future funding commitment for the Park Surgery in Cirencester Town which would create capacity for 3,000 additional patients.

Another new facility will replace The Phoenix Surgery

1 See here: https://www.nhsglos.nhs.uk/wp-content/uploads/2025/06/Gloucs-ICS-Infrastructure-Strategy-Summary-Version-May-2025-Final-.pdf

Cirencester and will be located within The Steadings development, also to provide additional capacity for 3,000 patients. Chipping Campden's new site is a priority for the NHS and will provide for an additional 1,500 patients. This practice is likely to be provided on GCC owned land.

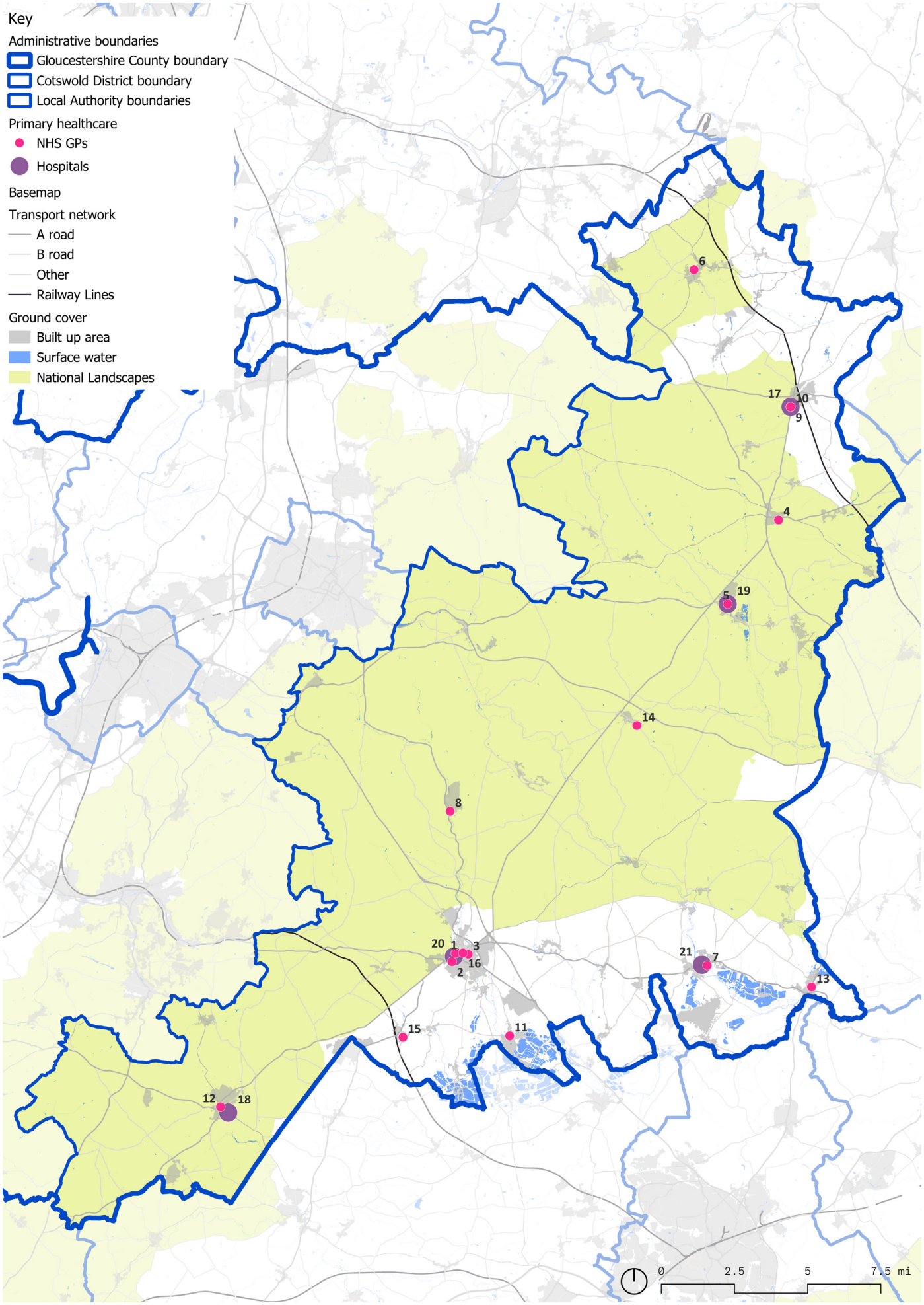
The Tetbury facility at Worwell Farm is currently under construction and will provide for 2,500 additional patients. Stowe Surgery still has capacity for up to 2,00 patients, and while Moreton-in-Marsh's two facilities are adequate for the current population, new provision will likely be required by growth.

There are existing commitments in existing section 106 agreements, such as The Steadings, to support the relocation although detailed sites are not yet identified for all projects.

Separately, a future funding commitment made to support the new Cirencester Neighbourhood Health hub, although land is required to support its implementation. Potential site although subject to further work, and therefore alternatives sought.

The Spending Review 2025[2] and the government's 10 Year Health Plan for England together set out some of the most significant reforms of NHS capital in recent history. The NHS has a 4-year capital settlement, extending to 2029/30, and a further 5 years of certainty for estates maintenance. This report continues to state that "Capital allocations do not cover additional facilities required due to housing developments. NHS organisations should work with local authorities to secure developer contributions for extra capacity. These contributions are additional funding recorded as a "credit" to capital departmental expenditure limit (CDEL), increasing spending power without reducing regular NHS allocations".

2 https://www.england.nhs.uk/long-read/capital-guidance-2026-27-to-2029-30/



Existing primary healthcare facilities

02.3.1
Existing GPs

	FACILITY NAME
1	Upper Thames Medical Group Park Surgery
2	Phoenix Health Group Chesterton Lane Surgery
3	Cirencester Health Group The Avenue
4	Stow Surgery
5	Cotswold Medical Practice Bourton-on-the-Water
6	Chipping Campden Surgery
7	Hilary Cottage Surgery
8	Rendcomb Surgery
9	Mann Cottage Surgery
10	White House Surgery
11	Phoenix Health Group South Cerney
12	Pheonix Health Group Romney House Surgery Tetbury
13	Upper Thames Medical Group Lechlade Medical Centre
14	Cotswold Medical Practice Westwoods Surgery
15	Pheonix Health Group Kemble
16	Cirencester Health Group St Peter’s Road

02.3.2
Existing hospitals

	FACILITY NAME
17	Cirencester Hospital
18	Fairford Hospital
19	George Moore Community Clinic
20	North Cotswold Hospital
21	Tetbury Hospital

02.4

Emergency Services

Approach

A list of assets was created after identifying primary providers, then georeferenced on OpenStreetMap and added to the GIS workspace. This includes consideration of the South Western Ambulance Service, Gloucestershire Constabulary and Gloucestershire Fire and Rescue.

Ambulance

South Western Ambulance Service (SWAS) NHS Foundation Trust provides accident and emergency services throughout the South West region including Gloucestershire. The Great Western Air Ambulance Charity also serves Gloucestershire and surrounding areas. They staff the Cirencester Ambulance Station and have a number of community response posts across the district.

Fire

Gloucestershire Fire and Rescue Service fulfils the role of the Fire Authority in the county as prescribed under the Fire and Rescue Services Act 2004[1]. The fire authority is responsible for: Setting the overarching Corporate Strategy[2], making strategic decisions on expenditure and service, overseeing business activities, internal audits, and provision of an Annual Governance Statement as set out in the Accounts and Audit Regulations 2015[3].

Police

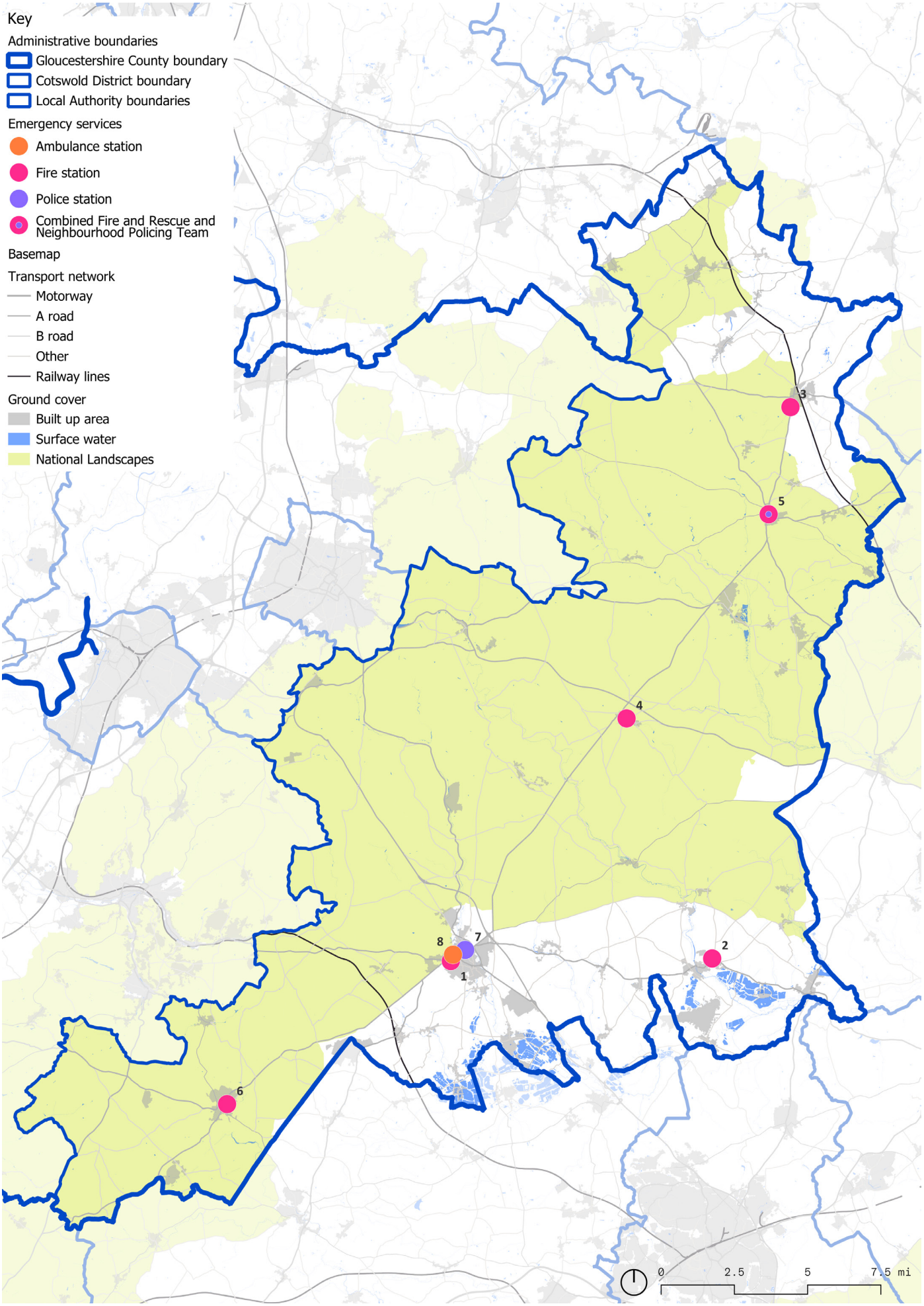
Gloucestershire Constabulary is the local police service in CDC, covering a total area of around 1000 square miles and a population of around 600,000 people. Day-to-day policing is delivered through six areas including Cheltenham, Gloucester, Tewkesbury, Stroud, Cotswold and Forest of Dean.

Stroud Police Station is located just to the west of the boundary, Cheltenham to the northwest, and Tewkesbury to the north, all of which provide custody and front-counter services for neighbouring districts.

Cotswold Community Safety Partnership (CCSP) brings together local organisations, including police and fire and rescue, to share knowledge and skills to prevent and reduce crime. There is one police station in the district at Cirencester. The police force is also enacting the Gloucestershire Rapid Improvement Plan 2025/26 to transform the operational service to make £12.3 in savings over the coming year. This will make 60 police posts redundant during that time. However, new dedicated Policy Community Support Officers (PCOS) will be taken on to ensure one for every neighbourhood.

	FACILITY	TYPE
01	Cirencester Community Fire and Rescue Station	Fire station
02	Fairford Community Fire and Rescue Station	Fire station
03	Moreton-in-Marsh	Fire station
04	Northleach	Fire station
05	Stow-on-the-Wold	Combined Fire station and Neighbourhood Policing Team
06	Tetbury Community Fire and Rescue Station	Fire station
07	Cirencester Police Station	Police station
08	Cirencester Ambulance Station	Ambulance station

1 See here: https://www.legislation.gov.uk/ukpga/2004/21/section/1
2 See here: https://www.gloucestershire.gov.uk/media/ohqnkunu/gcc_3309-council-strategy-2022.pdf
3 See here: https://www.legislation.gov.uk/uksi/2015/234/pdfs/uksi_20150234_en.pdf



Emergency services provision

02.5

Sports and recreation

Approach

The IDP is supported by sport provision assessments being undertaken by ORH on behalf of Sport England (Facilities Planning Model Assessment of Sports Hall Provision for Cotswold District Council, and Facilities Planning Model Assessment for Swimming Pool Provision for Cotswold District Council). The Cotswold District Council Playing Pitch & Outdoor Sport Strategy & Action Plan (June, 2023) by KKP also provides a strategic framework for the maintenance and improvement of existing playing pitches as well as an assessment of provision as of 2023 and a maintenance plan up to 2031.

As a result, this IDP baseline has sought to integrate the baseline position into a single map, but otherwise relies upon the data provided by the supporting evidence base. Sport facilities demand includes the consideration of generated use beyond the district boundary as in reality as there are users outside of the LPA. This will be considered in the final recommendations in section 4.

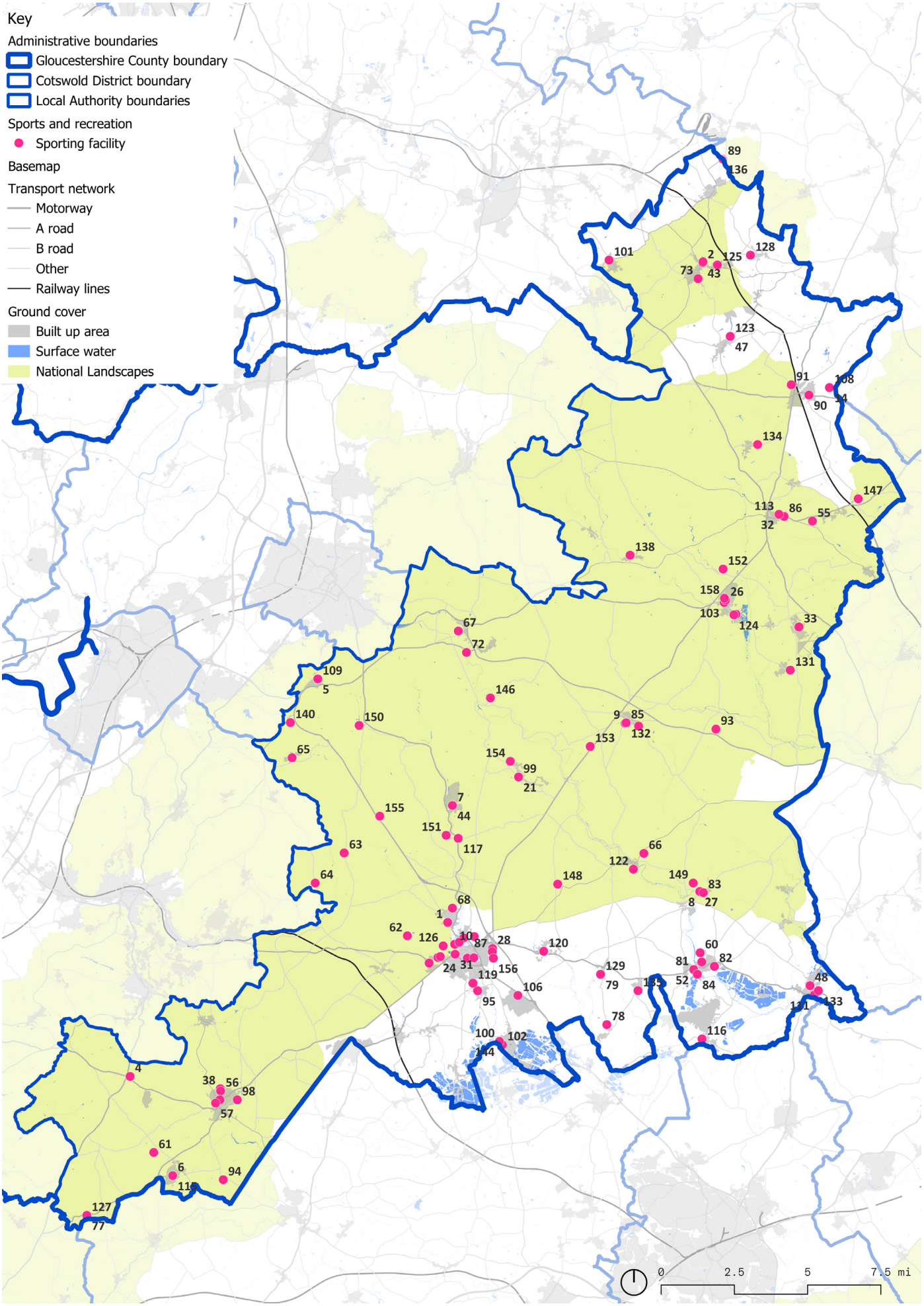
Sport England Active Places Data was used for map points, dated February 2026, cross checked against the above studies. The map provides demonstrates the following distribution of sports facilities by type:

- PPS database points: 105
- Football pitches (outdoor): 54
- Cricket pitches: 36
- Sports halls: 26
- Swimming pools: 15
- Rugby Union pitches: 12
- 3G pitches: 11
- Hockey pitches: 7
- Polo pitches: 5
- Leisure centres: 3

Commentary

Capacity, condition and geographical spread of outdoor sports facilities can be found in the summary sections of the Playing Pitch and Outdoor Sport Strategy[1]. The report found that unlike some authorities nationally, there is not too much an over reliance for on the education sector to provide for most of the demand for playing pitch and outdoor sport facilities. However, where this is the case, particularly for the likes of hockey, it is imperative that future opportunities to secure tenure for clubs is explored and progressed where possible.

1 See here: https://www.cotswold.gov.uk/media/v0ulu014/a5-4-5-playing-pitch-strategy-and-action-plan-jun-2023.pdf



Sports and recreation facilities

02.6

Open space

Approach

The Cotswold Green Infrastructure Strategy (2023)[1] includes a comprehensive overview of both green and blue (i.e. water-related features) infrastructure and protected ecological sites within Cotswold. As a result, additional baseline mapping has not been produced to support this IDP, which instead cross refers to this more comprehensive evidence base which cross refers to a number of guidance and legislative requirements, such as the Gloucestershire Local Nature Recovery Strategy[2] and the Cotswold Nature Recovery Plan (2021)[3].

The Green Infrastructure strategy states that circa 80% of the district covered by the National Landscape and circa 11% of the district if covered by priority habitats and wildlife sites (Page 15).

The Green Infrastructure Study was prepared to direct the design and delivery of Green Infrastructure in the district to maximise its environmental, community and economic benefits. This culminates in an implementation plan for Cotswold District Council which will be brought forward by the emerging Local Plan. It is explicitly framed as both a strategic framework and a practical guide — for developers, statutory consultees, parish and town councils, landowners, and the public.

The Cotswold District has a large number of strategic scale open spaces, ranging from 20ha to over 500ha mapped. However, when mapped against the ANGsT (Accessible Natural Greenspace Standards) there are a number of deficits identified, particularly related to accessibility to open spaces.

As a result, there is considered to be a deficit of accessible and door step based access to green infrastructure.

The context and recommendations captured in the policy recommendations and Green Infrastructure potential in the Principal Settlements has been integrated into the later Sections of this IDP.

As set out in the LUC Recreation Mitigation Study (2026) many protected habitats and species can be damaged or disturbed by high visitor numbers. Activities like dog walking, cycling or even repeated footfall can disturb wildlife, reduce breeding success and lead to the erosion of fragile ecosystems. National planning policy and environmental legislation (the Conservation of Habitats and Species Regulations 2017 (as amended), or 'Habitats Regulations') include provisions that seek to ensure that plans and projects (including applications for planning permission) are not approved where they could harm the integrity of certain designated sites. Within Cotswolds, this includes Special Areas of Conservation (SACs) in particular the Cotswold Beechwoods SAC and North Meadow and Clattinger Farm SAC.

A Zone of Influence (Zol) is a designated buffer radius around a protected ecological site (such as a Special Protection Area or Special Area of Conservation), relevant to the mitigation identified in Section 4. Identifying alternative green spaces forms a key part of the mitigation strategy for residential site allocations located near sensitive ecological sites and they will need to be delivered alongside new housing development.

2 https://www.gloucestershire.gov.uk/planning-and-environment/ecology-and-landscape/gloucestershire-local-nature-recovery-strategy/

2 https://www.gloucestershire.gov.uk/planning-and-environment/ecology-and-landscape/gloucestershire-local-nature-recovery-strategy/

3 See here: https://www.cotswolds-nl.org.uk/our-work/nature-recovery/cotswolds-nature-recovery-plan/

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02.7
Transport

Approach

Transport planning is the primary responsibility of GCC, which acts as the Highway Authority for the County and has closely supported the development of the emerging Local Plan evidence base. Transport infrastructure is planned for through the Local Transport Plan, which was most recently updated in March 2021, for the period 2020-2041. GCC are currently undertaking a review of the transport plan which will capture the emerging local plan growth in CDC.

Detailed transport assessment and modelling has been produced by City Science consultants and key outputs of this study are integrated into this IDP.

A series of transport workshops was planned to feed information between City Science, the district and county transport teams and P+P to ensure the requirements of the transport workstream are adequately captured in the IDS.

Commentary

Given the combination of transport interventions being delivered at both the strategic scale and at the application level, the identification of pipeline projects assumed to be in place ahead of the growth planned within the emerging Local Plan is developing in parallel is less defined compared to other topics in this IDP.

However, there a number of committed projects already secured which are assumed to be implemented. This is particularly important where they are adjacent to existing developments which are still completing.

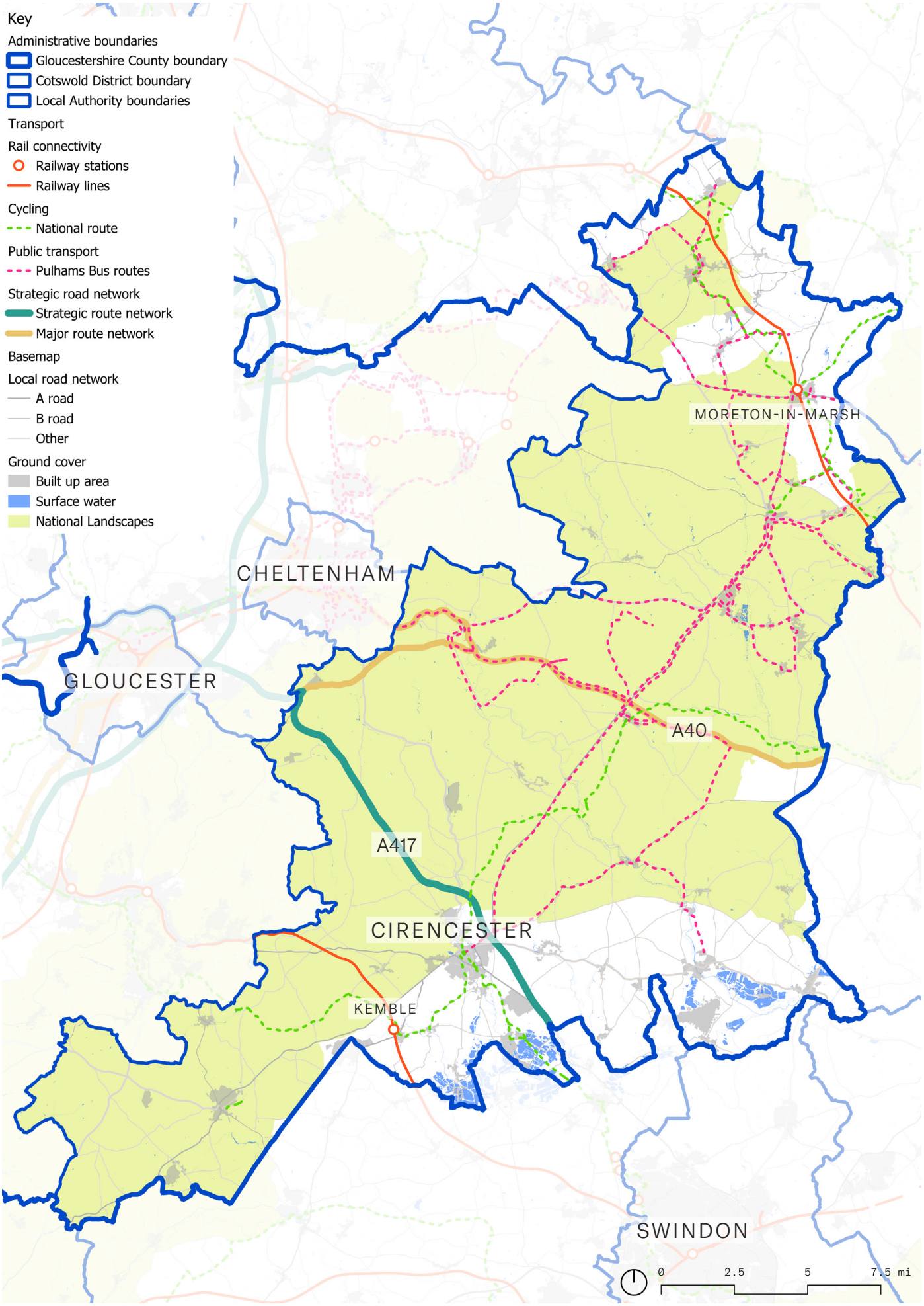
For example, improvements to the junction of A429/ A433 to mitigate congestion and provide better connectivity between Kemble and Cirencester in the current situation has been secured by the Steadings development.

For additional detail, on the approach to the modelling undertaken to support the emerging Local Plan please review the supporting transport strategy.

The Strategic Transport Assessment (July, 2026) identified that travel demand and movement patterns in the district are strongly shaped by its rural settlement pattern, ageing population, and dispersed provision of key services. The district has a population of 91,360 (GCC, 2023), with most residents concentrated in Cirencester, as well as the smaller towns of Tetbury, Moreton-in-Marsh, Stow-on-the-Wold and Chipping Camden. These act as the main origins and destinations for most trips in the district. Outside of these towns, low density rural settlements with longer distances to key services increase reliance on the highway network.

The population is older that the national average, with a median age of around 49 years and approximately 28% of residents aged over 65 years old (GCC, 2023). This age profile, which is also associated with higher levels of long term conditions, can increase dependence on accessible and reliable transport, particularly for essential journeys such as healthcare, education and shopping.

Overall, the combination of rurality and an ageing population means that travel demand is unevenly distributed and strongly car-reliant, with towns concentrating most activity and rural areas facing more limited accessibility.



Transport and mobility infrastructure

02.7.1

Pipeline investment

	CIL FUNDING ALLOCATIONS	DETAIL
1	Cirencester to Kemble Cycle Link – Cirencester End - The Cycle link connecting Cirencester to Kemble railway station is recognised in Gloucestershire's adopted Local Transport Plan (LTP). This bid is for the Preliminary design work, which will give the detail required for Gloucestershire CC to seek and secure funding to deliver the corridor – it focusses on the Cirencester end of the link connecting the town centre to the Steadings development.	— £100,000 in 2024/2025
2	Bourton-on-the-Water Interchange Hub - Local Corridor Transport Link Hubs provide an interchange facility that links a local catchment area into the core transport network. This facility would include: a bus boarding area compliant with the Equalities Act 2010	— £185,700 in 2024/2025
3	Footpath in Moreton-in-Marsh - footway and a pedestrian crossing across the A429 Fosse Way in Moreton-in-Marsh. This initiative seeks to provide a safe passage for pedestrians, connecting the Fosse Way Garden Centre with existing facilities and fostering a more pedestrian-friendly environment within the community.	— £146,040 in 2024/2025
4	The Forum Interchange Hub - The scheme proposes replacing the two existing bus stops on the western side of South Way with an 8-bay bus shelter to accommodate the high number of services and demand in this area.	— £66,300 in 2024/2025

	ROADS AND HIGHWAYS	DETAILS
11	Junction improvements at A429 / A433, between Cirencester and Kemble (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA1
12	Improvements to the A429 at Fosse Way (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA1
13	Junction improvements at A429 (High Street)/A44 (Oxford Street), Moreton-in-Marsh (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA3
14	Junction improvements at A29 (High Street/ A44 (Bourton Road), Moreton-in-Marsh (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA3
15	Improvement of Unicorn junction (A436/B4068), Stow-on-the-Wold (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA1
16	Junction improvements at A433 (London Road / Long Street) Hampton Street / New Church Street, Tetbury (CDC IFS 2022-2023)	— Identified by extant Local Plan Policy SA1

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02.8
Utilities

02.8.1
Water supply and waste water

Approach

Water companies serving the area have a statutory duty to serve new development both in water supply and treatment of wastewater.

Under the Water Industry Act 1991, providers are required to plan for and enable growth by providing new connections and maintain the system of water supply such that it can make supplies available to persons demanding them[1].

Capacity is not considered a constraint, given adequate time and planning certainty, which are both required in order to provide investment in additional capacity when and where it is needed. Strategic infrastructure such as extensions to wastewater treatment works can be planned and funded through the price review process, and coordinated with new development as part of wider Asset Management Planning.

In a number of areas throughout the district, the local sewerage system currently has limited capacity to accommodate additional development. The water industry's investment in new infrastructure requires a degree of certainty that sites will proceed to development. This involves a site either being allocated in an adopted local plan, or having a valid planning permission. The emerging Local plan is therefore a key step in future expansion in capacity.

Water and sewerage infrastructure is constructed and maintained by private providers who are regulated by Ofwat to ensure standards under the Water Environment Regulations policy 2017.

There are a number of organisations responsible for water supply and waste water in Cotswold District and they are summarised in the table overleaf.

Given the coverages within the supporting Water cycle Study (JBA, 2026) the baseline mapping of existing assets and provider coverage is not replicated here.

In addition, a number Regulation 18 consultation responses reference a lack of capacity (both for potable and sewage treatment capacity).

Cotswold District is classified by the Environment Agency as an area of serious water stress. The district's geology (Jurassic limestone and chalk) means rivers have low flows and groundwater is sensitive to abstraction. Water Industry National Environment Programme (WINEP) investigations are underway at several abstraction sources where there are concerns about the Water Framework Directive's (WFD) no-deterioration obligations.

The WCS, in line with Defra guidance, recommends a new Building Regulations target of 100 litres per day (l/p/d), reducing to 90 l/p/d in 2030, using a fittings-based approach, subject to viability testing by the LPA.

In terms of pipeline projects, there is a scheme planned for Blockley Wastewater Treatment Works 2020-2025 to increase the amount of flow to be treated to improve water quality of the receiving watercourse. The scheme is funded by Severn Trent and due for completion by 2025.

As part of early correspondence, Severn Trent flagged that there is an improvement scheme planned for Honeybourne WwTW to meet a new phosphate permit to improve water quality of the receiving watercourse by 2025. An element of this scheme will increase flows to treatment in line with the permit.

Severn Trent also confirmed there are plans for a sewerage network scheme to address current planned growth in the catchment (identified in existing adopted local plan and with existing planning permissions), this will look at providing capacity at Willersey – Badsey Lane Sewage Pumping Station (SPS) and Saintbury – The Cross SPS which is impacted downstream.

1 See here: https://www.ofwat.gov.uk/regulated-companies/markets/connections-market/new-connections/#:~:text=assurance%20terms').-,Planning%20for%20and%20enabling%20growth,sufficient%20evidence%20%E2%80%92%20for%20them%20to:

NAME	KEY RESPONSIBILITIES
Environment Agency (EA)	The EA are the environmental regulators in the UK. Their responsibilities are within water quality, flood risk and administrating water abstraction licences. They are a statutory consultee for many development plan documents and for some planning applications. They advise on environmental and infrastructure capacity issues across the water cycle.
Natural England (NE)	Natural England are the Government's advisors on the natural environment, which they have a responsibility to protect and enhance. In a WCS they may provide information on the conservation objectives, and guidance on, the protection of designated sites.
Bristol Water, Severn Trent Water, Wessex Water and Thames Water.	Bristol Water, Severn Trent Water and Thames Water are the water suppliers for the Cotswold district; therefore, they have a statutory duty under the Water Industry Act to maintain an efficient and economical system of water supply within their areas and supply households with a reliable and sufficient water supply.
Severn Trent Water, Thames Water and Wessex Water	Severn Trent Water, Thames Water and Wessex Water are the sewerage undertakers for the district. This means they have a duty under the Water Industry Act to provide, improve and extend a system of public sewers (for both domestic and trade flows) so as to cleanse and maintain those sewers (and any lateral drain), to ensure that the area that they serve is effectually drained. There is also a duty to make provision for the emptying of those sewers, normally through sewage treatment works or where appropriate through discharges direct to watercourses.

As the proposed growth in the emerging Local Plan is largely in addition to existing planned growth, it is possible that the scope of this existing scheme will need to broaden or an additional scheme may be required. This is covered in section 4.

Wessex Water, responsible for a small element of the District, have a proposed AMP8 scheme at Tetbury WRC for Phosphorous Removal and chemical permit. The scheme is now in design and construction is due to commence in 2027.

02.8.2

Digital infrastructure (telecoms)

Telecoms infrastructure is constructed and maintained by private providers who are regulated by the Office of Communications (Ofcom[1]) to ensure standards under the Communications Act 2003. The following telecoms providers operate within the district:

— Cotswold Telecoms Services (offers high-speed fibre)
— Wurzel (focuses on superfast broadband)

As part of the GCC Digital infrastructure Inclusion and Innovation strategy, they have set out a 2026-203 action plan[2]. A primary action within this is to extend gigabit-capable digital infrastructure across Gloucestershire, working in collaboration with the national Project Gigabit programme and broadband providers to accelerate rollout in urban and hard-to-reach rural areas.

As part of that strategy GCC highlight that fixed line broadband continues to be the primary digital infrastructure in the UK, providing most households and businesses with access to the internet. This infrastructure also supports and enables much of the UK's mobile 4G and 5G mast cells. In 2025, 98.8% of properties in Gloucestershire have access to a superfast (>30Mbps) connection, continuing the deployment of faster more reliable gigabit-capable full fibre broadband across the county is essential for delivering long-term economic growth.

The IDP does not produce a detailed assessment of digital infrastructure capacity however, assumed that against local plan growth, further investment and expansion of the network will be required. Developers of strategic housing sites must identify an appropriate provider under The Internet Services Providers' Association UK to ensure a 'connectivity plan' is produced at an early stage.

1 See here: https://www.ofcom.org.uk
2 See here: https://www.gloucestershire.gov.uk/council-and-democracy/grow-gloucestershire/digital-gloucestershire/digital-infrastructure-inclusion-and-innovation-strategy/5-action-plan-2026-2030/

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02.8.3

Electricity

Approach

The provision of electricity in England is primarily managed by the National Grid who operate the distribution and transmission network. The Office of Gas and Electricity Markets (Ofgem) serves as the regulator overseeing the markets, ensuring consumer protection. Individual energy operators are then responsible for the actual construction and maintenance of energy infrastructure. Scottish and Southern Electricity Networks (SSEN) is the largest operator in Cotswold District. Other parts of the district are covered by Western Power Distribution including in the vicinity of Moreton-in-Marsh and Mickleton, and in the South east (excluding Cirencester but including some areas of Kemble).

SSEN's Distribution System Operator (DSO) 'Whole System' approach - May 2026 and the publication of the Distributions Network Development Plan[1] (May 2026, NDP) is well timed to understand current projected capacity, overview of planned works and to underpin estimated new connection and reinforcement works which may be required. The reporting gives users access to information pertaining to SSEN's network plans for the next ten years in relation to 11kV networks and the Minety Strategic Development Plan[2] (Feb 2026) provide additional detail of currently planned reinforcement works.

Forecast generation and headroom capacity estimates are publicly available via the Network Scenario Headroom Report[3] (NSHR). This report is published to enable customers, developers, generators, local authorities and other interested third parties to view the possible headroom capacity at their Primary Substations and Bulk Supply Points (BSP) up to 2050, set out to four scenarios of demand and generation forecasts associated with a transition to net zero. Estimate requirements for domestic gas is not estimated within this IDP given the emerging Local plan requirements and we have therefore focused on the minimum headroom scenario.

As a result, whilst the NSHR provides a view of the future in terms of potential available capacity and constraints on the network, SSEN encourage any party using this information in their decision-making process to engage with them at the earliest instance.

For the electricity distribution network, from substations to the supply of homes, SSEN have indicated that electrical reinforcement may be required in a number of locations across the district to cater for new development at the strategic scale, towards the end of the plan period. An overview of the SSEN infrastructure relevant to the Cotswold and a summary of capacity/ generation headroom assessment is summarised in Table 1 overleaf. This is current as of May 2026, but reflecting some data from November 2025. Although dependent on electricity consumption (particularly in relation to EV charging, removal of gas and increased uses of heat pumps) National Grid Electricity Distribution annual report for 24/25 estimates that baseline consumption per home is approximately of 3,100 kWh and this is helpful context for the scale of development which can currently be served on top of planned growth within the existing infrastructure.

However it is noted that energy planning is based on peak demand and this has the potential to increase over the plan period and should be monitored[4].

Further information is not forthcoming without electrical loading data only available at the application stage, but it is not foreseen that electrical infrastructure would be a constraint to development if suitable planning in advance, but may impact timing of connection (and therefore occupation.

Requirements in this regard would be agreed in discussion with developers with the local connection infrastructure funded by developers and could impact delivery rates if not considered at the outset.

1 See here: https://www.ssen.co.uk/globalassets/about-us/dso/current-consultations/for-publication/minety---strategic-development-plan---strategic-development-plan---february-2026.pdf

2 See here: https://www.ssen.co.uk/globalassets/about-us/dso/current-consultations/for-publication/minety---strategic-development-plan---strategic-development-plan---february-2026.pdf

3 See here: https://www.ssen.co.uk/globalassets/about-us/dso/publication--reports/network-development-report/2026/shepd-network-development-report-2026.pdf

4 See here: https://assets.publishing.service.gov.uk/media/69c16a6113101e9908704acb/Future_Buildings_Standard_Impact_Assessment.pdf

GRID SUPPLY POINT	BULK SUPPLY POINT	PRIMARY SUBSTATION
MELKSHAM GSP (Earliest in service date for applications >1MW in 2036)	CHIPPENHAM BSP (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)	ALDERTON PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
COWLEY GSP (Earliest in service date for applications >1MW in 2029)	WITNEY BSP (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)	BLEDINGTON PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	CIRENCESTER TOWN PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	CRICKLADE PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	FAIRFORD PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	STRATTON (RESERVE) BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2029)	LECHLADE PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MELKSHAM GSP (Earliest in service date for applications >1MW in 2036)	CHIPPENHAM BSP (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)	MALMESBURY PRIMARY (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2045)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	MINETY VILLAGE PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	NORTHLEACH PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
COWLEY GSP (Earliest in service date for applications >1MW in 2029)	WITNEY BSP (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)	RISSINGTON PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	SHIPTON OLIFFE PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	STRATTON (RESERVE) BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2029)	STANTON FITZWARREN PRIMARY (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2040)
MELKSHAM GSP (Earliest in service date for applications >1MW in 2036)	CHIPPENHAM BSP (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)	TETBURY PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
MINETY GSP (Earliest in service date for applications >1MW in 2036)	CIRENCESTER BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	WHITEWAY PRIMARY (No identified negative headroom [minimum headroom scenario] in future projection occurs before 2050)
FLEET-BRAMLEY GSP (Earliest in service date for applications >1MW in 2036)	BURGHFIELD (MAIN) BSP (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2040)	WHITLEY WOOD PRIMARY (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2040)

02.8.4

Flood management

Flood risk management sits at the intersection of infrastructure planning, development management, and environmental policy requirements. This IDP does not cover aspect within the Strategic Flood Risk Assessment (SFRA) Levels 1 and 2, or consider evidence on Flood Zones or SuDS requirements. However, best practice IDPs consider flood management as an infrastructure theme to identify if any strategic scale projects are required to serve the emerging Local Plan growth beyond that which is capable of being delivered at the site level and to consider the shared responsibility to not increase flood risk as part of new development.

GCC is the Lead Local Flood Authority for Cotswold, but they work in tandem with CDC development management officers and the Environment Agency in the application of relevant standards, requirements and guidance at the application level.

The Flood and Water Management Act 2010 places a statutory duty on the Environment Agency to develop a National Flood and Coastal Erosion Risk Management Strategy for England. This strategy[1] describes what needs to be done by all risk management authorities (RMAs) involved in flood and coastal erosion risk management for the benefit of people and places. This includes: the Environment Agency; lead local flood authorities; district councils; internal drainage boards; highways authorities water and sewerage companies.

At the more local level, GCC have prepared a Local Flood risk Management Strategy and provided a 25-27 Progress and Implementation plan[2].

The Strategy focusses on GCC's responsibilities to manage risk of flooding from ordinary watercourses, surface water and groundwater and is clear that other Risk Management Authorities are responsible for other sources of flooding, for example main river flooding lying with the EA. GCC has committed to allocate at least £2.1m a year to flood prevention across the county.

GCC is leading on approximately 23 flood alleviation schemes, funded through GCC resources (capital and revenue) and a variety of external sources, primarily Flood Defence Grant-in-Aid and Local Levy.

Although GCC are moving away from a parish to a catchment based prioritisation programme, a number of Cotswold Parishes have received support and completed works (such as Andoversford, Blockley, Bourton-on-the-Water, Chipping Camden, Northleach with Eastington), some are in progress (such as Cirencester, Fairford, Kempsford and Moreton-in-Marsh) and others are flagged as area for potential intervention at the local scale.

Beyond this, no other strategic scale flood defence work has been identified to be relevant to the Cotswold baseline.

1 See here: https://www.gov.uk/government/publications/national-flood-and-coastal-erosion-risk-management-strategy-for-england--2
2 See here: https://www.gloucestershire.gov.uk/media/i0mg01om/local-flood-risk-management-strategy-annual-progress-and-implementation-plan-2025-26_2026-27.pdf

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03
Site allocations and population modelling

This section of the IDP sets out the proposed emerging local plan growth scenario and introduces the proposed sub areas used throughout the remainder of the IDP.

03.1

Site allocations and population projections

03.8.1

Indicative housing and population projections

This IDP is based on the proposed spatial strategy within the Regulation 19 consultation version of the plan and has been developed in parallel to site selection and policy drafting.

As the IDP concerns both the impact of proposed sites individually and the potential impact of cumulative growth, the estimated housing growth is attributed to sub areas, set out overleaf. For each sub area, this will combined the proposed Strategic and non-strategic site allocations, as well as estimated windfall growth per parish set out in the emerging Local Plan.

The sub areas are proposed based on alignment with existing policy approaches (notably to North and South Cotswold, used for Secondary school planning and in the Gloucestershire Local transport Plan). To align with the apportionment of CIL and the existing and emerging neighbourhood plans, parish boundaries are used to delineate sub areas and are centred on the areas of largest potential growth and which share a functional relationship.

This is not to suggest that any impact of proposed development would be limited to these sub areas but they are used to help identify where mitigation is required and apportioned to development sites based on their estimated and evidenced impact. At the application stage, the potential impact of individual applications will be reviewed by officers and may differ from the sub areas proposed in this IDP.

Typically, strategic sites fall within their own sub areas, although the those sites which share a key functional relationship to Cirencester and its town centre are considered collectively. The remaining parishes outside of these sub areas have been combined into “North Cotswold” and “South Cotswold” to recognise that there are infrastructure needs arising from windfall based growth.

There are a small number of parishes where the proposed boundary between North and South Cotswold (namely the A40) does not align as the parish boundary and therefore, some parishes straddle the North and South sub areas. The total estimated windfall for these is comparatively low and, by its nature, difficult to predict. For the purposes of this IDP they have been designated for windfall in the below sub areas below:

South Cotswold:

- Andoversford (Village is to the South of the road);
- Barrington (area outside of National Landscape is to the south of the road);
- Hampnett (the majority of land within parish is to the South of the road);
- Northleach (the alluvial and the majority of land within parish is to the South of the road); and
- Windrush (area outside of National Landscape is to the south of the road).

North Cotswold:

- Farmington (the majority of land within parish is to the North of the road);
- Sherborne (the majority of land within parish is to the North of the road);
- Shipton (Village is to the North of the road); and
- Whittington (the majority of land within parish is to the North of the road).

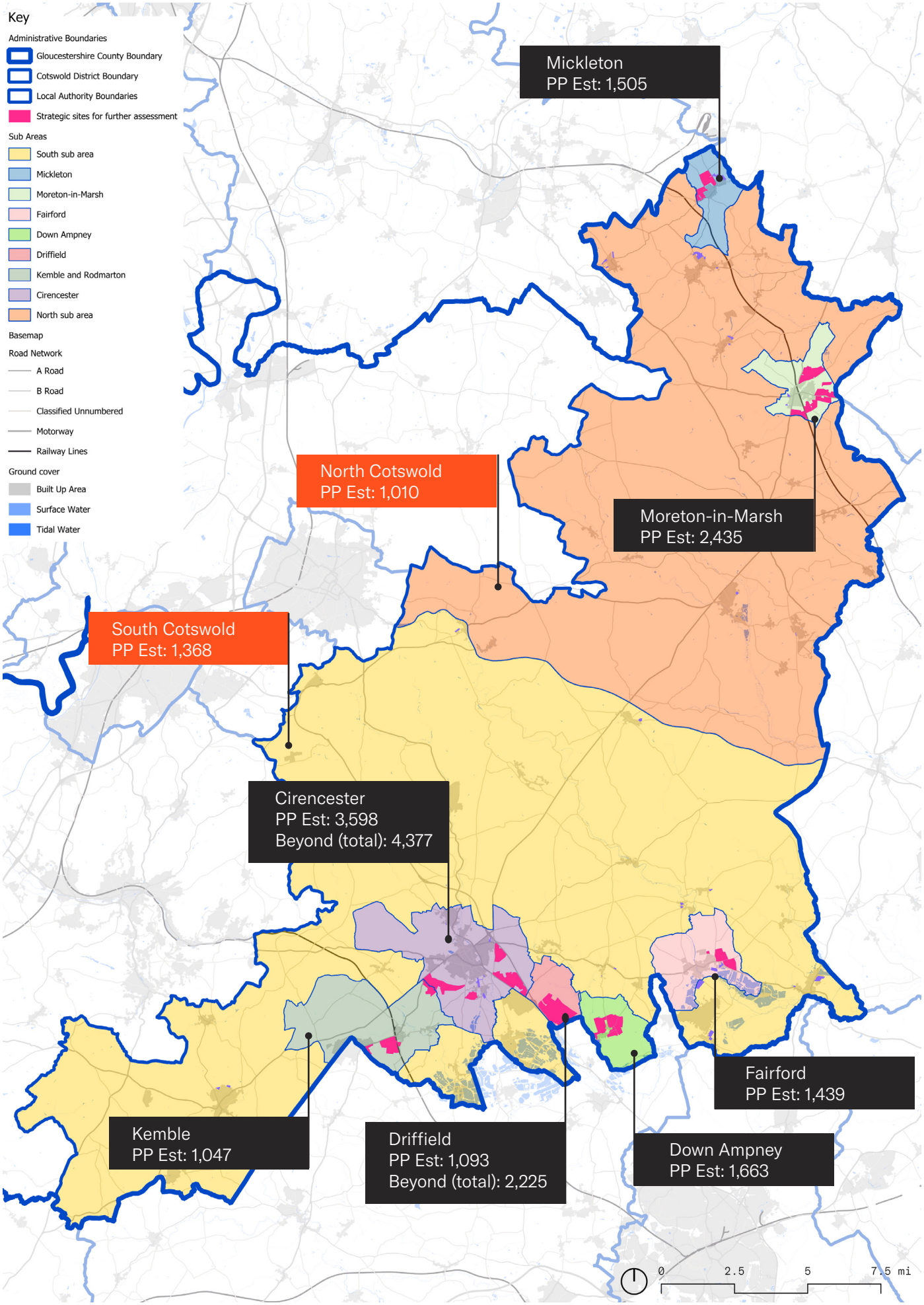
The figures within the plan period are based on the Iceni Housing Delivery Trajectory work. It is important to note that some sites, notably the Steadings southern extension and the Strategic Site at Driffiled are proposed to be allocated at their full potential capacity although they are not currently anticipated to be built out to completion within the plan period. As a result, mitigation for these sites are calculated on their full capacity, whilst the assessment to emerging Local Plan need does not include their full build out. However, for the majority of the allocations proposed, including all windfall and non strategic sites, these are considered deliverable within the plan period.

To aid in understanding, the proposed growth scenario at the heart of this IDP is set out overleaf.

Within the remainder of the sections of this IDP the estimated population which requires mitigation is set out, with some infrastructure themes taking a different approach. For example, open space requirements are based on total population, whilst education requirements are based on forecast pupils and primary healthcare on increase in patients. However, for the majority of items the estimated household occupancy rate has been assumed to be 2.2, aligning with projected demographic work for Cotswold.

On the basis of an estimate Local Plan growth scenario of 15,158, this is an estimated population considered in this IDP of 33,347.

This figure is considered to potentially be higher than could be experienced over the plan period, as there will be a number of existing households within the proposed affordable housing already resident in Cotswold, but is considered to be robust for estimating infrastructure requirements at the plan making stage.



Sub area estimated growth

RESIDENTIAL GROWTH

CATEGORY	WITHIN PLAN PERIOD	BEYOND PLAN PERIOD
Strategic sites	11,30	13,212
Non-strategic sites	1,568	1,568
Parish windfall	2,289	2,289
Total additional growth	15,158	17,069

EMPLOYMENT GROWTH

SITE NAME	TYPE / USE CLASS	AVAILABLE DEVELOPMENT LAND
Cirencester and surrounding villages		
Steadings southern extension	B2, B8 and E(g)	2.5 ha
Land south east of Cirencester and south of Preston	B2, B8 and E(g)	5.6 ha
South Cotswold Area		
Strategic extension to the north-east of Fairford	B2, B8 and E(g)	4.2 ha
Strategic extension to the south-west of Kemble	B2, B8 and E(g)	8.6 ha
New settlement to the south of Driffield	B2, B8 and E(g)	10.9 ha
Total additional growth		31.8 ha

SUB AREA	SITE ALLOCATION/ WINDFALL ASSUMPTION	LOCAL PLAN PERIOD GROWTH (2026-2043)	(TOTAL) CONSIDERATION OF BEYOND PLAN PERIOD GROWTH
Cirencester	Steadings southern extension	585	1,364
	Land south east of Cirencester and south of Preston	1,368	1,368
	Land east of Kingshill Lane	613	613
	Land east of Kingshill Lane	372	372
	Land south west of Siddington	41	41
	Non-strategic site allocation	62	62
	Sub area parishes	557	557
	Sub area total	**3,598**	**4,377**
Down Ampney	Land surrounding Down Ampney	1,658	1,658
	Sub area parishes	5	5
	Sub area total	**1,663**	**1,663**
Driffield	Land south of Driffield	1,090	2,222
	Sub area parishes	3	3
	Sub area total	**1,093**	**2,225**
Fairford	Land north-east of Fairford	1,141	1,141
	Non-strategic site allocation	235	235
	Sub area parishes	63	63
	Sub area total	**1,439**	**1,439**
Kemble	Land south-west of Kemble	28	28
	Sub area parishes	1,019	1,019
	Sub area total	**1,047**	**1,047**
Mickleton	Land North and west of Mickleton	1,238	1,238
	Non-strategic site allocation	149	149
	Sub area parishes	118	118
	Sub area total	**1,505**	**1,505**

SUB AREA	SITE ALLOCATION/ WINDFALL ASSUMPTION	LOCAL PLAN PERIOD GROWTH (2026-2043)	(TOTAL) CONSIDERATION OF BEYOND PLAN PERIOD GROWTH
Moreton-in-Marsh	Land north, east and south of Moreton-in-Marsh	2,217	2,217
	Non-strategic site allocation	54	54
	Sub area parishes	164	164
	Sub area total	**2,435**	**2,435**
North Cotswold	Blockley - Non strategic site allocation	48	48
	Bourton-on-the-Water - Non-strategic site allocation	53	53
	Chipping Campden - Non-strategic site allocation	168	168
	Stow-on-the-Wold - Non-strategic site allocation	53	53
	Upper Rissington - Non-strategic site allocation	26	26
	Willersey - Non-strategic site allocation	100	100
	Sub area parishes	562	562
	Sub area total	**1,010**	**1,010**
South Cotswold	Andoversford - Non-strategic site allocation	52	52
	Lechlade-on-Thames - Non-strategic site allocation	165	165
	Tetbury - Non-strategic site allocation	94	94
	Northleach- Non-strategic site allocation	50	50
	Coln St Aldwyns, Hatherop, Quenington - Non-strategic site allocation	59	59
	Poulton - Non-strategic site allocation	10	10
	Kempsford - Non-strategic site allocation	149	149
	Sub area parishes	789	789
	Sub area total	**1,368**	**1,368**

04 Growth requirements per theme

This section of the IDP sets out the estimated infrastructure requirements per theme to inform policy development, the approach to assessing future planning applications for potential obligations, CIL spending and other wider business case and grant funding applications.

04.1
Education

04.1.1
Infrastructure requirements from Local Plan growth

Infrastructure standards

GCC will assess the impact of new development in terms of the ability of local primary and secondary schools to offer places to children arising from the development.

For large-scale schemes where a new school is required, in accordance with the DfE Guidance, the expectation will usually be that land, financial contributions and potential direct delivery (subject to adherence with GCC requirements) to meet the needs will be provided on-site.

Where there are multiple new developments that together require a new school, GCC splits the full cost of education infrastructure between developers based on estimated pupil yields arising from development. All new schools provided in this way will need to meet applicable GCC design standards at the time the development is built. These design standards are based on DfE's "Building Bulletin 103: Area Guidelines for Mainstream Schools" along with local modifications.

Estimated demand

As set our in Section 2, GCC publishes a School Places Strategy including the approach to planning and delivering education in Cotswold District, which is also summarised in the GCC Local Developer Guide. Appendix B of that document sets out the Pupil Product Ratios, Cost Multipliers & School Site Sizes used within this IDP. These are summarised below and in the table overleaf.

Please note that the costs and multipliers are reviewed annually, and are consistent with the DfE's pupil yield dashboard published in September 2025. The following standards included in the table overleaf have been identified via the DfE's latest scorecard and benchmarking, noting that costs within are subject to change and indexation over the plan period.

To note for Early Years demand that the GCC IDG is being reviewed at the time of writing (July 2026) and the latest scorecard is 7.4.

These standards are applied to the growth scenario in Section 3. It should be noted that this assumes that all dwellings proposed are 'qualifying units' and are otherwise not restricted in such a way they would not be liable to contribute to education provision, such as age restricted accommodation. As such, the estimated requirements will be refined at the application stage based on more detailed proposals on the number of homes to be provided.

Commentary

Early years
On the basis of the above standards and assumptions, plan wide need is set out in the following table.

Approach taken for majority of sites and identified need is that early years provision envisaged to be included on site as part of primary schools (covered below). This is included in the space requirements set out in the masterplan frameworks and meets GCC's duty whilst providing benefits for shared and linked trips.

The private provision of early years is also something encouraged within new local centres and although not a requirement (where need is met through primary schools), this is included on the IDS as a potential use in future local centres.

Primary
GCC's preference (in line with DfE advice) is to seek a 2FE minimum to support ongoing viability and vitality of schools. GCC will seek the provision of serviced land within strategic sites, as well as proportional

	SECTOR	ESTIMATED DEMAND	BENCHMARK COST	PLAN WIDE NEED
01	Early years education	7 per 100 dwellings	£24,660 per place	1,061 places
02	Primary education	30 per 100 dwellings	£24,660 per place	4,547 places - equivalent to c. 21.7FE
03	Secondary education	14.7 per 100 dwellings	£29,875 per place	2,228 - equivalent to c.14.9FE
04	Post 16	5 per 100 dwellings	£29,200 per place	758 places

contributions towards their delivery. This will be pooled and aligned with wider funding from the DfE to delivery primary schools. Based on the current scorecard and benchmarking from the DfE, financial contributions sought are currently £24,660 per place, or the equivalent of:

- 1FE - £5.2m (site area of 1.5ha)
- 2FE - £10.4m (site area of 2.0ha)
- 3FE - £15.6m (site area of 2.8ha)

As the plan wide mitigation is proposed to be met through delivery on strategic sites, the costs assumed in the IDS are for the establishment of a new school, although it is noted that the School Place scorecard produces a slightly lower figure where an existing school is proposed to be expanded. At this stage, the higher cost is allowed for.

Site specific commentary
There is insufficient capacity to support the scale of growth proposed. Strategic scale sites are generally of a sufficient size that they generate a need for on site primary school. This varies in size dependent on the scale of development proposed to be allocated and this is captured in the IDS.

For avoidance of doubt, existing project primary school capacity in the sub areas in Fairford, Cirencester and Kemble have been considered in the recommendations for on-site provision.

There is potential for some initial capacity to be served in existing primary schools and this is especially true for the North and South Cotswold sub area, which may benefit from capacity in the Chipping Campden, Bourton-on-the-Water and Northleach pupil place areas.

Recommendations are based on the strategic sites also providing sufficient space for the residual need generated by non-strategic sites and assumed parish based windfall for the sub areas, but with each dwelling in the sub area proportionally contributing financially to its delivery.

Total provision allowed for across strategic sites equates to total need. As flagged, there are some strategic sites identified as liable to provide a 1FE school / equivalent contribution on site but to be expanded to accommodate attendance from pupils in wider growth, notably the South Cotswold sub area.

The Siddington allocation does not generate the need for on-site primary, but there is not sufficient capacity to serve it in isolation. Depending on the coordination with other strategic sites, the build out of the 3FE in The Steadings (secured via the section 106 as set out in Section 2) and creation of a new primary school to serve the Steadings extension, would likely create capacity at Siddlington Primary (who currently attend here in general) to serve the new development. Although covered under the transport section, an active mode link is proposed which would provide safe access to this school.

As part of this strategy, there are also wider possibilities for the committed 3FE primary at The Steadings to accommodate some of the additional need generated by the southern extension. At this stage however, this requirement should be held at The Steadings extension (as sufficient capacity cannot be identified at this stage) but subject to further engagement with GCC at the application stage.

Some sites shown as being built out after the emerging local plan period, such as Driffield. Cognisant of this, a 3FE primary can be provided more efficiently on a single

site compared to two separate schools. However, based on the housing trajectory work the Local Plan plan build out would only generate a need for a new 2FE school on site but a 3FE is required for the site's full capacity.

At Moreton-in-Marsh sub area (including growth in the sub area) the detailed modelling has suggested that the proposed 3FE school would be marginally smaller than total identified need. As stated above, there is a potential for the North Cotswold sub area contributions to be used to expand an existing school to provide for this which is considered more proportional than expanding the requirement at Moreton-in-Marsh. Furthermore, Moreton-in-Marsh has been identified as a potential location for growth in a future plan period, where the needs of the settlement would be revisited.

The mitigation approach for the windfall development is based on a per home mitigation cost sought to provide reinforcement of existing schools or the expansion of new, smaller schools on the strategic sites. The scale of windfall development, by its nature, is difficult to predict and therefore a number of schools, subject to feasibility work and school performance, could be suitable for expansion to support local plan growth. This is included as a separate line item in the IDS to clearly show this. As a result, the cumulative requirements set out in this IDS for the provision of 20FE and a 1 FE expansion (At this stage, the potential expansion from 1FE to 2FE at the Kingshill site would provide an options for this) in combination with existing projected capacity is sufficient to mitigate the plan wider need of 21.7FE equivalent.

Secondary
Existing secondary schools in the district have insufficient capacity to serve local plan growth.

GCC will seek the provision of serviced land within strategic sites, as well as proportional contributions towards their delivery. This will be pooled and aligned with wider funding from the DfE to deliver secondary schools in a timely manner.

Based on the current scorecard and benchmarking from the DfE, these are currently £29,875 per place, or the equivalent of:

- 6FE - £26.9m (site area of 6.8ha)
- 8FE - £35.9m (site area of 8.7ha)

Geographic access is also important, with the district split into north and south pupil plan areas. GCC's preference is that a secondary school would need to be a minimum of 6FE to support its ongoing viability.

Whilst the majority of provision and available capacity, centred on Cirencester, is currently located to the south it is also the location of the majority of strategic sites. The strategic sites generate an estimated 11FE need, subject to assumptions regarding windfall growth.

For the south plan area, a new standalone 6FE secondary would be required on a site area of 6.8ha. This should have suitable access to support the majority of growth in this location.

This is currently proposed to be located south east of Cirencester on- Land south east of Cirencester and south of Preston site. From a spatial perspective, the transport strategy support safe access to this site by walking and cycling and public transport and is based on existing connections and links to existing schools in the vicinity. The illustrative concept framework work completed to support the also demonstrates that suitable land is available to achieve the allocation as a whole. For the avoidance of doubt, land will be required at this site in an accessible location, but the full delivery of this school will be supported by proportional contributions from other development.

In the north, the developments at Moreton-in-Marsh, Mickleton and the north sub area are proposed to be met by a new secondary school at the Moreton-in-Marsh strategic site. To support the viable functioning of the school this is required to provide the land for 6FE, noting that new development on this site only would generate less than this demand, with the additional funding provided by proportional contributions from other new development.

There is currently estimated to be circa 2FE of secondary school pupils in this area currently 'commuting' to Chipping Camden school from this area of the Cotswold and wider School plan area for schools could be adjusted to reduce the average journey to school times.

It is noted that for the smaller scale sites and windfall growth these could be accommodated through existing potential capacity where available, although this is subject to suitable evidence at the application stage and

is envisaged to be relevant for the early phases of the Local Plan period only.

The IDS captures this by identifying the estimated proportional contribution for each strategic site, based on their estimated secondary school pupil yields totalling approximately £66m. For avoidance of doubt, this is considered sufficient to provide the two secondary school sites proposed, subject to additional details being refined at the application stage.

Post 16
Based on benchmark costs of £29,200 per place, a demand of 758 places would result in a cost of an estimated plan wide cost of £22.6m. This contribution would be to a strategic pot to support delivery of post 16 education within the district, in combination with national funding.

Delivery

GCC will be an important partner in the delivery of education in CDC and, via the Comprehensive Masterplan process, it is expected that strategic allocations will identify a suitable and serviced plot to transfer to GCC, alongside proportional financial contributions. The Comprehensive Masterplan process will also need to ensure that the site proposed is unfettered by constraints and has appropriate consideration of adjacent development, including provision of safe access and alignment with GCC published school design requirements.

04.2

Community and culture

04.2.1

Infrastructure requirements from Local Plan growth

Community centres
As sect out in Section 2, the community spaces are wide ranging and can consider things such as cultural and museum space, library space and even indoor sports provision. As a result, the requirements for a provision of a specific requirement per person are less defined, with the focus being on ensure provision to serve new communities as they grow without placing undue pressure on existing facilities.

As part of the previous IDP work to support the Cotswold current local plan, a community centre of 645sqm was sought per 4,000 population, which equates to a community centre per 1,860 dwellings (then based on an average household size of 2.15). Translating that requirement to the proposed local plan growth scenario, this would work out to 161sqm per 1,000 people.

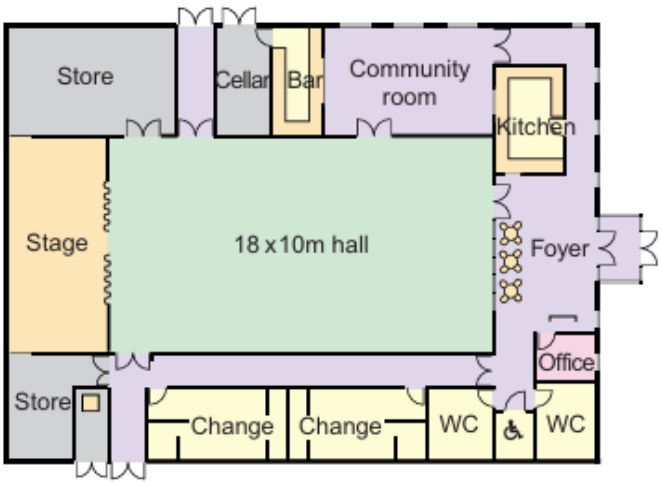
It should be reiterated that the requirement for strategic sites to provide community facilities is reinforced by the transport modelling work which has included the need for onsite facilities to reduce demand on the wider network by providing for day to day uses. Given the scale of sites, it is more appropriate therefore to seek to include the provision of new community uses within strategic sites, and the wider reinforcement of existing facilities for the non-strategic or windfall development.

Engagement as part of this IDP confirmed a trend towards a preferences for consolidated multifunctional facilities to help reduce staffing and other operational costs. Although a number of successful community facilities within CDC may be smaller than this, (as flagged in Section 2) to improve the financial viability and programming options available emerging guidance suggests that 400sqm provides the minimum space to provide ongoing revenue generating opportunities to support delivery. For reference, see below extract from the Sport England Village and Community Hall Design guidance showing a potential multifunctional use building. This is however dependent on planned uses within the building and subject to additional work at the application stage.

The larger strategic sites would generate a need above the 400sqm minimum threshold and this is captured in the IDS. The costs associated with this infrastructure requirement set out in the IDS is based on a proposed BCIS costs as an estimate, proportional to the scale of development required. As a result, it identifies the requirement but this is likely subject to refinement at the application stage. At this stage, the IDP is based on an estimated facility size using the above standards but balanced against the minimum site size requirements to ensure there is a reasonable prospect of its delivery.

Please note, this section should also be read alongside the conclusions on emergency service infrastructure requirements.

Reinforcement of existing facilities is also welcomed for smaller sites and will be reviewed on an application basis. This could include improvement of service offer to accommodate local growth and also support the installation of Community Public Access Defibrillators (CPADs).



Symmetrical support accommodation around a hall with a separate stage.

Libraries
Planning applications for 25 dwellings or more are assessed by GCC to determine their likely impact on existing local library services and the scope of resultant mitigation works required. As part of this assessment, qualitative factors are considered, together with the existing physical capacity of the local library which is currently calculated having regard to the national recommended floorspace benchmark of 30sqm per 1,000 population (as stated in Arts Council England's "Guidance on seeking and securing developer contributions for library and archive provision in England" published in September 2023.

Where large-scale developments are proposed and the associated Section 106 (S106) funding allocated to library services is significant, GCC are exploring additional or alternative options including a satellite site or collection points utilising digital technology.

While S106 funding can support the capital costs of delivering library infrastructure, such as design, fit-out, and equipment, it cannot be used to fund ongoing staffing costs, which must be met from existing revenue budgets. This presents a constraint for the delivery of additional traditional staffed library models within new developments.

The alternatives GCC are exploring provides a pragmatic and sustainable alternatives, enabling access to core library services without the requirement for dedicated on-site staff at all times. Such integrated facilities can deliver a meaningful library presence within new communities, supporting access to resources, digital inclusion, and reading engagement. Options could offer a range of services, including (but not limited to):

- A curated lending stock
- Self-service kiosks for issuing and returning items
- Book reservation and collection services
- Public access computers
- Printing and associated digital services

These models offer flexibility in terms of location and design. Provision could be situated within a dedicated room or integrated into a shared community space, such as a hub, leisure facility, or café area. Access arrangements could also vary, with the facility operating either during specific hours or aligned with the wider opening times of the host building. The final configuration, scale, and service offer of any satellite library would be determined by the nature of the development, the level of available S106 funding, and the range of complementary services provided on-site.

Expansion or improvements to funded by proportional contributions from across the district. The IDP is based on a continuation of a per unit contribution set out in the GCC Developer Guide (£196 per home across 15,158 homes), used to fund reinforcement and potential expansion or relocation of an existing library. New facilities will not be pursued due to staffing constraints and ongoing pressure on budgets.

At this stage, the preferred location for this would be the Moreton-in-Marsh strategic site, as this could be aligned with the expansion and relocation of the existing facility. There are benefits to anchor uses on the strategic sites in terms of overall modal share.

Burial grounds
There is no statutory requirement for CDC to provide burial spaces, however, this is a key concern for the district and something CDC would support through the use of CIL.

A specific scheme has been identified in consultation with the CDC Bereavement team which is to support the expansion of Stratton Cemetery, potentially though the provision of land in kind of CIL contributions or otherwise purchase and facilitation through CIL.

Establishment costs are proportional to build out with largest barrier being the land transfer costs associated with adjacent land owner (Bathurst Development Limited). CDC will support the delivery of this expansion through the use of CIL or an in kind contribution equivalent.

04.3
Healthcare

04.3.1
Infrastructure requirements from Local Plan growth

Infrastructure standards

Primary healthcare
Engagement with Gloucestershire ICB was carried out in the development of this IDP and input was also received from NHS Property Services team during transitional arrangements and from July 2026.

Traditionally, S106 requests made by health to support new developments have been centred around the capacity and development needs of a single GP Practice. However, over the last few years there has been a move towards new healthcare models on a larger scale at neighbourhood level involving multiple organisations including primary care. This approach is set out in the NHS Ten Year Plan published in July 2025.

The GCC ICB has produced the GP Premises Development & Delivery Plan April 2024 to March 2031 (July 2024). This outlines, in line with national guidelines[1] a requirement for 83.33m2 gross internal area (GIA) per 1,000 patients up to 10,000 patients then 41.66m2 GIA per 1,000 patients.

As set out in the baseline section for reference Cotswold is currently served by the estimated equivalent to 69.8 m2 per 1,000 patients in Cotswold LPA, although this is not a measured figure for existing provision.

However, The ICB has recently adopted an updated approach to establishing primary care infrastructure requirements. The approach is set out below.

Step 1: Assess level of primary care infrastructure need proposal generates

- Average household size applied to total number of residential units (for Cotswold this is 2.2 patients per dwelling)
- Integrated Care Strategy (ICS) floorspace requirement for growth are then set at 150sqm GIA per 1,750 patients

Step 2: Review capacity of existing primary care infrastructure

- Identify existing practices likely to be impacted identified by ICS. ICS benchmark for existing capacity 120sqm NIA per 1,750 patients

Step 3: Consider appropriate additional capacity solutions and approaches

- Potential for expansion of existing facilities or new provision (either with or in addition to existing practices.

Step 4: Identify appropriate form of developer contributions

- ICS 2024 build cost benchmarks (will be updated annually) which differentiate for mitigation in the form of refurbishment/extension or new build will be applied.

At this stage therefore, the IDS is based on the upper end estimated requirement. For 15,158 homes and 2.2 patients per home, a new build requirement to serve the local growth would equate to a Local plan wide need for 2,858sqm, ranging from a total new build cost of between £15.3 million (based on expansion rates) to £20.26 million for stand alone new build provision. This would be on the basis of available capacity being refined at the application stage.

There is no individual sub area of a sufficient size for the minimum commissioning threshold (to serve 10,000 patients) but there is not sufficient capacity for the new patients within existing facilities. However, as set out above the likely reality is that a significant element of

1 See here: https://www.england.nhs.uk/wp-content/uploads/2021/05/HBN_11-01_Final.pdf

the mitigation proposed would be based on the lower figure (sometimes call the marginal rate) as they would be expansions to existing (or otherwise committed but not yet built) facilities.

It is noted that recent new facilities commissioned have been larger and the per home requirement would be reduced (as other core/ancillary space remains constant), with the reduction focused on additional clinical and practicing space, providing a significant build cost efficiency and one which would assist ongoing running costs.

As set out in the baseline section, the focus of the emerging Local Plan is on identifying land and contributions within strategic sites to allow for the implementation of approved business cases (funded outside of the new development in the emerging local plan) to enable the expansion in provision required to serve existing growth (as covered in the 2024-2031 plan) but cognisant of the additional growth identified in the emerging local plan up to 2043.

As set out in the baseline, existing funding commitments are in place for a number of pipeline projects. As identified through discussions with the ICB, a key barrier for expansion of existing premises is land and supporting contributions to facilitate the initial capital expenditure, either on current sites or alternatives allocated in the emerging local plan.

Identified schemes include:

- Land to support new GP surgery/ existing Business Case for Chipping Campden surgery (expanded);
- Land to support new GP surgery/ existing Business Case for the replacement Phoenix Health surgery (currently envisaged to be delivered on existing Steadings site and in tandem with the proposed extension);
- Identify land to support new GP surgery/ existing Business Case for the expansion of Cirencester Neighbourhood Health Centre (site preliminarily identified on land at Kingshill); and

Cumulatively, the identified projects when implemented would provide a significant element of the total local plan need, with a residual need to mitigate patient 358sqm, or the equivalent for 3,347 patients. Although subject to further feasibility a potential location for this additional provision in the latter stages of the plan period could be at the Moreton-In-Marsh existing facility to provide additional capacity in the North Cotswolds PCN.

As set out in the IDS, it is important to also include a ‘fallback’ mitigation line item should this provision not be delivered or the business cases are impacted by cost increases or loss of available funding. This would require offsite financial contributions (in lieu of contributions towards the identified schemes) for alternative mitigation within the plan period.

The Driffield allocation has potential to expand in future plan periods, as a result, the requirement for additional primary healthcare facilities will be monitored as part of subsequent update to this IDP but would be a logical space to support the expansion of primary health care with ready access to existing populations should the current sites not be feasible.

As a result and although to be refined at the application stage, the request for land and contributions towards primary care is considered to meet the wider requirement of the CIL regulations.

Although covered further in the transport section, the provision of on-site facilities which meet the day to day needs of current and future residents has the significant additional benefits of helping to reduce modal share.

04.4
Emergency services

04.4.1
Infrastructure requirements from Local Plan growth

Combined blue light facilities
Through precedent research and stakeholder engagement, it was agreed that there is a general preference for integration of blue light services on singular campuses for efficiency, and provision to be incorporated within new community infrastructure, supported (where justified) by proportional contributions. Consolidation must align with existing review of staffing arrangements and ongoing changes to national funding.

The IDS advocates for the integration of 'blue light facilities' to help improved both operation efficiency and collaboration as well as support ongoing estate renewal. The IDS also references inclusion of blue light facilities and associated parking at community hubs.

Police
Policing is a population based service and therefore this proposed uplift in population would inevitably place demands on existing policing services. Provision of new infrastructure to meet the additional demands placed upon policing services generated as a direct result of this projected increase in population and associated planned developments will be required in order to maintain effective and efficient policing services.

Whilst additional staff posts would not be sought to be funded through the planning system, there will likely be capital projects associated with accommodating this staff growth. There is a need to provide adequate space for staff and equipment, resulting from this growth.

Regarding policing, equipment provision is considered to be better considered as part of future funding requests at the CIL stage, or requests at the application stage.

Ambulance
The Trust operates a network of Ambulance Community Response Posts (ACRPs) across its area - a facility which provides rest facilities for staff between emergencies, normally accommodating one crew at any one time. The locations for the response posts have been strategically matched with potential demand and expansions to the urban area to ensure as many people as quickly as possible can be reached quickly. These facilities are supplemented by Community First Responders (CFRs) who are trained to attend emergency calls received by the ambulance service and provide care until the ambulance arrives.

Regarding ambulance services, additional provision for parking within strategic sites, particularly next to community facilities where blue light service access may be arranged, would assist in coverage. These have been identified in new strategic sites without an existing response post nearby or where the most significant growth is proposed. This is not considered to be a significant additional costs to the development costs set out in the viability assessment and therefore a specific cost is not identified for this intervention.

Fire service
Gloucestershire Fire and Rescue Service's 'Productivity and Efficiency Plan 2025-2026' notes a preference at planning to mitigate impact through reduction in incidents. These are, compared to existing building stock, comparatively lower risk for new build (subject to integration of necessary safety features).

The IDS is therefore based on estimated increases in incidents to be mitigated through onsite provision of hydrants. The requirement for on site hydrant provision for schemes over 50 homes and on selected commercial developments is set out in the GCC developer guide. Where local fire risk could be demonstrably heightened, the provision for modern suppression in appropriate homes to reduce call outs will be sought.

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04.5
Transport

04.5.1
Infrastructure requirements from Local Plan growth

Introduction and structure of chapter

This chapter will differ from the structure of previous chapters as the infrastructure requirements are identified in the Strategic Transport Assessment prepared by City Science.

This IDP therefore reflects a summary of the work undertaken by City Science which had a focus on achieving modal shift to sustainable transport methods and a vision-led direction from CDC and is summarised in the IDS. Significant engagement has been undertaken with CDC's transport team, GCC and City Science throughout the emerging Local Plan development and the development of the IDP. This includes multiple workshops, regular check-ins and an membership of a working group with engagement on transport matters.

This IDP provides a high level summary of requirements across key themes (covering Rail, Bus, Active Mode, Highways and Behaviour Change), before covering specific items relevant to strategic sites and coordination within and between them.

The identified schemes have been mapped graphically by City Science in Appendix D of the Strategic Transport Assessment and reproduced over the next few pages.

Rail

To achieve a plan wide mode share targets for public transport, development has been allocated near to existing stations and improvements sought at Kemble and at Moreton-in-Marsh station. These are based on the improvements to the accessibility and other improvements to facilities to increase and accommodate projected increases in their use. A more detailed specification has been preliminarily identified in the IDS but details are subject to additional feasibility work.

Bus

To prioritise the use of public transport, a number of interventions are identified to support the expansion and diversion of existing and new bus routes to serve the proposed allocations. This includes a range of scales as set out in the IDS but include, amongst others:

- A Cirencester Park and Ride, providing bus access to Cirencester;
- The establishment of a Cirencester-Swindon Bus Rapid Transit (BRT) to serve the South of Preston, Driffield and Down Ampney sites, and a (separate) Moreton-in-Marsh to Cheltenham BRT;
- More localised improvements to support specific sites, such as enhancements to the 76 bus route and establishment and viability of new routes; and
- Enhancements to the existing North Cotswolds Robin Community Bus to support increased projected patronage.

Active mode

The most significant number of projects identified on the IDS is for active travel improvements to improve the sustainability of existing sites and reduce the need to travel by private car. These are shown on the Masterplan frameworks to show broad extent and length, although more detailed work will be required at the application stage.

Behaviour change and supporting sustainable transport integration

As part of the vision led approach, the transport work has also identified the need and benefits of sustainable transport integration. This ranges from a requirement for onsite services within local centres at new strategic sites, to the specific integration of local transport corridor interchanges to reduce barriers to public transport access .

In addition, this category includes a requirement to expand GCC s current 20mph speed work, increase

the installation of public EV charging where possible and to support localised improvements to safety and car parking rationalisation, where compliant with the CIL tests and identified as necessary in supporting Transport Assessments.

Highways

As a result of the modelling referenced above, there is a need for a number of highways schemes to look at improvements to existing junctions and roads, ranging from optimised signalisation, new approaches and arm flares, as well as new roundabouts to improve traffic flow.

The most significant highway intervention (although active mode links are embedded within) is focused on the new road to serve the Moreton-in-Marsh strategic site, as set out in the Moreton-in-Marsh feasibility study.

For each site, smaller scale interventions must be monitored and managed to improve safety and implement TROs, improvements to safety at school access (where relied upon for smaller sites) such as additional bus stop infrastructure identified where specified but to be derived by Transport Assessments. A number of smaller scale highway interventions could also be funded by CIL including safety concerns, expansion of Electric Vehicle charging in public realm to encourage uptake.

Support for regionally significant schemes and relationship with CIL

Although local plan growth is not predicated upon it, CDC support the wider potential of the North Cotswold Line transformation. This is a series of improvements including doubling of the line leading to the a doubling of the frequency (to two trains per hour) and improved speed which would further make routes along this line such as Oxford-Worcester and London (and onto further connections) more time competitive with private modes. As part of the City Science work, it set out that the SOBC estimated the whole cost of this improvement to be £199 million but includes enabling of more housing in Oxfordshire.

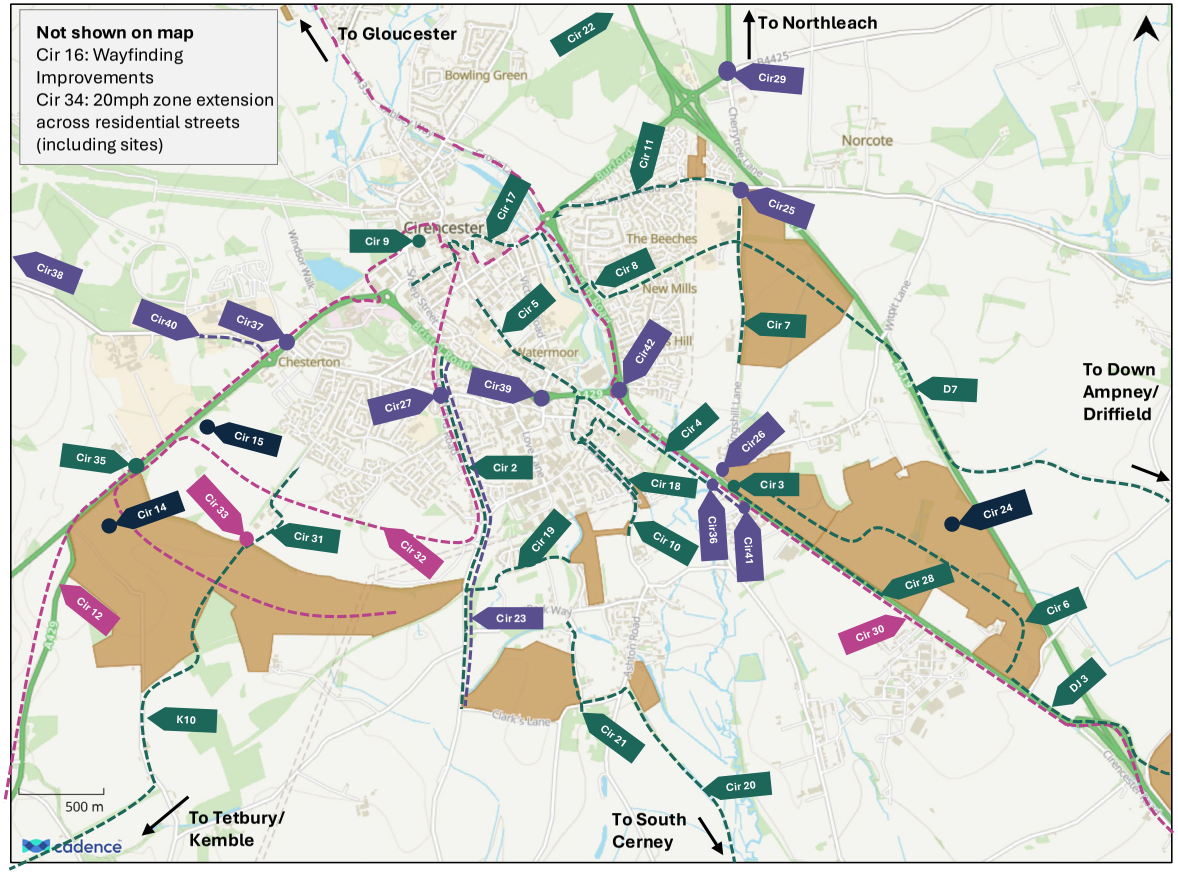
As a result, this scheme is identified on the IDS as a potential use for CIL in the future, notably as part of any early feasibility work required to support its refinement, although contributions are not sought from current development. Should this project gain significant momentum, it would likely trigger the need to review the transport strategy at the heart of this IDP.

Coordination between strategic sites

The majority of schemes identified are for a specific strategic sites and are the responsibility (in tandem with partners) to subsequent applications to ensure their delivery. However, some are attributed to a wider sub area (for example for interventions in Cirencester town centre based on cumulative development).

There is also a linkage for the three south east of Cirencester sites in Land South east of Cirencester and South of Preston, Driffield and Down Ampney which share a functional relationship with Cirencester. Key to this is a change in character of Cirencester road for the existing condition, improving active mode connection and improved bus services. As a result, this forms a potential combined ‘scheme’ of interventions which collectively provide sustainable transport modes across all three sites, to be delivered by the sites in tandem. These costs are apportioned based on a proportional contribution approach in that each strategic site will deliver elements of the intervention but each is reliant upon its implementation in the long term. As a result, there is a need for coordination between these three strategic sites in their delivery trajectories and this is flagged in the IDS. In the absence of this, a potentially longer connection may be required for the earlier applications and may increase the cost per home current assumed in the IDP. This is because the delivery of only part of this mitigation is unlikely to support the required mode share and wider sustainability of the individual site.

Cirencester



Active Travel Interventions	
Cir2	Spratsgate Lane/Somerfield Road active travel links
Cir3	Active travel access Swindon Road
Cir4	Cricklade Road cycleway enhancement
Cir5	Watermoor Road roadspace reallocation
Cir6	Internal active travel links for Site R650
Cir7	Active travel access on Kingshill Lane
Cir8	Queen Elizabeth Road/Beeches Road cycleway
Cir9	Pedestrainise Castle Street
Cir10	Siddington Road cycleway
Cir11	Extend London Road cycleway
Cir16	Wayfinding improvements
Cir17	East-West pedestrian / cycle route improvements
Cir18	Tesco–Siddington Road active travel link
Cir19	Orchard Fields–Steadings active link
Cir20	Siddington–South Cerney active travel link
Cir21	Green Lane Quiet Road
Cir22	Dower's Lane and A417 Underpass roundabout active travel mitigation
Cir28	Cirencester Road AT Flag
Cir31	Active Travel Connections with and Through the Steadings Site
Cir35	Active Travel Route from South Steadings to Tetbury Road Entrance of Agricultural College

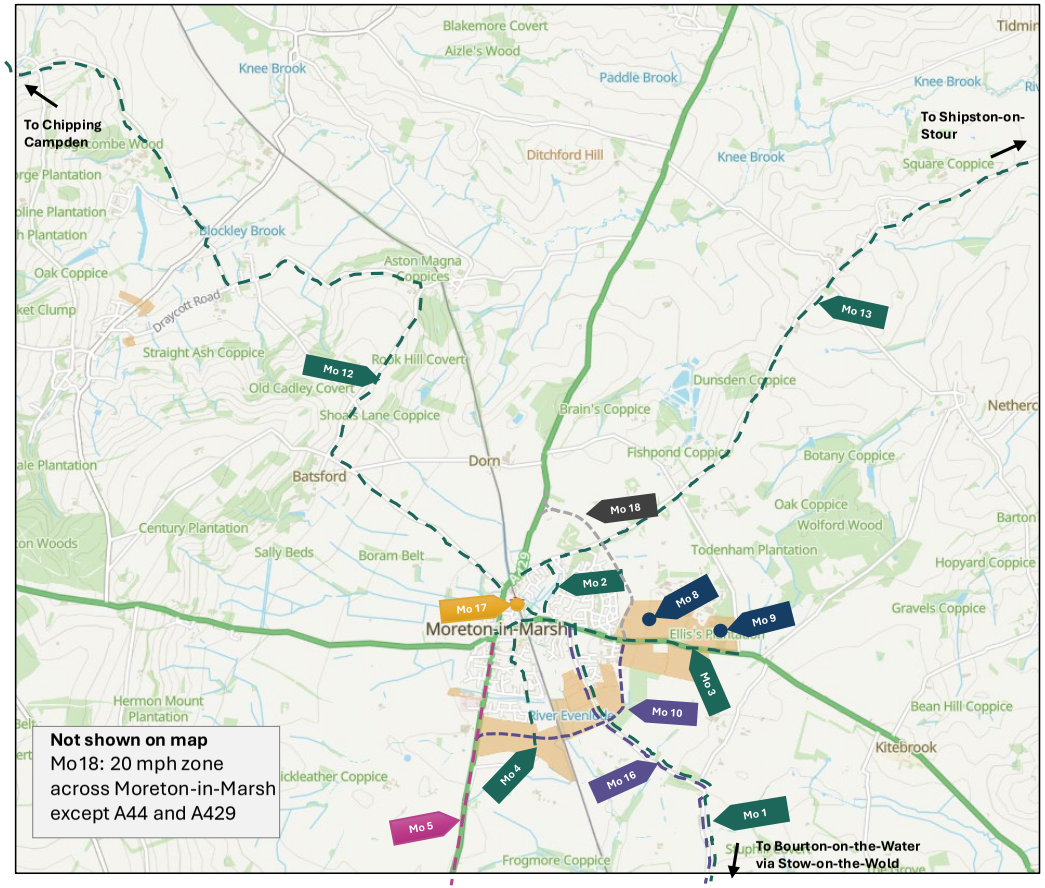
Bus Interventions	
Cir12	Enhancement to 882 bus service
Cir30	Cirencester to Swindon BRT
Cir32	Enhanced or extended bus service between Site C187 via the Steadings to Cirencester
Cir33	Local transport corridor interchange hub in The Steadings

Behavioural and Multi-modal Interventions	
Cir24	On site provision of services
Cir14	Cirencester mobility hub
Cir15	Cirencester Park and Ride

Highway Interventions	
Cir34	20 mph zone extension across residential streets (including sites)

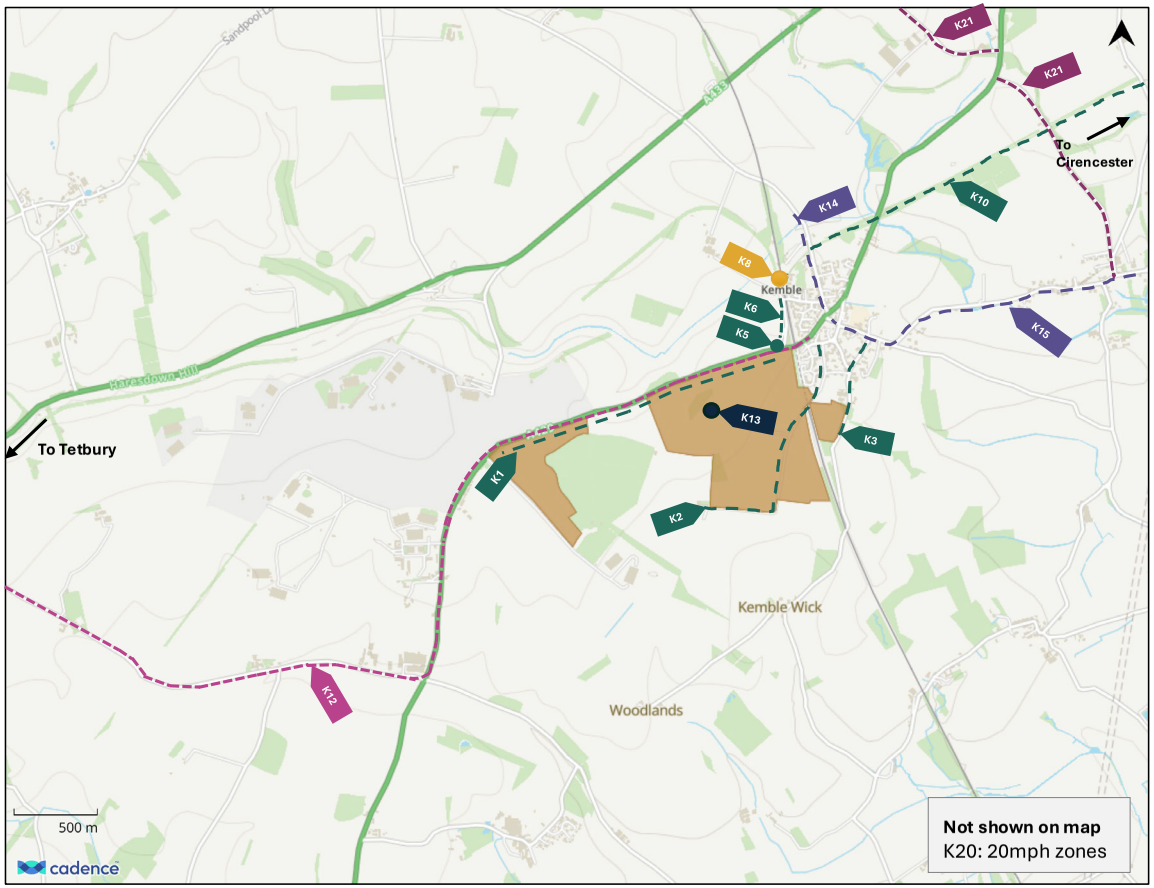
Highway Impact Mitigations	
Cir23	Spratsgate Lane active travel mitigation
Cir25	Kingshill Road/London Road mitigation
Cir26	Kingshill Road/Cirencester Road mitigation
Cir27	Somerford Road/Chesterton Lane HW Mitigation
Cir 29	B4425/A429 Stow Road mitigation
Cir36	A419 Swindon Road/Silver Street
Cir37	A429/Chesterton Ln Junction
Cir38	A419 Stroud Road/Trewsbury Road
Cir39	A429 Watermoor Roundabout
Cir40	Stroud Road north of Tetbury Roundabout
Cir41	A419 Swindon Road\Cirencester Road
Cir42	A29 Swindon Road/Bristol Road Roundabout

Moreton-in-Marsh



Active Travel Interventions	
Mo1	Moreton-in-Marsh to Bourton-on-the-Water via Stow-on-the-Wold active travel link
Mo2	Blenheim Meadow active travel routes upgrade
Mo3	A44 Active travel route
Mo4	Southern Moreton greenway
Mo12	Moreton-In-Marsh to Chipping Campden greenway
Mo13	Moreton-In-Marsh to Shipston-on-Stour cycleway
Bus Interventions	
Mo5	Moreton-in-Marsh to Cheltenham BRT
Rail Interventions	
Mo17	Moreton-in-Marsh Station Improvements
Behavioural and Multi-modal Interventions	
Mo8	Moreton-in-Marsh transport hub, parking and road space reallocation
Mo9	On site services
Highway Interventions	
Mo18	20 mph zone across Moreton-in-Marsh except A44 and A429
Highway Impact Mitigations	
Mo10	Moreton-in-Marsh new link-street
Mo16	Evenlode Road active travel mitigation
Safeguarded for Possible Future Interventions	
Mo18	Moreton-in-Marsh north extension of new link-street road

Kemble



Active Travel Interventions	
K1	Active travel route (part of site masterplan)
K2	Access to Old Vicarage Lane
K3	Church Road active travel
K5	Improved A429 crossing facilities
K6	Station Road active travel
K10	Kemble -Cirencester cycleway

Bus Interventions	
K12	Kemble to Tetbury Service bus service

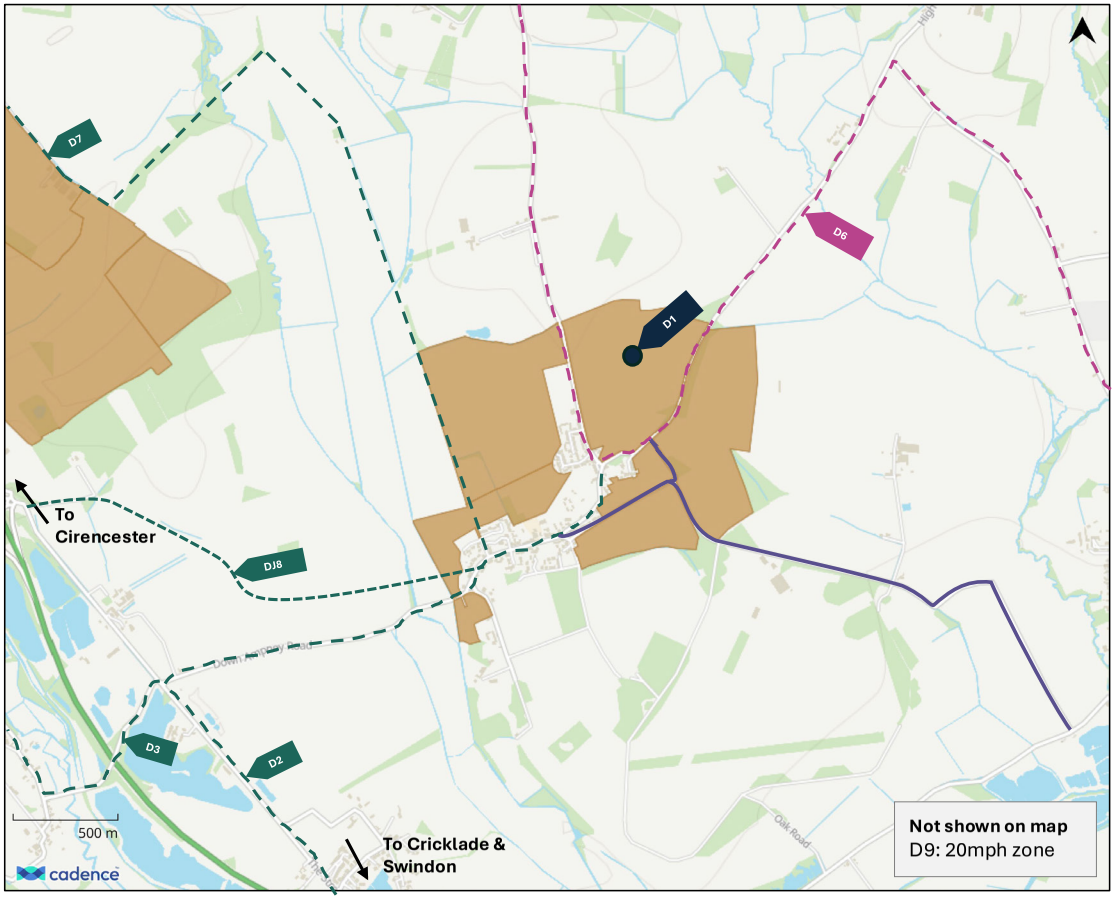
Rail Interventions	
K8	Kemble station improvements

Behavioural and Multi-modal	
K13	On site provision of services

Highway Interventions	
K20	20 mph zone across all streets (including sites) except A429
K21	Anti-Ratrunning Measures on Unnamed Road between A429 and A433

Highway Impact Mitigations	
K14	Windmill Road active travel mitigation
K15	Kemble to Ewen active travel mitigation

Down Ampney



Active Travel Interventions	
D2	Cricklade cycle route
D3	South Cerney cycle route
D7	Down Ampney - Cirencester Greenway

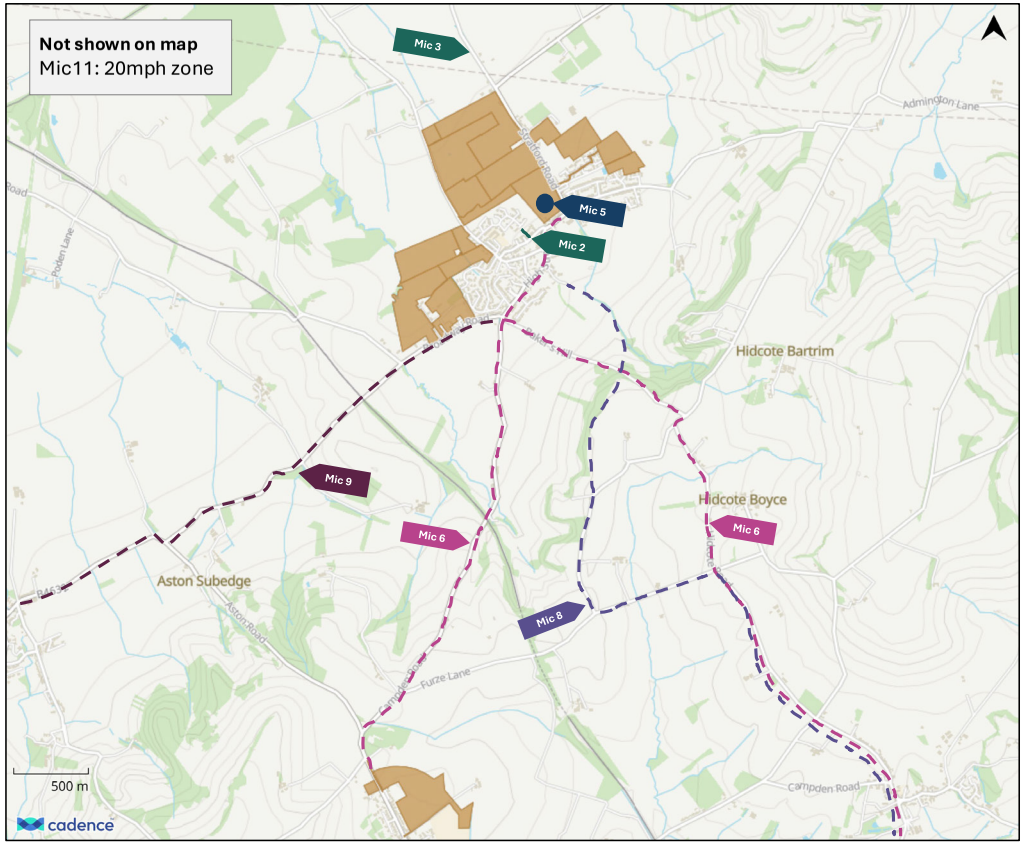
Bus Interventions	
D6	Enhancements of 76 bus route

Behavioural and Multi-modal	
D1	On site provision of services

Highway Interventions	
D9	20 mph zone across all streets (including sites)

Highway Impact Mitigations	
D10	Quiet Lane Treatment on Unnamed Road between Oak Road and Fairford Road

Mickleton



Active Travel Interventions	
Mic2	Site active travel connections and wider offsite improvements to car-free routes
Mic3	Long Marsdon Road active travel connection

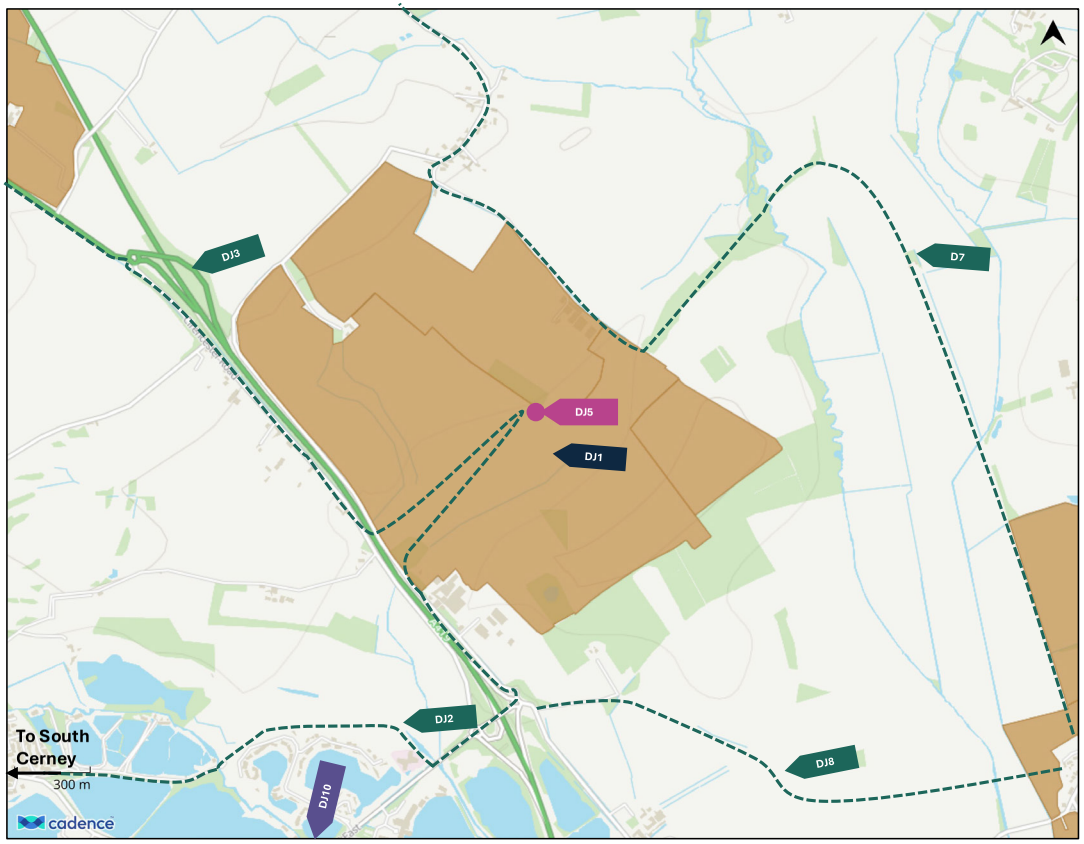
Bus Interventions	
Mic6	Improved Bus Services Mickleton to Moreton-in-Marsh

Behavioural and Multi-modal	
Mic5	Mickleton Local Centre and Services Hub

Highway Interventions	
Mic9	Mickleton to Willersey Speed Route Treatment
Mic11	Mickleton 20mph zone (including sites)

Highway Impact Mitigations	
Mic8	Mickleton to Ebrington Primary School AT Flag

Driffield Junction Development



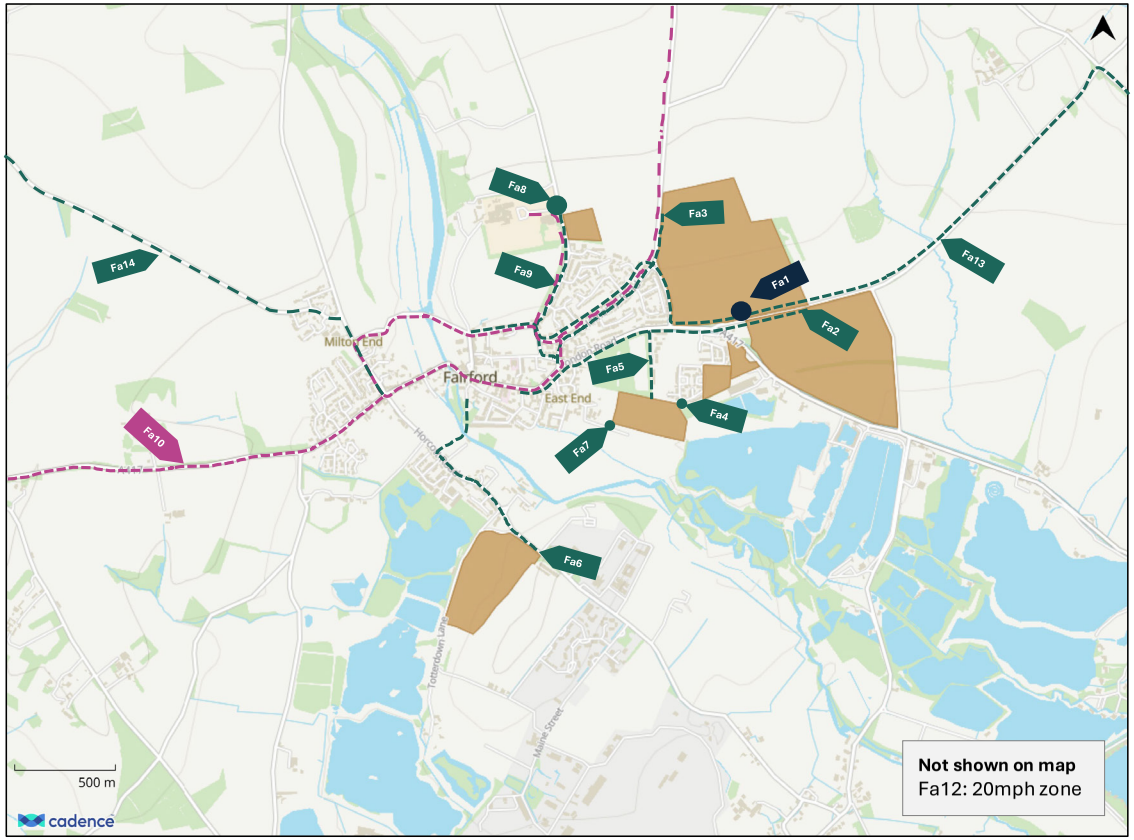
Active Travel Interventions	
DJ2	South Cerney active travel route
DJ3	Cirencester active travel route
DJ8	Bridleway Enhancement to Down Ampney (Wiltshire)

Bus Interventions	
DJ5	Driffield Junction Development Village Hub

Behavioural and Multi-modal	
DJ1	On site provision of services
DJ9	Future Proofing for Post-Local Plan Growth

Highway Mitigations	
DJ10	B4696 Spine Rd Approach to Station Rd/Cerney Wick Ln Intersection

Fairford



Active Travel Interventions	
Fa2	Southrop Road/London Road active travel route
Fa3	Hatherop Road active travel route
Fa4	Trubshaw Way active travel access
Fa5	Cinder Lane quiet road
Fa6	Horcott Road active travel route
Fa7	E End active travel access
Fa8	Leafield Road crossing
Fa9	Leafield Road active travel route
Fa13	Fairford-Lechlade AT Route
Fa14	Fairford-Cirencester AT Route

Bus Interventions	
Fa10	Enhancement to 76 bus service

Behavioural and Multi-modal	
Fa1	On-site provision of services

Highway Interventions	
Fa12	20 mph zone across all streets (including sites) except A417

Interventions Outside of Focus Areas

Highway Mitigations	
LP7	Stow-on-the-Wold Sheep Street/A429/High Street Mitigation
LP8	Avening High Street AT Mitigation
LP9	Coates AT Mitigation
LP10	B4040/B4696
LP16	Willersey AT Flag

Active Travel Interventions	
XXMO1+	Southrop Road/London Road active travel route

04.6

Open space, SANG, Sport and recreation

04.6.1

Infrastructure requirements from Local Plan growth

Accessible Greenspace
Accessible Greenspaces are available for the general public to use free of charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle). Accessible Greenspaces are available to all, meaning that every reasonable effort is made to comply with the requirements of the Equality Act 2020. Accessible Greenspaces are areas of vegetation set within a landscape or townscape, often include blue space (i.e. lakes, rivers and wetlands). There are a range of types of greenspaces included within the definition of publicly accessible greenspace and will be refined at application stage.

The Green Infrastructure Strategy sets a requirement for 3ha of Accessible Greenspace per 1,000 people. At the estimated population generation in this IDP this would result in the provision of circa 100ha of additional open space to be secured as part of new sites, with a particular focus on the strategic sites providing 75% of this.

As part of the illustrative concept framework workstream, it has been demonstrated that sites can meet this standard alongside other allocation requirements.

The Green Infrastructure Strategy includes addition guidance, particularly covering provision of Play space. More detailed open space categories not defined on the framework plans to avoid prejudicing more detailed masterplanning and survey information.

Although expected to be direct delivered and included within typical development costs, policy compliant open space is included in the IDS for clarity.

The National Allotment Society[1] states that 'An allotment is traditionally measured in rods (perches or poles), an old measurement dating back to Anglo-Saxon times. 10 poles is the accepted size of an allotment, the equivalent of 250 square metres or about the size of a doubles tennis court. There should be 15 allotment plots per 1000 households'.

Using the estimated population across the plan period and adjusted to 3,750 sqm per 1000 population would equate to a plan wide provision of circa 5.7ha of allotments.

Sport and recreation
As set out in the baseline Sports provision, is also identified in the KKP work at the plan level. This considers in detail the available capacity, projected demand and identified potential shortfalls. The report uses the Sport England's Playing Pitch Calculator as a tool for helping to determine the additional demand for pitches and to estimate the likely developer contribution required linking to sites within the locality.

The calculator uses the current number of teams by sports pitch type contained within the Assessment Report and calculates the percentage within each age group that play that sport. That percentage is then applied to the population growth. The additional teams likely to be generated are then converted into match equivalent sessions and associated pitch requirements in the peak period, with the associated costs (both for providing the pitch/facility and for its life cycle) then given. The calculator splits the requirement into peak time demand for natural turf pitches, training demand for artificial grass pitches, and the number of new changing rooms required.

This estimates that for a 500 dwelling allocation, additional demand for a combined total of 0.65 pitches

1 https://thenas.org.uk/uploads/NAS%20Development%20Brochure%202023%20LR.pdf

Table 7.4: Estimated demand and costs for new pitch provision

Pitch type	Estimated demand and costs for new pitches				Changing rooms	
	Number of pitches to meet demand	Capital cost[33]	Lifecycle Cost (per annum)[34]		Number	Capital cost
Adult football	0.09	£10,097	£2,130		0.18	£36,300
Youth football	0.19	£17,031	£3,577		0.24	£47,679
Mini soccer	0.13	£4,038	£848		0.00	£0
Rugby union	0.08	£13,291	£2,844		0.16	£31,358
Rugby league	0.00	£0	£0		0.00	£0
Cricket	0.12	£40,467	£8,174		0.24	£46,291
Sand based AGPs	0.01	£11,086	£344		0.02	£4,866
3G	0.02	£24,393	£868		0.04	£8,566
Total	**0.65**	**£120,403**	**£18,785**		**0.89**	**£175,061**

is required. On the basis of 15,238 homes within the plan period, this is equivalent to a plan wide need for approximately 20 pitches, 15 of which are generated by the new strategic sites.

Contributions to increase carrying capacity of existing facilities Local Plan wide need for 20 playing pitches, typologies to be identified at the application stage. The costs within are identified as per pitch but as shown in the extracted table, above, will depend on the type of pitch provided. The costs assumed at this stage will be refined and will dependent on the detailed specification of new pitches and the sports they provide for at the application stage, however are considered robust to support the plan making stage.

Sport England recommend that contributions should also be secured towards the first ten years of maintenance on new pitches (lifecycle costs), the cost of which is indicated by the Sport England Playing Pitch Calculator.

External funding should also be sought/secured to achieve maximum benefit from the investment into appropriate facility enhancement, alongside other open space provision, and its subsequent maintenance.

Indicative locations are identified on the concept frameworks considered capable of providing for local plan need, subject to more detailed design and engagement at the application stage.

However, to determine what supply of provision is provided, it is imperative that the PPS findings are taken into consideration and that for particularly large developments consultation takes place with the relevant NGBs and Sport England. This is due to the importance of ensuring that the stock of facilities provided is correct to avoid provision becoming unsustainable and unused. The preference is for multi-pitch and potentially multi-sport sites to be developed, supported by a clubhouse and adequate parking facilities which consider the potential for future AGP development. This is because single-pitch facilities are more likely to become under-used (or unused), non-viable and unsustainable.

This is subject to additional details and investigation of need at the time of application and to ensure that a local partner is identified to manage and maintain the sports pitches throughout their lifetime.

As part of the Action plan element of the KKP work, it is recommended that such discussions take place within PPS Steering Group meetings, which should take place regularly following adoption of the study as part of the ongoing monitoring and evaluation process.

As part of the Local Plan evidence base, CDC have procured two separate reports by ORH on behalf of Sports England to assess the current provision of swimming pools and sports hall and to assess the project need in relation to local plan growth, as follows:

- Facilities Planning Model Assessment of Swimming Pool Provision for Cotswold District Council (May 2026)

- Facilities Planning Model Assessment for Sports Halls Provision for Cotswold District Council (May 2026)

Since the preparation of these reports, the spatial strategy for the Cotswold Local Plan has increased the number of homes being delivered across the plan period. Whilst the majority of the key findings in relation to the total supply, available supply and the distribution of provision are still relevant for the purpose of the Local Plan, the outcomes in relation to the identified need up to 2043 for swimming pool and sports hall provision are based on a level of housing delivery that has been superseded.

A Swimming Pool and Sports Hall Provision - Addendum (July 2026), was then produced by AECOM to assess both Swimming Pool provision and Indoor Sport provision using The Sports Facility Calculator (SFC).

This addendum outline the new requirement for swimming pools and sports halls, as follows:

- 1.7 new swimming pools (358.16 sqm and 6 lanes) with an estimated cost of £7,736,226.
- Two new Sports Centres (to provide 8 new courts) with an estimated cost of £5,865,436.

This is on the basis of continued CUAs however, and therefore included as a requirement in the IDS.

In addition, it is noted that the identified multifunctional community may have an element of indoor sports available for rent (notably for items such as Badminton or fitness classes) and therefore to support with viable operation of the community spaces.

SANG

LUC have prepared a detailed Recreation Mitigation Study (2026) based on the proposed growth scenario. This work has been completed in consultation with Natural England.

Within Cotswold District Council this mitigation comprises three main measures:

- Suitable Accessible Natural Greenspace (SANG): new or enhanced greenspace, designed to divert recreation trips away from designated sites.
- Alternative Natural Recreational Greenspaces (ANRG): new or enhanced greenspace, public right of way enhancements, and high quality green infrastructure, designed to divert recreation trips away from designated sites.
- Strategic Access Management and Monitoring (SAMM): measures to manage the residual impact at the designated sites.

The objective of SANG delivery is to offer a naturalistic green space that is appealing and more conveniently located than the protected areas they relieve pressure from. They do not need to exactly replicate the sites they are diverting trips from but must be attractive and local enough to result in people choosing the SANG (for example for dog walking) over the more sensitive site.

ANRG is an approach to recreation mitigation where is has not been deemed necessary to apply the stricter SANG design requirements. ANRG can be of a more flexible design, resembling enhanced green infrastructure and open spaces as opposed to the key requirements for naturalness and a variety of habitats in SANG.

SANG requirements are 8ha per 1000 people for those within the identified Zone of Influence (ZoI), with a requirement for on site Alternative Natural Recreational Greenspace (ANRG) for those strategic sites outside of the immediate ZoI.

Broadly, the proposed mitigation is that the strategic sites in the ZoI (namely The Steadings Extension and Kemble) will mitigate their own need through onsite SANG.

Large Development sites typically provide their own new bespoke SANGs via S106 Agreements which are then normally transferred to Council ownership with a commuted maintenance payment for their ongoing upkeep. All SANGs have to be laid out in accordance with a SANG Management Plan which is agreed with the Council and Natural England.

Onsite mitigation at Strategic Allocations will be able to meet the SANG and ANRG requirements for the Strategic Allocations, and the wider ANRG requirements for non-strategic and windfall development. There is, therefore, a need to secure an additional 18.84 ha of SANG for the 1,070 dwellings delivered by non-strategic residential and windfall development within the Cotswold Beechwoods ZoI.

Not all development proposals will be capable of delivering bespoke onsite mitigation given a need to ensure a minimum SANG size. In particular, smaller schemes and windfall developments may find opportunities to provide new SANG within the site boundary to be limited. To maintain flexibility and support sustainable growth, financial contributions may therefore be secured in lieu of on-site provision and used to purchase units or capacity at a Strategic SANG or capacity at other mitigation sites.

The delivery of this mitigation could be a private opportunity (making land available for this form in exchange for contributions from smaller scale development).

A site to the south of the Kemble Strategic site allocation has been identified to be available, capable of providing sufficient SANG capacity, is located within the vicinity of the majority of the proposed development within the district, and has a reasonable prospect of being delivered to meet the SANG needs.

Currently, the proposed Strategic SANG site has been drawn as have a capacity of approximately 30ha which would give it a SANG mitigation capacity of 3,750 dwellings, a surplus of 11.16ha which would be able to provide mitigation for an additional 635 dwellings (in addition to those within the emerging Local Plan). Developments using the new strategic SANG as mitigation will be required to make financial contributions towards the enhancement and in-perpetuity management and maintenance through a combination of s106 agreements and the Community Infrastructure Levy (CIL). Each development using the Strategic SANG cannot be occupied until the relevant enhancement works are provided at the SANG. This can be delivered via a s106 obligation to restrict occupation is required to be entered into by the developer.

04.7

Flood management requirements

04.7.1

Infrastructure requirements from Local Plan growth

Infrastructure standards

Based on the Strategic Flood Risk Assessment (SFRA) and individual detailed site assessments by JBA, relevant recommendations included within this IDP. As part of this work, no significant flood mitigation measures to support flood management has been identified as required to enable the allocations proposed beyond reasonable on site measures.

Natural Flood Management (NFM) describes the process of restoring the natural function of our river catchments, with the aim of increasing communities' resilience to flooding. Some NFM measures are taken in or next to the river itself, such as leaky dams, reconnecting rivers with their floodplains or even beaver reintroductions. Others operate in the wider river catchment like sustainable soil management or tree planting. Taken together they can reduce and delay flood peaks in communities downstream whilst contributing multiple other benefits including carbon sequestration, biodiversity improvements and cleaner water. Crucially, this makes NFM very good value for money when used in conjunction with traditional engineered flood schemes.

The Gloucestershire NFM Partnership aims to expand the scale, scope and impact of Natural Flood Management in Gloucestershire and is building a pipeline of NFM projects across the county in priority catchments and by providing funding through the Gloucestershire NFM Grant Scheme.

GCC is leading on approximately 23 flood alleviation schemes, funded through GCC resources (capital and revenue) and a variety of external sources, primarily Flood Defence Grant-in-Aid and Local Levy.

The government's new approach to flood funding has earmarked £300m for Natural Flood Management over 10 years and became live in April 2026.

Commentary and initial conclusions

Given the findings of the SFRA, there is a residual need only to include a requirement to comply with CDC policy and national policy regarding integration of SuDS, although the detail of this will be refined at the application stage.

In addition, CDC support (as outlined in the extant IDP) wider approaches to natural flood mitigation in upstream catchments to reduce downstream risk to the town. Although this is not identified as required mitigation to serve the local plan growth, CDC and GCC will explore opportunities for funding to seek its delivery.

It is therefore added to the IDS as a potential use of CIL in the future.

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04.8
Utilities

04.8.1
Infrastructure requirements from Local Plan growth

Introduction
The responsibility for the delivery of utilities infrastructure is split between various bodies, with networks delivered, operated and maintained by regulated utilities companies. Individual sector regulators (Ofgem, Ofwat, Ofcom) are responsible for the overseeing of and adherence to regulations and standards.

Digital infrastructure (telecoms)
There is an expectation for Fibre to the Premises (FTTP) for all schemes over ten homes. All development allocation will likely be funded by Universal Service Obligation, a system whereby connections are provided to sites during development free of charge, such that future ISPs regain this investment through new customer.

Electricity
Connection costs for new homes to the electricity network is paid for by the developer and not considered relevant to the IDP. However, it is less clear cut regarding reinforcement costs (essentially the improvement of the strategic scale, offsite infrastructure required) outside of planned growth.

As part of large scale applications there may be a need to work with SSEN and National Grid on a bespoke assessment of capacity, tied to detailed build out and scheme design to ensure available capacity. This is largely to prevent any delays in accessing power but also to ensure that any costs associated with reinforcement are included within broader price controls. In some instances, there may be a need for more detailed discussion regarding connection timing and associated costs. This is because, as set out in this IDP there will need to be reinforcement of the existing network to serve large scale development in some areas.

However, at this stage there are no identified systemic issues with accessing power across the plan period There has been a significant increase in public data regarding connection points. Although there are not envisaged to be any section 106 costs associated with this (and instead included within the overall development costs) these are included in the IDS for completeness.

Water and Wastewater
Based on the comparatively small scale of growth likely within the catchment for the Tetbury STW, Wessex Water have confirmed that no additional upgrades beyond that already identified in the baseline section of this IDP are required to support the Local Plan growth, although this will be monitored over the plan period. This position is also echoed by Bristol Water who do not foresee any major infrastructure requirements as a result of the forecast growth in the Bristol Water area of supply.

Thames Water undertook a RAG assessment of water supply infrastructure at 55 potential local plan allocations in the SWOX WRZ. Of these, 15 sites received a red rating (extensive upgrades to local and strategic supply network anticipated), 20 received amber (hydraulic modelling likely required, upgrades possible), and 12 received green.

Thames Water also undertook a RAG assessment of waste water collection capacity at emerging allocations and found 12 sites rated red (network upgrades necessary) and 23 rated green; four sites were not assessed. Two Wessex Water sites (near Tetbury) have incomplete sewer records and require pre-planning enquiry before connection points can be confirmed.

Feedback from Thames Water suggests: “The time to deliver water/wastewater infrastructure should not be underestimated. It can take 18 months to 3 years for

WASTEWATER TREATMENT WORKS CATCHMENT	POTENTIAL HOUSING	EMPLOYMENT SPACE (SQM)
Ampney St Peter STW	5,062	109,000
Andoversford STW	109	0
Blockley (WRW)	65	0
Bourton-on-the-Water STW	934	0
Broadwell STW	198	0
Chipping Campden (WRW)	198	0
Cirencester STW	11,600	252,912
Fairford STW	2,018	42,000
Honeybourne (WRW)	1,412	0
Lechlade STW	220	0
Moreton-in-Marsh STW	4,302	51,000
Tetbury STW	336	0
No public sewerage in the vicinity	153	0
Total	26,607	454,912

local upgrades and 3 – 5 years plus for more strategic solutions to be delivered. It is therefore vital that the Council and Developers work alongside Thames Water so that we can build up a detailed picture what is being built where, get confidence of when that development is going to start and what the phasing of that development will be."

The understood cumulative growth, including cross boundary considerations, is captured in the WCS (Table 3.1) and replicated above. The WCS also concluded, following a site-by-site assessment of potential allocations in their supply area, that there are 15 sites where further modelling by Thames Water is definitely required, and a further 20 where modelling may be required. In both cases, upgrades to the water supply network may be needed to accommodate development.

Upgrades to the local supply network would be funded as part of the developer Infrastructure Charge. Early engagement between developers, CDC and the water companies is recommended to ensure upgrades are in place prior to occupation.

A RAG assessment for wastewater capacity and wastewater treatment works (WwTW) was also provided, also replicated overleaf.

JBA INDEPENDENT WASTEWATER CAPACITY ASSESSMENT

WwTW	Predicted housing during LP period (no. dwellings)	Predicted employment during LP period (sqm)	JBA Assessment	Estimated spare hydraulic capacity following planned development (number of dwellings)
AMPNEY ST PETER STW	5,062	109,000	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	-5,062
ANDOVERSFORD STW	109	0	GREEN - Sufficient capacity to accommodate growth.	541
BLOCKLEY (WRW)	65	0	GREEN - Sufficient capacity to accommodate growth.	-485
BOURTON-ON-THE-WATER STW	934	0	GREEN - Sufficient capacity to accommodate growth.	2,559
BROADWELL STW	198	0	GREEN - Sufficient capacity to accommodate growth.	984
CHIPPING CAMPDEN (WRW)	198	0	GREEN - Sufficient capacity to accommodate growth.	1,001
CIRENCESTER STW	11,600	252,912	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	1,987
FAIRFORD STW	2,018	42,000	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	-1,631
HONEYBOURNE (WRW)	1,412	0	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	-870
LECHLADE STW	220	0	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	225
MORETON-IN-MARSH STW	4,302	51,000	AMBER - Likely to be close to or exceed permit during plan period. Upgrades and / or a change to permit limit may be required. No significant constraints have been identified.	-4,025
TETBURY STW CATCHMENT	336	0	GREEN - Sufficient capacity to accommodate growth.	3,515

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05 Infrastructure requirements

A summary of infrastructure requirements outlined in the previous chapter and as per the accompanying Infrastructure Delivery Schedule.

05.1
Funding and delivery

05.1.1
Potential funding mechanisms

The IDP is a living document and intended to be updated during the Local Plan's lifecycle. Infrastructure planning is inherently dynamic, drawing information from a wide range of sources and strategies at different stages of development. This current iteration of the IDP is a proportional response to the available information at this stage and will be periodically reviewed.

The NPPF paragraph 35 sets the policy framework for funding infrastructure. It states:

"Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan."

The two principal mechanisms available to fund infrastructure are s106 legal agreements entered into with developers on individual sites and CIL. Both of these methods of raising funds from private developers are well-trodden paths which have contributed to the successful delivery of infrastructure such as schools and community spaces. These charges are levied on detailed proposals advanced by developers on specific sites and as such, it is challenging to predict with anything other than a broad degree of accuracy, the potential quantum of funding these sources could raise during the life of the plan.

The Local Plan CIL Viability Study explores the potential of strategic sites and other sites on a typology basis to estimate the potential receipts both charges could raise to be deployed against infrastructure needs, without compromising the financial viability and deliverability of those same sites. It also considers the applicability of zero-rated CIL in accordance with the requirements of the NPPF and so should be read in conjunction with this document.

Facilitated by the English Devolution and Community Empowerment Act 2026, Local Government reorganisation will create new relationships between the current different tiers of local government, with shifting responsibilities likely to have an impact on service delivery. This IDP has been prepared to reflect the current legislative and funding requirement. Future iterations will need to respond to any significant changes that influence the infrastructure planning process.

CIL

The Council's Infrastructure Funding Statement (1 April 2023 to 31 March 2024) contains the most up to date record of CIL receipts and s106 contributions held by the Council. The total value of demand notices issued in 2023/24 was £3,397,266.72. After the deduction of administrative expenses in accordance with CIL Regulation 61, the amount retained by the Council is **£3,325,758.01**.

An estimate of the potential CIL receipts that could be realised during the plan has been calculated overleaf. This is based on notional development mixes per site calculated in the mid-range of the Council's emerging housing mix requirement as set out in the below table and typical dwelling sizes set out, although this is subject to detailed proposals at the application stage.

This estimate has been calculated assuming that 40% affordable housing is delivered as advised by the Council. The mix between shared ownership and affordable rent is 40%:60% in favour of affordable rent.

As such 40% mandatory affordable housing relief is applied in our calculations.

It is not possible to estimate the potential additional relief that could be granted (such as self-build/ custom build relief) and demolition/in-use credits at this strategic level. In addition, there is no allowance for indexation as it is not possible to estimate the timescales of delivery of individual sites. Until demand notices are issued, this figure should only be regarded as a reasonable estimate.

For the purposes of this modelling, the current indexed rate of £100.63m/2 for residential floorspace has been applied. There is no clear estimate of the quantum of retail space that could come forward for the purposes of this modelling and so no calculation of CIL that could be gained from retail development is included in the estimate.

As such, the projected CIL estimate using the above assumptions as the basis for the calculation is **£20,440,972**.

Adopted Housing Mix - CIL Estimate

MIX	1B	2B	3B	4B	TOTAL
Market	5%	35%	40%	20%	100%
Shared ownership	20%	40%	30%	10%	100%
Affordable rent	30%	35%	25%	10%	100%
Adopted typical dwelling size (square metres)	50 1B2P (APARTMENT)	79 2B4P (2-STOREY HOUSE)	93 3B5P (2-STOREY HOUSE)	115 4B7P (2-STOREY HOUSE)	

S106 contributions

The total s106 contributions held by the Council as per the above Infrastructure statement that have not been allocated is **£1,689,311.92**.

Further obligations amounting to **£143,760** were secured via agreement in the 2023/24 year.

The Council has allocated **£750,965.24** to stated projects.

Contributions can be secured from developers by (but not limited to) the following mechanisms:

- The provision of a turnkey, fully-fitted out facility for the local authority/operator provided at nil cost (such as a health facility).
- The provision of a serviced plot of land and/or capital contributions equivalent in scale to the required facility (such as a school).
- Capital contributions towards modernisation, facilitation or expansion of existing or new facilities (such as a community project).

The Highways Authority will generally prefer to secure contributions via sections 38 and 278 of the Highways Act 1980.

Strategic projects and capital grants

The coordination and delivery of strategic infrastructure is more complex. Delivery of major infrastructure requirements necessary for the delivery of development can require pooling of land and development contributions alongside the deployment of the Council's statutory powers to enable delivery. Depending on the criticality of infrastructure and the nature of the barriers to effective delivery, the use of the Council's compulsory purchase powers may be used as a last resort.

For these more complex schemes, there is often a need for grant funding to either offset delivery cost, cash flow delivery costs in advance of recouping those costs via planned/consented developments or to pay for delivery costs in their entirety. Periodic capital grant funding programmes are released by central government to fund such requirements which are usually distributed to local authorities via a competitive bidding process. Specific projects may be funded via specific requests made to the Department of Transport or in partnership with other public sector organisations such as Homes England. Historic and current examples include:

- Housing Infrastructure Funding (HIF)
- Brownfield release fund
- One Public Estate
- DFT Structures Fund

More innovative approaches for strategic sites may include:

- Land equalisation agreements
- Roof taxes

The provision of critical infrastructure via these routes is best secured through more in-depth feasibility studies and design work so that more accurate scheme costs can be compiled with the appropriate funding sources identified. The strategic road connection to the proposed strategic site at Moreton-in-Marsh is a good example of this. Future development of the North Cotswold Line transformation would require this. These approaches could potentially be utilised as part of the Comprehensive Masterplan process and the underpinning infrastructure phasing work.

Other sources of funding

Not all infrastructure is funded and delivered by the Council, however it does play a critical role in convening the necessary stakeholders from other affected parties to coordinate the delivery of infrastructure where possible.

This is particularly true for utility providers such as UKPN, Thames Water and digital service providers but also community representatives and technical experts. Each party brings their own unique perspective to shaping infrastructure that responds to the evolving needs of the changing population and is resilient to economic and climate change shocks.

Private enterprise responsible for delivering utilities and other services will deliver business plans that respond to user demand. At a point in time where the public ownership of utilities is being discussed at a national level, this plan should be updated should significant changes occur that will affect the coordination and delivery of utility infrastructure.

The NHS has received funding via the 10 Year Health Plan for England, with a funding settlement extending to 2029/30 with a further 5 years of certainty for estates maintenance. This is distributed via the ICB allocations which are referred to earlier in this report. Availability of land via safeguarded, serviced plots remains the primary limitation for delivering additional health infrastructure. The provision of this attracts private and institutional capital into revenue-based models of funding health infrastructure which should be explored during the plan as a way of accelerating delivery.

05.2

Infrastructure Delivery schedule (2043)

05.2.1

Structure

The Infrastructure Delivery Schedule is set out to the following column headings:

- **Relevant Sub area**: To aid with orientation, this column flags which sub area of Cotswold is relevant for the individual infrastructure item. Some items are relevant to all sites and the full list of sub areas is set out in Section 3.
- **Site/Sub area attribution:** This column identifies the allocation, set of allocation or wider sub area considered related to the infrastructure proposed.
- **Ref**: Each scheme has been given a unique reference number. For Transport items, this reference is consistent with the Strategic Modelling Assessment.
- **Scheme name**: A scheme name
- **Scheme description:** Details provided on the scope of infrastructure required and additional details relevant to understanding the item required
- **Infrastructure category**: The Infrastructure Delivery Schedule is set out in the same order as the headings within this IDP
- **Infrastructure sub-category**: To assist with project categorisation, additional sub themes are added
- **Source:** A reference to the evidence base/ stakeholder or policy document where the infrastructure has been raised
- **Prioritisation:** The relative level of prioritisation used to help structure the IDS (expanded below)
- **Cost (£):** The current best estimate of cost for each scheme, based upon the most recent published costs where available (please reference to Source of Cost)
- **Source of cost:** The origin or other contextual information to understand the project estimated cost. The costs included are proportional to the plan making stage and are generally subject to indexation (to adjust for inflation and other influences) over time. Actual costs should therefore be treated as a starting point, with more detailed re-calculation being necessary at the time development comes forward
- **Confirmed funding:** Existing funding already confirmed as in place for schemes, where relevant. This will become more relevant as the IDS is updated over the delivery of the plan period.
- **Potential funding mechanism**: The mechanism through which the infrastructure is expected to be funded. This is largely related to S106 and CIL (defined in the following section) but can also include committed funding, grant sources or other natural or provider specific funding.
- **Initial phasing:** This phasing estimate the key phase across the plan period where the infrastructure is envisaged or otherwise required to be in place, based on the need for infrastructure and the projected phasing of development. This also includes consideration of the potential lead in time for delivery of the scheme and early contributions (such as towards more detailed feasibility or initial financial obligations) may be required, as defined at the application stage.
- **Potential Delivery partners**: The infrastructure provider, public body and/or partners with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies, with this indicated where appropriate.
- **Commentary**: Any additional commentary relevant to understanding the infrastructure item required.

Prioritisation

To support future investment and funding decisions, each scheme has been assigned a relative priority level based on an assessment of its relative significance. These priorities reflect a practical and pragmatic basis for decision-making when balancing competing demands, and do not necessarily represent the views of all stakeholders.

It is important to note that a lower priority rating does not mean a scheme is optional or less critical to making development acceptable in planning terms. Schemes

requiring mitigation will still be required to deliver identified infrastructure, regardless of its assigned priority level.

Categories used include:

- **Critical**: Infrastructure that must be provided for development to proceed. This generally includes connections to infrastructure networks and items crucial to the acceptability of proposed sites (in planning terms) and will often be triggered by the commencement of development or early occupation.
- **Essential**: Infrastructure that will mitigate impacts arising from development. It often addresses demand generated by occupiers of new development (whether residential or commercial) and is usually triggered in line with occupation.
- **Important**: Infrastructure that is required to achieve sustainable growth and deliver high-quality places in line with the CDC policy requirements. It will generally improve operational infrastructure capacity, and/or deliver wider benefits to society
- **Regionally Significant**: These schemes are identified. They are usually so significant that they have cross boundary implications or otherwise require coordination of funding and benefits beyond the LPA boundary.

Sources of costs

This IDP was primarily completed in 2025 and 2026 and refers to and collates cost estimates from a range of evidence bases. Whilst the IDS is clear on the origin of these costs and they are considered robust for the plan making stage, these are a best estimate which will require monitoring for potential updates as the Local Plan period progresses. These costs have been supported by viability testing but are not intended to prevent refinement at the application stage as more detail becomes available.

All costs within are subject to indexation and wider review at the application stage. At the time of publishing, the Minister of State for Housing and Planning has written to the Planning Inspectorate (July 2026) to state "In light of the December 2026 submission deadline for legacy system local plans, you will be acutely aware that we are approaching a period of higher demand for local plan examination services. That forthcoming rise in demand obviously takes place against a backdrop of volatile economic conditions, largely owing to current geopolitical tensions, which is likely to impact on local plan preparation.

While deliverability and viability must remain important considerations in plan making, substantial economic volatility can generate uncertainty which may not reflect the longer-term prospects for delivery over the life of plan. With the benefits of up-to-date local plans firmly in mind, it is important that local plan deliverability and viability challenges be considered in a broad context, especially when economic conditions are volatile and are causing fluctuations to market conditions and heightening development risk and associated costs. As such, allocations should generally be assessed against their prospects of delivery over the plan period as a whole, rather than solely against current market conditions.

For these reasons, where a robust evidence base exists and there is a reasonable basis for concluding that allocations are capable of delivery over the plan period as a whole, I expect concerns regarding deliverability and viability to be approached pragmatically".

Conclusions and Next steps

This report is provided to support the emerging CDC Local Plan.

The supporting IDS forms a key summary to this IDP and, in combination with the wider Local Plan evidence base, demonstrates that there is a reasonable prospect required infrastructure to support the proposed allocations and provides clarity in potential obligations due at application stage, although is not intended to prevent or otherwise restrict the use of CIL or other financial obligations for additional requests which meet the CIL tests and other national policy.

The IDP recognises that specific requirements will be refined at the application stage and it is important that this document otherwise be kept as a 'live' document and updated to monitor delivery and progress across the plan period.

06
Appendix

Infrastructure Delivery Schedule per theme

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructur category
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.112	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.113	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.114	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.115	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.116	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.117	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	1.118	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.219	Land north of Mickleton Primary school	2FE Primary school	01_Education	01_Primary
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.119	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.210	Land north, east and south of Moreton-in-Marsh	3 FE Primary school	01_Education	01_Primary
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.22	Onsite early year provision	Onsite early year provision in primary school	01_Education	01_Early years
District-wide	All sites	1.122	Assess Local capacity at application stage	Support within nearby local centre	01_Education	01_Early years
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.212	Steading Southern Extension Primary school	1FE Primary school (with and additional 1FE to be delivered to cover growth beyond Plan period)	01_Education	01_Primary
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.213	Land south east of Cirencester and south of Preston Primary school	2FE Primary school	01_Education	01_Primary
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.214	Land east of Kingshill Lane Primary School	1FE Primary school (with land for expansion to 2FE)	01_Education	01_Primary
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.215	Land surrounding Down Ampney Primary school	3FE Primary school	01_Education	01_Primary
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.216	Land south of Driffield Primary school	2FE Primary school (room for expansion to 3FE to serve broad location for growth)	01_Education	01_Primary
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.217	Land north-east of Fairford Primary school	2FE Primary school	01_Education	01_Primary
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	1.218	Land south-west of Kemble Primary school	2FE Primary school	01_Education	01_Primary
North Cotswold	North Cotswold Sub area	1.221	Financial contributions towards primary delivery	Financial contributions to support delivery of local school expansion (where not provided by strategic sites)	01_Education	01_Primary
South Cotswold	South Cotswold Sub area	1.222	Financial contributions towards primary delivery	Financial contributions to support delivery of local school expansion (where not provided by strategic sites)	01_Education	01_Primary
Cirencester	All sites	1.311	South Cotswold new Secondary	6FE Secondary school (room for expansion) to be delivered on Land South East of Cirencester and south of Preston	01_Education	01_Secondary
Moreton-in-Marsh	All sites	1.312	North Cotswold new Secondary	6FE Secondary school (with contributions in line with mitigation / support wider re-distribution of students travelling to Chipping Camden) to be delivered at Moreton in Marsh	01_Education	01_Secondary
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	1.314	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	1.315	Secondary Financial contributions	Financial contributions provided to deliver onsite secondary school	01_Education	01_Secondary
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	1.316	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	1.317	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	1.318	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	1.319	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	1.32	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	1.321	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	1.322	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	1.323	Secondary Financial contributions	Financial contributions provided to deliver onsite secondary school	01_Education	01_Secondary
North Cotswold	North Cotswold Sub area	1.324	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
South Cotswold	South Cotswold Sub area	1.325	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	01_Education	01_Secondary
District-wide	All sites	1.41	Post 16 education contribution	Contribution to strategic pot to support delivery of post 16 education	01_Education	01_Post 16

orisation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Essential	£ 9,148,860	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 371 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Essential	£ 16,423,560	GCC Education (Benchmark per primary pupil of £24,660) and estimated 666 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Important	Covered under primary school delivery/ privately funded	GCC early years	N/A	S106; commercial funding	02: 2027-2037 (inclusive)	GCC; Private sector provider	Additional privately run facilities within site local centre will also be supported
	IDP modelling	Important	Planning obligation	GCC early years	N/A	S106; commercial funding	06: 2027-2043 (inclusive)	GCC; Private sector provider	
	IDP modelling	Essential	£ 10,085,940	GCC Education (Benchmark per primary pupil of £24,660) and estimated 409 pupils (an estimated 176 pupils in the plan period)	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 10,135,260	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 410 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 4,537,440	GCC Education (Benchmark per primary pupil of £24,660) and an estimate 184 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 12,280,680	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 498 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 16,448,220	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 667 pupils, with 327 in the plan period	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 8,458,380	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 343 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 7,545,960	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 306 pupils	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	Additional funding to deliver total growth to be provided by growth in sub area/ captured under item 1.311 and 1.312
	IDP modelling	Essential	£ 11,047,680	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 448 pupils, including non-strategic sites	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	
	IDP modelling	Essential	£ 17,459,280	GCC Education (Benchmark per primary pupil of £24,660) and an estimated 708 pupils, including non-strategic sites	£ -	S106; DfE grant	02: 2027-2037 (inclusive)	GCC; existing MATs	
	IDP modelling	Essential	See site totals to avoid double counting	GCC Education (Benchmark per Secondary pupil of £29,875 for 900) for £26,887,500	£ -	S106; DfE grant	03: 2033-2037 (inclusive)	GCC; existing MATs	Qualifying sites to contribute to new provision on identified site
	IDP modelling	Essential	See site totals to avoid double counting	GCC Education (Benchmark per Secondary pupil of £29,875 for 900) for £26,887,500	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	Qualifying sites to contribute to new provision on identified site
	IDP modelling	Essential	£ 6,004,875.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 201, 86 within the plan period	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 6,034,750.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 202	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 2,718,625.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 91	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 1,643,125.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 55	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 7,289,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 244	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 9,769,125.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 327, 161 within the plan period	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 5,019,000.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 168	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 4,481,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 150	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 5,437,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 182	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 9,739,250.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 326	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	
	IDP modelling	Essential	£ 6,572,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 220, including non-strategic sites	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	To note sub area also includes consideration of Non-strategic allocations in sub area
	IDP modelling	Essential	£ 10,396,500.00	GCC Education (Benchmark per Secondary pupil of £29,875 based on an estimated pupil yield of 348, including non-strategic sites	£ -	S106; DfE grant	07: Phased in line with delivery	GCC; existing MATs	To note sub area also includes consideration of Non-strategic allocations in sub area
	IDP modelling	Important	£ 22,645,250	GCC Education (Benchmark per post pupil of £29,875 for total of 758 places)	N/A	Section 106	07: Phased in line with delivery	GCC; existing MATs	

Sub area		Scheme information			Catego	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
District-wide	All sites	2.111	Reinforcement of existing community space	Existing provision well served to be reinforced where required and for schemes which do not deliver their own community facilities. This could include improvement of service offer and installation of Community Public Access Defibrillators (CPADs)	02_Community and social infrastructure	02_Multifunction community spac
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	2.113	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm. This will cover both local plan and beyond plan period growth scenario	02_Community and social infrastructure	02_Multifunction community spac
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	2.114	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 500sqm.	02_Community and social infrastructure	02_Multifunction community spac
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	2.115	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunction community spac
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	2.116	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 600sqm.	02_Community and social infrastructure	02_Multifunction community spac
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	2.117	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 600sqm to cover both the current Local Plan and the broad location for growth.	02_Community and social infrastructure	02_Multifunction community spac
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	2.118	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunction community spac
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	2.119	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm. At this stage this is considered to be the smallest viable community facility but subject to refinement at application stage	02_Community and social infrastructure	02_Multifunction community spac
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	2.12	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	02_Community and social infrastructure	02_Multifunction community spac
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	2.121	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 600sqm.	02_Community and social infrastructure	02_Multifunction community spac
District-wide	All sites	2.21	Reinforcement of existing Library provision to support current Local Plan growth	Current preferred option is the expansion/relocation of the Moreton-in- Marsh Library. The alternatives (a satellite site of collection point in a multifunctional community building) provides a pragmatic and sustainable alternatives, enabling access to core library services without the requirement for dedicated on-site staff at all times. Such facilities can deliver a meaningful library presence within new communities, supporting access to resources, digital inclusion, and reading engagement. Both options could offer a range of services, including (but not limited to): •A curated lending stock •Self-service kiosks for issuing and returning items •Book reservation and collection services •Public access computers •Printing and associated digital services These models offer flexibility in terms of location and design. Provision could be situated within a dedicated room or integrated into a shared community space, such as a hub, leisure facility, or café area	02_Community and social infrastructure	02_Library
Cirencester	All sites	2.31	Expansion of Stratton Cemetery	Potential expansion of Stratton Cemetery - provision of land in kind of CIL	02_Community and social infrastructure	02_Burial ground/cemeteri

Sub area		Scheme information			Catego	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
North Cotswold	North Cotswold Sub area	3.11	Land / contributions to support new GP surgery/ existing Business Case	Support Chipping Camden Surgery to be expanded to align with the current future funding commitment. In combination with schemes 3.11,3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients though collective funding of approximately £18.24m).	03_Primary Healthcare	03_GP space
Cirencester	Circencester Sub area	3.12	Land to support new GP surgery/ existing Business Cass	Support replacement of Pheonix Health surgery (moving from Chesterton Lane). In combination with schemes 3.11,3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients though collective funding of approximately £18.24m). Currently envisaged to be delivered on existing Steadings site or as part of Southern Expansion through new build	03_Primary Healthcare	03_GP space
Cirencester	Circencester Sub area	3.13	Identify land to support new GP surgery/ existing Business Cass	Support expansion of Cirencester Neighbourhood health centre In combination with schemes 3.11,3.12 and 3.13 these collectively provide circa 2,500sqm of practicing space capable of provide services to circa 30,000 patients though collective funding of approximately £18.24m). Specific site to be identified in Cirencester sub area, preliminarily identified as Land at Kingshill	03_Primary Healthcare	03_GP space
District-wide	All sites	3.14	Residual need for primary healthcare (and consideration of fall back measures)	This scheme includes the residual cost estimate for additional planned projects towards the end of the Local Plan period, on the basis the identified schemes within this IDS collectively provide approximately 2,500sqm of practicing space. This cost would therefore mitigate the need for approximately 3,347 additional patients at the latter end of the plan period. This is currently understood to be reviewed at the Moreton-in-Marsh, subject to feasibility.	03_Primary Healthcare	03_GP space
District-wide	All sites	3.15	Seek opportunities to provide a Neighbourhood Health Centre	Subject to business case work being prepared but the Neighbourhood Health Centre scheme is supported by CDC	03_Primary Healthcare	03_GP space

risation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
al e	IDP modelling	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	Parish and Town Councils	Where strategic sites are identified to required the provision of new community facilities, they are encouraged to liaise with existing facilities to ensure alignment and collaboration where possible, including through combined facilities where appropriate
al e	IDP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	Cost estimate dependent on specification and subject to refinement. Broad order of magnitude costs provided to ensure considered at viability testing but subject to refinement at application stage.
al e	IDP modelling	Important	£ 1,500,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
al e	IDP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	This is in excess of modelled need but considered to be the minimum viable size of amulti-functional community building and is otherwise required to support modelled mode share
al e	IDP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
al e	IDP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
al e	IDP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
al e	IDP modelling	Important	£ 1,200,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
al e	IDP modelling	Important	£ 1,800,000	BCIS estimate of £2,640/m^2 + fees (£3,000) for outside London combined facility applied to facility size, including fit out but excluding land cost	£ -	S106; direct delivery	02: 2027-2037 (inclusive)	Parish and Town Councils	
	IDP modelling	Important	£ 2,970,968	GCC Developer Guide rate of £196 per homes x 15,158 homes	£ -	S106	07: Phased in line with delivery	GCC Libraries	Alternative sites for new sites will also be supported but subject to retention of existing staffing levels
es	CDC Bereavement team	Important	Included in CIL	Establishment costs are proportional to build out with largest barrier being the land transfer costs associated with adjacent land owner (BDL)	£ -	CIL	05: 2033-2043 (inclusive)	CDC Bereavement team	

risation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
	IDP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC ICB; NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14
	IDP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC ICB; NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14
	IDP modelling	Essential	Planning obligation/ covered by separate line item	N/A	Business case approved covering operational costs	S106/CIL	01: 2027-2032 (inclusive)	GCC ICB; NHS	Cost assumed to be based on provision of land to support current business case approval and related to potential fallback mechanism contained in item 3.14. Alternative locations would also be considered on their merits but Kingshill benefits from the need for onsite facilities to support modal share and access to existing patient lists in Cirencester
	IDP modelling	Important	£ 2,034,256	Cost based on a plan wide need for 2,854sqm at a total costs of £20.26 million based on delivered and fitted out space, with provision for ceca 30,000 patients delivered by existing programme (at an equivalent new build cost of £18.24 million). The residual demand (3,347 patient or 287sqm) at the same fit out (£7,088 per sqm) is therefore included	See committed schemes	S106/CIL	03: 2033-2037 (inclusive)	GCC ICB; NHS	As set out in the body of the IDP, whilst there is an element of funding committed as part of the business case under schemes 3.11,3.12 and 3.13, these are yet to be implemented. In this event, the same methodology would apply to the wider housing growth figures and therefore be increased significantly. As set out in the body of the IDP this would equate to an estimated range of £15.63 to £20.26 million. As a result if the on-site provision is not provided, off-site financial contribution towards refurb and/or extensions of impacted PCN(s). Any on-site provision should meet the NHS's minimum requirements regarding commercial terms, scale and design of the primary care facility
	IDP modelling	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	GCC ICB; NHS	

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
District-wide	All sites	4.11	Compliance with onsite open space standards	Covering Accessible Green Space, Allotments and Play in particular	04_Open space and Sports	04_Onsite Open standards
District-wide	All sites	4.21	Sport hall CUAs	Support continued Community Use Agreements of sports halls, particularly in Cirencester and as part of new Educational facilities	04_Open space and Sports	04_Sport and recreation
District-wide	All sites	4.31	KKP playing pitch report conclusions	Contributions to increase carrying capacity of existing facilities	04_Open space and Sports	04_Sport and recreation
District-wide	All sites	4.32	KKP playing pitch report conclusions	Local Plan wide need for 20 playing pitches (based on 0.65 pitches per 500 homes)	04_Open space and Sports	04_Sport and recreation
District-wide	All sites	4.33	Lifecycle costs associated with pitch provision	Lifecycle costs associated with Local Plan wide need for 20 playing pitches	04_Open space and Sports	04_Sport and recreation
District-wide	All sites	4.34	Indoor Sports Halls	Local Plan wide need for two new Sports Centres requiring 8 new courts. Given the distribution of unmet need across the district, the Council will seek provision via land at Strategic Sites and via financial contributions from all sites	04_Open space and Sports	04_Sport and recreation
District-wide	All sites	4.35	Swimming pool provision	Local Plan wide need for the equivalent of 1.7 new swimming pools (calculated to be 358.16sqm or 6 lane equivalent). Given the distribution of unmet need across the district, the Council will seek provision (both land and proportional financial contributions) in both the North and South of the District	04_Open space and Sports	04_Sport and recreation
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	4.41	Onsite SANG	The provision of onsite SANG (delivered in line with Natural England Guidance) based on the need to provide 8ha per 1000 people. Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04_Open space and Sports	04_SANG provisi
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	4.42	Onsite ANRG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04_Open space and Sports	04_SANG provisi
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	4.43	Onsite ANRG	The provision of onsite ANRG (delivered in line with Natural England Guidance). Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04_Open space and Sports	04_SANG provisi
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	4.44	Onsite SANG	The provision of onsite SANG (delivered in line with Natural England Guidance) based on the need to provide 8ha per 1000 people. Suitable offsite solutions which mitigate the same impact will also be considered on its merits.	04_Open space and Sports	04_SANG provisi
District-wide	All sites	4.45	Strategic Local Plan SANG to serve non-strategic and windfall sites	Potential need for residual SANG provision to mitigate impact of windfall, saved allocations and non-strategic allocations of circa 15ha, subject to scale of windfall development. Could be provided as part of strategic sites, or an alterative potential strategic location for Local Plan SANG. This has preliminarily been identified adjacent to the Kemble Strategic Site but would be paid for by qualifying development	04_Open space and Sports	04_SANG provisi
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	4.46	Beechwood SAMM contribution	Contributions to Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	4.46	North Meadow and Beechwood SAMM contribution	Contributions to North Meadows and Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	04_Open space and Sports	04_SANG provisi
South Cotswold	South Cotswold Sub area	4.46	North Meadow and Beechwood SAMM contribution	Residual contributions to North Meadows and Beechwood SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy for non strategic allocations and estimated windfall	04_Open space and Sports	04_SANG provisi

risation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
space	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	CDC Policy team; management companies	Costs considered covered by site delivery costs
	Sport England	Important	Included in CIL	N/A	N/A	CIL	04: 2038-2043 (inclusive)	Multi-academy trusts, CDC Leisure, Sports England, National Governing Boards	
	KKP Playing Pitch Strategy	Important	Included in CIL	N/A	N/A	CIL	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards	
	KKP Playing Pitch Strategy	Important	£ 3,704,708	KKP evidence base for pitch cost, calculated across plan period. This figure is based on capital costs only at this stage, and does not include ongoing lifecycle costs. These are dependent on the type of pitch provided and the management arrangement and will be subject to refinement at the application stage.	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites	Scope of cost dependent on need identified at application stage. It is envisaged these will be delivered on the strategic sites in full although standalone sites will be supported
	KKP Playing Pitch Strategy	Important	£ 3,757,000	Lifecycle costs based on KKP estimate of £18,785 per annum for 10 years per site, combined with plan wide need for 20 pitches	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites	
	AECOM Leisure addendum	Important	£ 5,865,436	Sport England Facilities Calculator (utilising Q3 2025 build costs)	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites	
	AECOM Leisure addendum	Important	£ 7,736,226	Sport England Facilities Calculator (utilising Q3 2025 build costs)	N/A	S106	07: Phased in line with delivery	CDC Leisure, Sports England, National Governing Boards, Strategic Sites	
on	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs
on	LUC SANG Strategy	Essential	Planning obligation	N/A	£ -	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs
on	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs
on	LUC SANG Strategy	Essential	Planning obligation	N/A	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England	Considered covered by site delivery costs
on	LUC SANG Strategy	Essential	£ -	Potential to be delivered as a commercial enterprise	N/A	Direct delivery	01: 2027-2032 (inclusive)	Natural England; CDC	Alternative sites will also be supported. Please see policy position. SANG Strategy estimates that the total per hectare cost for the creation of an appropriate SANG site has been calculated to be £17,615.64.
on	LUC SANG Strategy	Essential	£ 218,357	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 406,436	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 487,295	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 791,499	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 132,510	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 225,757	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 590,596	SAMM tariffs taken from CDC website (April 2026) of £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 787,765	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling for Beechwoods and £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	
on	LUC SANG Strategy	Essential	£ 1,014,296	SAMM tariffs taken from CDC website (April 2026) of £221.33 per dwelling for Beechwoods and £356.21 per dwelling for North Meadow	N/A	S106	07: Phased in line with delivery	Natural England; CDC	To note that the detailed contribution due will be calculated per dwelling at the application stage

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa14	Fairford-Circencester AT Route	An active travel route including cycling and walking to join onto intervention D7 to provide a route between all the major sites and Cirencester. This route is 10.7km long and would be formed through 3.4km predominantly upgraded bridleways, footpaths and tracks followed by 1.3km of quiet lane treatment followed by 1.6km of on road segregation followed by 3.2km of quiet lane treatment on Welsh Way followed by small bit of shared pathway on the A417 between Village Street and Waterton Farm (BAC25 footpath) 0.4km followed by 1.7km of upgraded footpath to shared space.	05_Transport	05_Active travel public realm
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir10	Siddington Road Cycleway	Provision of an on-road cycleway connecting Sites SD23 and SD17 to town centre via Siddington Road. Cycleway would follow Siddington Road then turn onto Kingsmead Road to connect to existing cycleway underpass under Bristol Road. To be delivered along with Cir5 to provide onwards cycle access to town centre.	05_Transport	05_Active travel public realm
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir11	Extend London Road cycleway	Extend London Road cycleway next to Site C81B toward town centre with on-road cycle lane. Connect to existing active travel bridge over Swindon Road, creating a shared use path for pedestrians and cyclists. Rejoin cycleway to London Road and towards town centre with	05_Transport	05_Active travel public realm
Cirencester	Kemble Sub area	Cir12	Enhancement to 882 bus service	Increase the frequency of the Stagecoach West 882 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transp Bus
Cirencester	Circencester Sub area	Cir14	Cirencester mobility hub	Development of a new or enhanced mobility hub integrating public transport, micromobility, cycle facilities, and shared mobility options	05_Transport	05_Supporting Sustainable tran integration
Cirencester	All sites	Cir15	Cirencester Park and Ride	Park and ride/stride provision to intercept car trips at the edge of town, with potential for targeted bus priority measures to improve reliability and attractiveness of services into Cirencester. Park and Rides tend to target cars coming from out of town. Given the placement of this it is unlikely to be used by sites within the local plan. It is will be important for reducing overall traffic levels which may help local plan traffic however at present the modelling does not suggest it is critical for the functioning of the network	05_Transport	05_Public transp Bus
Cirencester	Circencester Sub area	Cir16	Wayfinding improvements	Introduction of a coherent, high-quality wayfinding strategy to improve navigation, reinforce key destinations, and enhance the legibility of walking and cycling networks across the town.	05_Transport	05_Active travel public realm
Cirencester	Circencester Sub area	Cir17	East-West Pedestrian / Cycle route improvements	Strengthening east–west pedestrian and cycle connectivity across Cirencester, improving continuity, safety, and accessibility.	05_Transport	05_Active travel public realm
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir18	Tesco–Siddington Road Active Travel Link	Creation of a direct, safe walking and cycling route connecting Tesco to Siddington Road, improving local accessibility and reducing short car trips.	05_Transport	05_Active travel public realm
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir19	Orchard Fields–Steadings Active Link	Establishment of a walking and cycling route through Orchard Fields connecting Siddington to The Steadings.	05_Transport	05_Active travel public realm
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir2	Spratsgate Lane/Somerfield Road active travel links	Package of active travel measure could include providing pedestrian footpaths for residents willing to walk into Cirencester, as well as a on-road segregated cycleway. Require active travel access points along Spratsgate Lane for Sites SD20 and C190	05_Transport	05_Active travel public realm
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir20	Siddington–South Cerney active travel link	Development of a strategic active travel corridor utilising the disused railway line to provide a direct, segregated walking and cycling link between Siddington and South Cerney.	05_Transport	05_Active travel public realm
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir21	Green Lane Quiet Road	Reclassification of Green Lane (off Clark's Lane) from highway use to a quiet lane with lower speed limits and appropriate signage to enable shared use road for walking and cycling.	05_Transport	05_Active travel public realm
Cirencester	Circencester Sub area	Cir22	A417 Underpass Roundabouts Active Travel Mitigation	Model suggests that cycling along the Dower's Lane becomes unsuitable for most people from suitable for some people due to increased traffic volumes. Many surrounding roads are currently assessed to have low suitability for cycling however there are a few off-road routes nearby meaning some cycle routing may be happening. Mitigation is likely to involve speed limit treatment on Dower's Lane and a shared pathway/cyclops upgrade to the two roundabouts. There is limited suitability in the wider area for cycling so this is unlikely to be a critical mitigation	05_Transport	05_Active travel public realm
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir23	Spratsgate Lane AT Mitigation	At present the road has minimal segregated infrastructure (with the exception of the new roundabout that feeds into the development near the Wilkinson Road Junction). The change is traffic is significant enough that even with minimal interventions such as 20mph zones and traffic calming or non-segregated cycle lanes are unlikely to be sufficient to leave the road suitable for most people. At present this route lies on the National Route 45. Multiple options should be explored including providing segregated provision or through alternative routing for the key routes that may use this route. For example K10 intervention may open up a route through Chesterton Farm and into the town centre and to east provision could be improved for a route along love lane. These interventions would be in addition to that proposed as part of the committed steadings site.	05_Transport	05_Active travel public realm
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir24	On site provision of services	Site further from Cirencester Town centre require on site provision of essential services to reduce travel in to the town centre. This should include at a minimum a primary school, a community space, a retail offering (ideally a small convenience store and service for last mile delivery such a RM parcel box and parcel collection (either within a retail offering or through an external parcel collection service).	05_Transport	05_Behaviour ch
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir25	Kingshill Road/London Road mitigation	Upgrade Junction to a signalised Junction	05_Transport	05_Highways
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir26	Kingshill Road/Cirencester Road mitigation	Upgrade Junction to a signalised Junction	05_Transport	05_Highways
Cirencester	Siddington -Strategic- Land south west of Siddington (1x landowner / promoter)	Cir27	Somerford Road/Chesterton Lane HW Mitigation	Upgrade intersection between Somerford road and Chesterton lane to be signalised. The modelling suggests that increased traffic on Chesterton road will lead to severe queueing on the Somerford road due to them being unable to merge	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir28	Cirencester Road AT Flag	Limit issues for active travel using speed limits (20mph) and soft segregation	05_Transport	05_Active travel public realm
Cirencester	Circencester Sub area	Cir29	B4425/A429 Stow Road mitigation	Signal Optimisation/ Increase cycle time (reduce amount of loss time for Cherrytree Ln and increase green time B4425 and Stow Rd) Required to deal with harm to network	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir3	Active travel access Swindon Road	Active travel access onto Swindon Road at the northeastern corner of Site R519 to give access to existing cycleway crossing the A419 and along Cricklade Road to town centre.	05_Transport	05_Active travel public realm
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir30	Cirencester-Swindon BRT	Implementation of BRT route prosed between Cirencester and Swindon. This is assumed to contain enough bus priority interventions to keep the journey times down and a service that is frequent a minimum of every fifteen minutes. In order to maximise the utility of these route for the local plan it is assumed that this will be an express stopping service that would call at Swindon-Down Ampney-Driffield Junction- Preston-Kingshill Lane-Cirencester. This captures around 2300 dwellings in the local plan. Journey time between Swindon and Cirencester should be no longer than 50-60 minutes to provide a competitive journey time to driving.	05_Transport	05_Public transp Bus
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir32	Enhanced or extended bus service between Site C187 via the Steadings to Cirencester	Increase the frequency of existing bus routes or implementation of a new bus route to connect the new site south of the Steadings via The Steadings to Cirencester. Could include a bus gate to permit bus movements between the Steadings and site C187.	05_Transport	05_Public transp Bus
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir33	Local transport corridor interchange hub in The Steadings	Implement a Local Transport Corridor Interchange Hub within The Steadings where bus service between The Steading and Cirencester will stop on site.	05_Transport	05_Supporting Sustainable tran integration
Cirencester	Circencester Sub area	Cir34	20mph zones	Extended the 20mph zones to cover residential street and development sites. This follows the consultation currently out	05_Transport	05_Behaviour ch
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir35	Active Travel Route from South Steadings to Tetbury Road Entrance of Agricultural College	Route following the existing planned interconnection between the Steadings and South Steadings extension. Exiting on the southern access from the Steadings (assuming the roundabout has been designed with adequate segregation. Then 0.2km of shared pathway on the north bound side of the road. Given the likely low volumes of both pedestrians and cyclists a 3m shared pathway would be sufficient and can be delivered within the HW boundary	05_Transport	05_Active travel public realm
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir36	A419 Swindon Road/Silver Street	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways
Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir37	A429/Chesterton Ln Junction	Change the stages and phases (having an all A429 stage followed by a Chesterton ln stage, and more green time for Stroud lane approach)	05_Transport	05_Highways
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	Cir38	A419 Stroud Road/Trewsbury Road	Upgrade the junction to a signalised junction and add approach flares.	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir39	A429 Watermoor Roundabout	Add approach arm flares to the roundabout and widen the eastbound approach arm.	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir4	Cricklade Road Cycleway Enhancement	Upgrade the cycleway from Preston Toll Bar along Cricklade Road by installing high-quality road surface throughout, introducing a designated on-road cycle lane, and implementing clear signage. Extend this cycleway improvements to the town centre, passing under the foot tunnel under the Bristol Road and joining Watermoor Way	05_Transport	05_Active travel public realm

orisation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
/	City Science modelling	Critical	£ 5,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
/	City Science modelling	Essential	£ 300,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
/	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
ort -	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	01: 2027-2032 (inclusive)	Bus provider, GCC	
sport	Cotswold DC	Essential	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
ort -	Cotswold DC	Important	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	04: 2038-2043 (inclusive)	Bus provider, GCC	
/	Cotswold DC	Important	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC; Town and Parish Councils	
/	Cotswold DC	Important	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
/	Cotswold DC	Essential	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC	
/	Cotswold DC	Essential	£ 375,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	05: 2033-2043 (inclusive)	GCC	
/	City Science modelling	Critical	£ 1,400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
/	Cotswold DC	Essential	£ 1,100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
/	Cotswold DC	Essential	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
/	City Science modelling	Important	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
/	City Science modelling	Critical	£ 1,400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
ange	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC Highways	
	City Science modelling	Essential	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
/	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -		01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
/	City Science modelling	Critical	£ 200,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
ort -	City Science modelling	Critical	£ 5,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	
ort -	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	Scheme requires alignment between saved allocation and Steadings Phase 2
sport	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ 1,000,000	S106	01: 2027-2032 (inclusive)	Bathurst Development Ltd; GCC	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling
ange	GCC (20mph Speed Work)	Essential	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
/	City Science/ GCC	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC; Agricultural College	
	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
/	City Science modelling	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	

Cirencester	Cirencester - Strategic - Steadings southern extension (1x landowner)	Cir40	Stroud Road north of Tetbury Roundabout	Widen the road to two lanes to accommodate development access.	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir41	A419 Swindon Road\Cirencester Road	Widen the roundabout to provide two lanes between the roundabout and the Kingsmill Lane signalised junction.	05_Transport	05_Highways
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir42	A29 Swindon Road/Bristol Road Roundabout	Widen the roundabout.	05_Transport	05_Highways
Cirencester	Circencester Sub area	Cir43	Chesterton Road Active Travel Mitigation	Segregated cycle route from Chesterton Farm Lodge to join into A429/A419 underpass. This is to account for the decreased suitability for mixed traffic cycling due to the increase in traffic.	05_Transport	05_Active travel / public realm
Cirencester	Multiple: SE Cirencester Strategic sites (South of Preston, Down Ampney and Driffield)	Cir5	Watermoor Road space reallocation	Reallocate road space along Watermoor Road to create a serrated cycleway, joining with Cycleway improvements in Cir4 to provide active travel links for southern development sites into Cirencester.	05_Transport	05_Active travel / public realm
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir7	Active travel access on Kingshill Lane	Active travel access on western boundary of site directly opposite off road leading to Cirencester skate park.	05_Transport	05_Active travel / public realm
Cirencester	Cirencester - Strategic - Land east of Kingshill Lane (1x landowner / promoter)	Cir8	Queen Elizabeth Road/Beeches Road cycleway	On road cycleway connecting to existing east-west cycle route to link Sites R650 and R519 to town centre. Include on road cycleways along Queen Elizabeth Road and Beeches Road. Then a segregated cycle lane along London Road/Lewis Lane to access town centre.	05_Transport	05_Active travel / public realm
Cirencester	Circencester Sub area	Cir9	Pedestrianise Castle Street	Extend current pedestrian zone restrictions to on Crickade Road to cover Castle Street for more attractive placemaking in town centre. Reallocate road space to active travel infrastructure and green space. Divert East West traffic along Park Lane, Black Jack Street, Market Place and The Waterloo to reach London Road	05_Transport	05_Active travel / public realm
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D1	On site provision of services	Site requires on-Site provision of key services such as retail and healthcare as there is currently only one small village shop in Down Ampney, with other retail and healthcare services located over 3km away.	05_Transport	05_Behaviour cha
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D2	Cricklade cycle route	Cycleway connecting Down Ampney and Cricklade to give sustainable access to retail services in Crickade. Route would follow Down Ampney Road and head south on Cirencester road, cross the A419 and continue down into Crickade.	05_Transport	05_Active travel / public realm
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D3	South Cerney cycle route	Cycleway connecting Down Ampney and Cricklade to give sustainable access to retail services in South Cerney. Route would follow Down Ampney Road west and cross the A419, before turning north onto Cerney Wick Lane and following north on to Station Road into the centre of South Cerney.	05_Transport	05_Active travel / public realm
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D6	Enhancements of 76 bus route	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transpo Bus
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D7	Down Ampney -Cirencester Greenway	Extended greenway linking Sites in Down Ampney to Cirencester. Route would extend up through the sites in Down Ampney, north along the PROW route (BDA1) and the west towards Driffield (Route BDD16). It would then connect with the sites at Driffield Junction Development, running directly through these sites and onwards to the existing bridleway running northeast from Harnhill and adjacent to the A419. It would cross the A417 at Witpit Lane and connect to the sites along Kingshill Lane. For there it would follow Cir8 into town centre.	05_Transport	05_Active travel / public realm
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D9	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	05_Transport	05_Behaviour cha
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	D10	Quiet Lane Treatment on Unnamed Road between Oak Road and Fairford Road	In order to limit the use of this not suitable single track road several measures are pursued: Speed limit Change from National Speed limit to 30mph - this change will ensure that subtility level for active travel is improved as well as limit the perceived advantage of the route. Traffic calming measures including road marking and bumps. In addition formally designating this as a rural quiet lane with measures to ensure that traffic is kept beneath 1000 pcu a day. Finally in order to facilitated passing more passing places to be implemented with	05_Transport	05_Highways
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ1	On site provision of services	Site requires on-Site provision of key services such as retail, education and healthcare as closest services are 2 miles away in South Cerney or Down Ampney.	05_Transport	05_Behaviour cha
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ10	B4696 Spine Rd Approach to Station Rd/Cerney Wick Ln Intersection	Upgrade Junction to a signalised Junction	05_Transport	05_Highways
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ2	South Cerney active travel route	Provision of a segregated cycleway linking the western boundary of the Site to services in South Cerney for those who are able to cycle the distance. This could include active travel priority at A419/B4696 junction, then an onwards active travel route along the B4696 and Station Road into South Cerney. Alternatively could explore an active travel bridge over A419 connecting to and active trave route along Bow Wow Road directly into South Cerney. This assumed D3 is delivered	05_Transport	05_Active travel / public realm
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ3	Cirencester active travel route	Provision of a segregated cycleway connecting the Site to Cirencester via Cirencester Road for those able to cycle the distance. It is assumed that this should be delivered using a crossing of Cirencester Road which requires a change in the character of that road. GCC expressed support for this.	05_Transport	05_Active travel / public realm
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ5	Driffield Junction Development Village Mobility Hub	A smaller mobility hub providing bus services, EV charging and parcel drop off points.	05_Transport	05_Supporting Sustainable transp integration
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	DJ8	Bridleway enhancement to Down Ampney (Wiltshire)	Enhancement of Bridleways through Wiltshire to high quality cycleway and walking route to Down Ampney	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa1	On site provision of services	On-Site provision of key services such as retail and healthcare.	05_Transport	05_Behaviour cha
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa10	Enhancement to 76 bus service	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	05_Transport	05_Public transpo Bus
Fairford	Fairford Sub area	Fa11	Fairford High Street Placemaking and AT	Increased traffic from Local Plan developments lead the high street to become "unsuitable" for most people. At present the high street has dedicated a lot of space to private vehicle use including parking and minimal space to active travel. Possible solutions include limiting or removing through traffic from the high street, full pedestrianisation, a one way system in additional to the removal of parking to allow for more segregated routes.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa12	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	05_Transport	05_Behaviour cha
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa13	Fairford-Lechlade AT Route	Segregated Cycleway on Park Street (0.3km) followed by quiet lane treatment (with physical calming measures) on Leafield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hatherop Lane (0.3km) and then again (shared) along to Slothop Road (2.2km) followed by enhanced of a bridleway (1.6km) finally quiet lane treatment on Hambidge Lane (2.7km). Cost is additional to Fa3. This scheme is dependent on Fa2 being delivered	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa2	Southrop Road/London Road active travel route	Provision of a segregated active route linking Site F57C to the town centre via Southrop Road and London Road. Package of measures include ensuring filling in gaps in pedestrian infrastructure and ensuring continuous footpaths and adequate crossing facilities, as well as enabling a shared used road with a cycleway. Requires active travel access of the southern boundary of the large Site along Hatherop Road and active travel access of the northern boundary of the large Site south of Southrop road.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa3	Hatherop Road active travel route	Provision of an active route connecting Site F57B to the town centre via Hatherop Road. Measures could include widening existing footpaths in some areas and, ensuing adequate crossing facilities and implementing shared used road with a cycleway. Requires active travel access to Site along northwestern boundary along Hatherop Road.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa5	Cinder Lane quiet road	Designation of Cinder Lane as a quiet road, to encourage active travel from Site F20A to the Town centre. Requires active travel access to Cinder Lane on northern boundary of Site. Includes surfacing upgrade.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa6	Horcott Road active travel route	Improve active travel links along Horcott Road to encourage sustainable access from Site F53A to the town centre. This includes by widen footpaths and improving crossing over wide-mouth junctions heading to town centre, as well as introducing a cycleway. This could connect to existing the cycleway crossing Dilly's Bridge and connecting to Gas Lane, providing a more direct route to High Street.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa8	Leafield Road Crossing	Provision of pedestrian crossing connecting Site to the east of Leafield Road to the Primary School opposite.	05_Transport	05_Active travel / public realm
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	Fa9	Leafield Road active travel route	Providing footpaths along Leafield road and a cycleway to enable active travel into town centre from Site F57A.	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K10	Kemble -Cirencester cycleway	Reuse of former rail route as a cycleway connecting Kemble and Cirencester for access to employment and education.	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K12	Kemble to Tetbury Service bus service	New bus service connecting town centre of Kemble, developments Sites and Tetbury, along A439, Oxleaze Road and A433. Modelling suggests 100-200 passengers a day	05_Transport	05_Public transpo Bus
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K13	On site provision of services	Sites require on-site provision of key services such as retail and healthcare as there are minimal key services available in Kemble.	05_Transport	05_Behaviour cha

	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	Existing scheme being delivered by the Steading existing allocation and included as an assumption in the baseline transport modelling
	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 10,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 300,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	07: Phased in line with delivery	GCC Highways	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Important	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC; Town and Parish Councils	
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
	City Science modelling	Critical	£ 900,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 1,750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
rt -	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	
	Cotswold DC	Critical	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
nge	GCC (20mph Speed Work)	Essential	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	Direct delivery	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Essential	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 200,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
	City Science modelling	Critical	£ 5,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
port	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 750,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	Wilshire Highways	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
rt -	City Science modelling	Critical	£ 350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	
	City Science modelling	Important	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC Highways	
nge	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Essential	£ 800,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 380,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 620,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 140,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	Multi-academy trust; GCC	
	City Science modelling	Critical	£ 500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	GCC (LTP)	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
rt -	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	

Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K14	Windmill Road AT Mitigation	Flag identifies cycling may become unsuitable for most people as a result of increased traffic flow. At present the road is functionally not a full two-way street due to parking on the street. Mitigation could involve removing on street parking given most houses have drives to accommodate segregation	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K15	Kemble to Ewen Cycle Mitigation	Model suggests that local plan traffic will make Windmill Road, School Road to Ewen no longer 'suitable for most people'. Mitigation involves shared pathway and reduction to 40mph	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K20	20mph zones	Introducing 20mph zones across all streets in Kemble, including within the development sites.	05_Transport	05_Behaviour cha
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K3	Church Road active travel	Improvements to active travel along Church Road for Site K12. This includes active travel access to site boundary on Church road, continuous footways and possible exploration of a quiet lane on Church Road with lower speed limits and signage to improve mixed use of road for cycling.	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K5	Improved A429 crossing facilities	Improved active travel crossing facilities to allow active travel access from Site K12 to access Station Road, for onwards access to Kemble Station.	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K6	Station Road active travel	Improved pedestrian footways and cycleways along Station Road to promote active travel access from Sites K12 to Kemble Station	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	K8	Kemble station improvements	Package of improvements including improving accessibility at the station with step free bridge, cycle parking etc.	05_Transport	05_Public transpo Rail
Kemble	Kemble Sub area	K21	Anti-Ratrunning Measures on Unnamed Road between A429 and A433	Minor alterations including speed interventions and no left turn into it from A429 and no right turn into it from A433 in order to stop traffic using to avoid A429/A433 junction	05_Transport	05_Highways
Down Ampney	Down Ampney - Strategic - Land surrounding Down Ampney (2x landowners/ promoters)	LP10	B4040/B4696	Signal Optimisation	05_Transport	05_Highways
Kemble	North Cotswold Sub area	LP7	Stow-on-the-Wold Sheep Street/A429/High Street Mitigation	Change signal stages with indicative arrows at high street/Roman Rd Junctions. Signal optimisation at A429/B4068.	05_Transport	05_Highways
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	LP8	Avening High Street AT Mitigation	Model suggests that Avening High Street becomes unsuitable to most people to cycle on after the local plan. Mixed traffic suitability could be restored if the speed limit is reduced to 20mph with a corresponding amount of traffic calming to ensure the design speed matches the new speed limit. The remainder of links surrounding this one are deemed unsuitable according to LTN1/20 before and after the local plan which means this stretch is unlikely to currently form part of a whole route however there are some non-road routes near by which this may cut off.	05_Transport	05_Active travel / public realm
Kemble	Kemble - Strategic - Land south-west of Kemble (1X landowner / promoter)	LP9	Coates AT Mitigation	Model suggests that cycling on the Trewsbury Road becomes unsuitable for most people due to increased traffic volumes. Caveat: At present all the surrounding rounds into Coates are current deemed to be unsuitable for most cyclists and this is unlikely to block a route. Solutions include implementing a one way system around coates to allow for cycle lanes and/or speed reductions.	05_Transport	05_Active travel / public realm
Kemble	North Cotswold Sub area	LP16	Willersey AT Flag	Willersey Leamington Road and Main Street because unsuitable for cycling due to increased traffic. 20mph speed limit would resolve this.	05_Transport	05_Highways
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic11	20mph zones	Introducing 20mph zones across all streets in Mickleton, including within the development sites.	05_Transport	05_Behaviour cha
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic2	Site Active Travel Connections and wider offsite improvements to car-free routes	Active Travel only connections to the public park to provide attractive active travel routes within Mickleton. At present the paths within the park are not sufficient for cycling and so upgrade of widths for a shared pathway or separate cycling routes would be required. Includes at least 2.6km of pathways to upgrade	05_Transport	05_Active travel / public realm
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic3	Long Marsdon Road Active Travel Connection	Cycleway and/or Shared Pathways along Long Marsdon Road to facilitate segregated access to National Cycleway 5 route featuring a fully car-free travel route to Stratford-Upon-Avon the distance being approximated 12-14km/ 7.5-8.5 mi within the distance that some may commute especially if coupled with targeted e-micromobility interventions.	05_Transport	05_Active travel / public realm
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic5	On site provision of services	At present that are limited services within Mickleton itself. Providing a local hub including some GP services, Schools and Retail offerings and mobility hub	05_Transport	05_Behaviour cha
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic6	Improved Bus Services Mickleton to Moreton-in-Marsh	Current services offer routes to Stratford-Upon-Avon, Chipping Campden and Moreton-In-Marsh. Frequency is approximately every one to two hours with early and late travel options available. No services exist to nearby Evesham. This intervention would look at improving frequency of the current offering whilst also adding connections to Evesham in line with new population. Nearby Warwickshire also has some sites nearby in REG18 so there is potential for collaboration.	05_Transport	05_Public transpo Bus
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic8	Mickleton to Ebrington Primary School AT Flag	Baker's Hill, Hidcote Road are expected to become unsuitable to cycle. Part of the route sits on the existing national 42 cycle route. Mitigations that could be effective at retaining the cycle routes suitability include: 20mph along the stretch with included enforcement however this is unlikely to be viable across such a long stretch of rural road therefore share pathway segregation utilising bridleway for some of it.	05_Transport	05_Active travel / public realm
Mickleton	Mickleton - Strategic - Land North and west of Mickleton (8 landowners / promoters)	Mic9	Mickleton to Willersey speed route treatment	Reduction of Willersey Speed Limit to 20mph and "route treatment" to Mickleton. Could be potentially extended into Mickleton.	05_Transport	05_Behaviour cha
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo1	Moreton-in-Marsh to Bourton-on-the-Water via Stow-on-the-Wold active travel link	An LTN1/20 compliant route from Moreton-In-Marsh to Bourton-on-the-Water via Stow-in-the-Wold. This route can either be in the form of a segregated addition to the Fosse Road or along the routes identified in the GCC countywide LCWIP (Evenload Road-Chapel Street-Ex railway alignment). The latter was estimated to need ~1-2million to deliver and the latter is assumed	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo10	Moreton-in-Marsh New Road	South eastern portion of the link road around Moreton-in-Marsh to the East in an attempt to move through traffic and some development traffic away from currently constrained double roundabout. In order to remain inline with the vision to not induce increased car use this should include a wider array of measures including the potential to be car capacity neutral by e.g. pedestrianising or semi-pedestrianising the high street.	05_Transport	05_Highways
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo12	Moreton-In-Marsh to Chipping Campden Greenway	A quiet street and infrastructure approach to delivering a car-lite route from Moreton-In-Marsh to Chipping Campden. This largely would be upgrades the current 442 national cycle route and could include closure/one-way/speed treatments on one leg of the triangle near Batsford, work on the crossing at station road and lanes or shared pathways along areas of the road that can facilitate it. Alternatively a route could be pursued through upgrading of Rights of Way footpaths along the railway line via Paxford this route is flatter but may be harder to deliver. Also to note that it opens up railway access for Chipping Campden including sites being delivered there	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo13	Moreton-In-Marsh to Shipston-on-Stour Cycleway	Greenway from Moreton-in-Marsh to Shipstone-on-the-Stour. This could utilise the verge to make a shared pathway along Todenham Street and joining to an upgraded Bridleway to Shipston-on-Stour. It should be noted that there may be grounds for cross-collaboration over the border with development along this route	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo16	Evenlode Improvements	Currently part of the National 48 and the 442 cycle routes and all cyclists are expected to mix with general traffic. The high amount of additional traffic from developments along the route means that cycling is likely to become unsuitable for most people. It is likely that to remain suitable some form of segregation is likely to be required. There is a marginal possibility that limiting speed along the road to 20mph as well with measures to decrease or reroute traffic may retain the route as suitable for some people	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo17	Moreton-in-Marsh Station Improvements	Upgrades to the facilities of the station in line with high patronage including better active travel connections.	05_Transport	05_Public transpo Rail
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo18	20mph zones	Introducing 20mph zones across Moreton-in-Marsh (excluding A44 and A429)	05_Transport	05_Behaviour cha
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo2	Blenheim Meadow AT routes upgrade	Upgrading the traffic-free paths through Blenheim Meadow to be suitable for cycling. Current paths cycling is not allowed and there are key barriers along the route. Upgrading these including widening and removal of barriers/gates will allow the developments further away from the centre to use cycling to access the town centre and railway station.	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo3	A44 Corridor Active Transport Route	From edge of Fire Service College Site to High Street roundabout on A44. A combination of measures including a shared pathway or pathway and cycleway up to the junction with Evenload Road where geometric constraint may need a different approach e.g. speed limit reductions or alternative routing.	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo4	Southern Moreton greenway	Footpaths HMM8 and HMM18 to be upgraded to shared green way and options explored to facilitate onwards routing in a low traffic environment, possibly through allotments and through quiet East Street. Facilitating traffic free travel from southern sites to town services.	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo5	BRT Route C09/C08 Moreton-in-Marsh to Cheltenham	BRT Route C09/C08 Moreton-in-Marsh to Cheltenham	05_Transport	05_Public transpo Bus

	City Science modelling	Critical	£ 160,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
	City Science modelling	Essential	£ 1,100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
nge	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
	City Science modelling	Critical	£ 100,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 120,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
rt -	GCC (LTP)	Critical	£ 2,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	GWR, Network Rail	
	City Science modelling	Critical	£ 10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Essential	£ 50,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	Wilshire Highways	To note this scheme would be implemented outside of GCC highways boundary in Wiltshire
	City Science modelling	Critical	£ 130,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC Highways	
	City Science modelling	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
	City Science modelling	Essential	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 10,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
nge	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Important	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	03: 2033-2037 (inclusive)	GCC	
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
rt -	City Science modelling	Critical	£ 400,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	
	City Science modelling	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	Multi-academy trust; GCC	
nge	GCC (20mph Speed Work)	Important	£ 75,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ 75,000	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science/GCC LCWIP	Essential	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	GCC/CDC/WSP	Critical	£ 37,450,252	Bentley V2 costing report, subject to confirmation on length of road and specification, as set out in the Moreton-in-Marsh feasibility study	£ -	S106; S278; Homes England forward funding	02: 2027-2037 (inclusive)	GCC Highways; Strategic Site landowners	Delivery approach and cost based on the phased implementation of the access road across applications and aligned to the agreed masterplan, rather than pooled funding and delivery by GCC
	City Science modelling	Essential	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
	City Science modelling	Essential	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	04: 2038-2043 (inclusive)	GCC	
	City Science modelling	Critical	£ 350,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
rt -	City Science modelling	Critical	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	GWR, Network Rail	
nge	GCC (20mph Speed Work)	Critical	£ 150,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC	
	City Science modelling	Critical	£ 250,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 1,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
	City Science modelling	Critical	£ 1,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	02: 2027-2037 (inclusive)	GCC	
rt -	WSP/GCC	Essential	£ 3,500,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106	02: 2027-2037 (inclusive)	Bus provider, GCC	

Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo8	Moreton-in-Marsh Transport Hub, parking and road space reallocation	Moving the predominant parking away from the High street to free up capacity on the road for other uses including any road adjustments required and a higher focus on placemaking activities and improved Active Travel facilities. It could include utilisation of parking pricing to further dis-incentivise the use of private vehicles. Includes "Park and Stride" facilities which are simply redistributed parking away from high street with branding and guided walking routes to high street.	05_Transport	05_Active travel / public realm
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	Mo9	On site provision of services	On-Site provision of key services such as retail and healthcare.	05_Transport	05_Behaviour cha
District-wide	All sites	TRA1	EV Charging Provision	Providing Additional EV charging infrastructure for public use in addition to provision within new homes, This could also feature incentives e.g. pricing to encourage uptake.	05_Transport	05_Behaviour cha
District-wide	All sites	TRA1	Travel Plan and Monitor and manage measures	smaller scale interventions to improve safety and implement TROs, improvements to expanded schools , additional bus stop infrastructure - identified where specified but to be derived by TAs	05_Transport	05_Behaviour cha
Mickleton	Mickleton Sub area	TRA2	Enhancements to North Cotswolds Robin Community Bus	Improving the frequency of The Robin within Mickleton.	05_Transport	05_Public transpo Bus
Moreton-in-Marsh	North Cotswold Sub area	TRA3	North Cotswold Line transformation	A series of improvements including doubling of the line leading to the a doubling of the frequency (to 2 trains per hour) and improved speed which would further make routes along this line such as Oxford-Worchester and London (and onto further connections) more time competitive with private modes. SOBC estimated the whole cost of this improvement to be £199 million but includes enabling of more housing in Oxfordshire so delivery could be partly delivered by this too.	05_Transport	05_Public transpo Rail
District-wide	North Cotswold Sub area	XXMO1+	Kingham Station-Stow-on-the-Wold-Bourton-On-The-Water Greenway	Active Travel route	05_Transport	05_Active travel / public realm

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
District-wide	All sites	6.11	Fibre to the premises	FTTP expectation for all schemes over 10 homes	06_Utilities	06_Digital
District-wide	All sites	6.21	Reinforcement of electricity supply	Scale of reinforcement dependent on wider energy transition. Requirements likely to be triggered in early stages of the local plan (0-5 years) and therefore early engagement is required to determine scale of upgrade required once Local Plan is found sound. Specific schemes identified as supporting scale of growth identified separately	06_Utilities	06_Electricity su
District-wide	Circencester Sub area	6.22	Reinforcement of electricity supply	CIRENCESTER Bulk Supply Point (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2031)	06_Utilities	06_Electricity su
District-wide	All sites	6.23	Reinforcement of electricity supply	STRATTON (RESERVE) Bulk Supply Point (Earliest identified negative headroom [minimum headroom scenario] in future projection occurs in 2029)	06_Utilities	06_Electricity su
District-wide	South Cotswold Sub area	6.24	Reinforcement of electricity supply	MELKSHAM Grid Supply point (Earliest in service date for applications >1MW in 2036)	06_Utilities	06_Electricity su
District-wide	North Cotswold Sub area	6.25	Reinforcement of electricity supply	COWLEY Grid Supply point (Earliest in service date for applications >1MW in 2029)	06_Utilities	06_Electricity su
District-wide	All sites	6.26	Reinforcement of electricity supply	Minety Grid Supply point (Earliest in service date for applications >1MW in 2036)	06_Utilities	06_Electricity su
North Cotswold	North Cotswold Sub area	6.27	Reinforcement of electricity supply	Moreton-in-Marsh Primary substation	06_Utilities	06_Electricity su
Cirencester	Circencester Sub area	6.31	Cirencester STW	Cirencester - Will be approaching its permit limit towards the end of the plan period and would only have 5% headroom left in 2045. As a result, it will likely require planned upgrades within the plan period	06_Utilities	06_Water Supply Wastewater
Fairford	Fairford Sub area	6.32	Fairford STW works	Fairford - Expected to require additional capacity between 2030 and 2035	06_Utilities	06_Water Supply Wastewater
Mickleton	Mickleton Sub area	6.33	Honeybourne STW	Honeybourne - Expected to require additional capacity between 2040 and 2045	06_Utilities	06_Water Supply Wastewater
Moreton-in-Marsh	Moreton-in-Marsh Sub area	6.34	Moreton in Marsh STW	Moreton-in-Marsh - Expected to require additional capacity between 2030 and 2035	06_Utilities	06_Water Supply Wastewater
North Cotswold	North Cotswold Sub area	6.35	Blockley STW	Blockley STW is currently at or close to capacity and could impact windfall development	06_Utilities	06_Water Supply Wastewater
South Cotswold	Multiple: Ampney St Peter STW	6.36	Ampney St Peter	Ampney St Peter - Expected to require additional capacity between 2030 and 2035	06_Utilities	06_Water Supply Wastewater
South Cotswold	South Cotswold Sub area	6.37	Lechlade STW	Lechlade - Will be approaching its permit limit towards the end of the plan period and would only have 7% headroom left in 2045. As a result, it will likely require planned upgrades within the plan period	06_Utilities	06_Water Supply Wastewater
Kemble	Kemble Sub area	6.38	Wessex Water upgrades	Given scale of growth envisaged within their coverage area, no mitigation was identified as required to serve the additional growth although this is dependent on the scale of windfall growth and is therefore added to this IDS for completeness.	06_Utilities	06_Water Supply Wastewater
Kemble	Kemble Sub area	6.39	Bristol Water upgrades	Given scale of growth envisaged within their coverage area, no mitigation was identified as required to serve the additional growth although this is dependent on the scale of windfall growth and is therefore added to this IDS for completeness.	06_Utilities	06_Water Supply Wastewater

	City Science/Moreton-in-Marsh Neighbourhood Plan	Critical	£ 2,000,000	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; S278	01: 2027-2032 (inclusive)	GCC; Town and Parish Councils	
nge	City Science modelling	Critical	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	N/A	Direct delivery	02: 2027-2037 (inclusive)	Strategic site promoter	
nge	City Science modelling	Important	Included in CIL	N/A	£ -	CIL	07: Phased in line with delivery	GCC Highways	
nge	Cotswold DC	Essential	Included in CIL	N/A	N/A	S106; S278; CIL	07: Phased in line with delivery	GCC Highways	
rt -	City Science modelling	Essential	Included in CIL	N/A	£ -	CIL	07: Phased in line with delivery	GCC Highways	
rt -	North Cotswold Line Taskforce	Regionally significant	£ -	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	£ -	S106; CIL	07: Phased in line with delivery	GWR, Network Rail	The Local Plan growth is not predicated upon the delivery of the Cotswold Line Transformation but is a project supported by CDC, who will consider using CIL to contribute to early feasibility work.
	City Science modelling	Important	Included in CIL	City Science estimate based on scheme typology and length of intervention. Additional details on methodology in Strategic Transport Assessment.	Included in CIL	CIL	07: Phased in line with delivery	GCC	This scheme is supported as a wider aspiration but is not identified by the Local Plan evidence base as linked to proposed growth

orisation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
	GCC developer guide	Important	Planning obligation	N/A	Full costs	Likely funded by Universal Service Obligation	07: Phased in line with delivery	Openreach	
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN	
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN	
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN	
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	03: 2033-2037 (inclusive)	SSEN	To note it is estimated that the Melksham GSP currently serves nearly 250,000 customers and is in the process of being upgraded
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	01: 2027-2032 (inclusive)	SSEN	To note it is estimated that the Cowley GSP currently serves nearly 270,000 customers and is in the process of being upgraded
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	02: 2027-2037 (inclusive)	SSEN	To note it is estimated that the Minety GSP currently serves nearly 150,000 customers and is in the process of being upgraded
pply	IDP modelling	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan	02: 2027-2037 (inclusive)	National Grid/Western Power Distribution	
y and	Thames Water	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	06: 2027-2043 (inclusive)	Thames water	
y and	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water	
y and	Severn Trent	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Severn Trent	
y and	Thames Water	Critical	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water	
y and	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water	
y and	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	01: 2027-2032 (inclusive)	Thames water	
y and	Thames Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Thames water	
y and	Wessex Water	Essential	£ -	N/A	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Wessex Water	
y and	Bristol Water	Essential	£ -	N/a	£ -	Infrastructure Charge; Statutory Undertaker Assets Management Plan; water industry price review	04: 2038-2043 (inclusive)	Bristol Water	

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructure category
District-wide	All sites	7.11	Consolidation of blue light facilities	Support in the delivery of shared services and hubs and in existing Community Fire Stations, in line with the GFRS 'Productivity and Efficiency Plan 2025-2026'	07_Emergency services	07_Fire and resc
District-wide	All sites	7.12	Support for consolidation of existing facilities and inclusion within multi-functional community hubs for blue light functions	Support in the delivery of shared services and hubs within new proposed community hubs provided on strategic sites	07_Emergency services	07_Police
District-wide	All sites	7.21	On site provision of hydrants	Requirement for on site hydrant provision for schemes over 50 homes and on selected commercial developments. Where local fire risk could be demonstrably heightened, the provision for modern suppression in appropriate homes to reduce call outs will be sought	07_Emergency services	07_Fire and resc
Cirencester	Cirencester - Strategic - Land south east of Cirencester and south of Preston (2x landowners / promoter)	7.31	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance
Driffield	Driffield - Strategic - Land south of Driffield (2x landowners)	7.32	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance
Fairford	Fairford - Strategic - Land north-east of Fairford (1x landowner)	7.33	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance
Moreton-in-Marsh	Moreton-in-Marsh - Strategic - Land north, east and south of Moreton-in-Marsh (c. 14x landowners / promoters)	7.34	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	07_Emergency services	07_Ambulance

Sub area		Scheme information			Categ	
Relevant Sub area	**Site/Sub area attribution**	**Ref**	**Scheme name**	**Scheme description**	Infrastructure category	Infrastructur category
District-wide	All sites	8.11	On site SUDS	To meet local plan standards	08_Flood Management	08_Onsite mitig
Cirencester	Circencester Sub area	8.12	Natural Flood Mitigation schemes	CDC support for GCC programme of work for natural flood mitigation at the parish level	08_Flood Management	08_Offsite mitig

orisation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
ue	IDP modelling	Important	Included in CIL	N/A	CIL	S106; CIL; National funding	07: Phased in line with delivery	Gloucestershire Constabulary; SW Ambulance Service; Gloucestershire Fire and Rescue	Identified through a number of strategic plans but not specific project identified as required to deliver the local plan growth
	IDP modelling	Important	Covered separately under multifunctional community hub costs	N/A	N/A	S106; CIL; National funding	07: Phased in line with delivery	Gloucestershire Constabulary; SW Ambulance Service; Gloucestershire Fire and Rescue	Costs included in estimates for multifunctional community building
ue	GCC developer guide	Important	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	Gloucestershire Fire and Rescue	Scale of obligation considered to be covered by site development costs
	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs
	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs
	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs
	IDP modelling	Important	Planning obligation	N/A	N/A	Direct delivery	02: 2027-2037 (inclusive)	SW Ambulance Trust	Scale of obligation considered to be covered by site development costs

orisation			Cost and delivery						
e sub-	Source	Prioritisation	Cost (£)	Source of cost	Confirmed funding	Potential funding mechanism	Initial phasing	Potential Delivery partners/ providers	Commentary
ation	SFRA	Essential	Planning obligation	N/A	N/A	Direct delivery	07: Phased in line with delivery	Strategic site promoter	Scale of obligation considered to be covered by site development costs
ation	LLFA	Important	Included in CIL	N/A	£ -	S106; CIL; EA	04: 2038-2043 (inclusive)	GCC LLFA	

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