



Supplement for

CABINET - THURSDAY, 6 AUGUST 2026

Agenda No Item

5. **Local Plan Supplement E**
 Material Changes to the Local Plan - Cabinet 06 August 2026

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Proposed material changes to draft Local Plan for Cabinet 6 August 2026

Documents	Changes to the document	Reason for change
Core Policy 2a	Housing delivery will be monitored against the stepped housing requirement and the housing trajectory. The residual requirement will be updated annually to take account of net housing completions and any identified surplus or shortfall in delivery.	Drafting error
Core Policy 3	Delete allocation: Land south of Station Road and east of Chandlers – 8 homes Consequential updates to the total figures and housing trajectory	SFRA L2 now shows sites as having high flood risk and 5 or more homes can't be delivered.
Core Policy 3	Adjust site capacities, with consequential changes to total figures and housing trajectory. Table 4.7: - Fairford, Land south-east of Fairford 53 <u>55</u> Table 4.8: - Stow-on-the-Wold, Land adjacent Griffin Court / Playing Field 44 <u>10</u> - Stow-on-the-Wold, Land adjoining Tall Trees, Oddington Road 10 <u>8</u> - Stow-on-the-Wold, The Hollies, Lower Swell Road 8 <u>35</u> Insert Moreton-in-Marsh allocation and update dwelling totals: <u>Moreton-in-Marsh, Land south of North Cotswold Hospital 44</u> Upper Rissington, Land West of Delphin Way 26 Total number of dwellings in North Cotswold Area = 601 <u>567</u> And consequential amendments	Drafting error

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Chapter 7 – Introduction Para 7.8	Delete the following: Strategic extension to the South and East of Moreton-in-Marsh around 5.1 hectares of employment land will also be delivered in the Plan period	Text was included in error
CP10	Supporting text Paragraph 5.35: 5.35The placemaking objectives are supplemented by strategic principles that development proposals will be required to be consistent with. The opportunity areas and placemaking principles are set out in Core Policy 10: Cirencester Central Area Strategy . Changes to CP10 – see below.	Drafting error
Core Policy 10: Cirencester Central Area Strategy Development proposals within the opportunity areas identified within the Cirencester Central Area, as shown on the Policies Map (and Appendix A), will be supported where they:		

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	- contribute to the delivery of the Strategy having regard to their scope, scale and proposed use(s) as listed below. Site Development Briefs be requested for proposals in strategically important or complex areas such as car parks are in accordance with the site-specific uses and requirements for each mixed-use site - accord with the Strategic Objectives listed in the supporting text and other relevant policies of the Local Plan, and - can demonstrate consistency with the Placemaking Principles listed in this policy.	
	Mixed-Use Opportunity Areas: Waterloo Car Park through to 27-29 Dyer Street a residential-led mixed use development comprising up to 38 new dwellings with ground floor community uses, a Health Hub, commercial and parking building heights should not exceed 4 storeys to respect the existing context a focus on prioritising pedestrian and cycling movement through the site connecting with the wider green space (Abbey Grounds) and the Town Centre car-free route between Dyer Street and The Waterloo high quality riverside public space that is safe, inclusive and enables positive social interaction, and creation of a new dense urban neighbourhood with significant landscaping, allowing for a human-scale feel, and active uses at ground floor the frontage to Dyer Street and The Waterloo with residential uses above. The Forum Car Park a residential-led mixed use development comprising up to 67 new dwellings, car parking and commercial uses building heights should be between 2-4 storeys along South Way, reducing to between 2-3 storeys to the eastern side of the site	

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	• a mobility hub to bring together shared transport like car clubs, public transport (coaches/buses), and active travel (bicycles and scooters) encouraging sustainable travel in to and around the Town Centre • a new public 'urban woodland', bringing greenery into the Town Centre • retention of many existing trees, allowing for new community amenity space, and • development set back from South Way to protect and enhance the viewing	
	Old Station Car Park, Sheep Street Car Park and Brewery Car Park • a mixed-use development comprising up to 272 new dwellings, car parking, a cinema and retail uses • building height should vary between 2-4 storeys to respect the existing context. • active frontages located along key routes and public spaces to uplift the evening economy and add vitality to the wider town centre • a series of high-quality public spaces with residential accommodation overlooking them to aid in natural surveillance • new public space within the site, bringing greenery into the Town Centre, incorporating Sustainable Drainage System (SuDS) • enhancement of medieval urban grain, linking the site to the wider Town Centre, and • protect and celebrate the existing Listed Old Station building and a Listed air raid shelter.	
	Placemaking Principles <i>Access and Movement:</i> • making provision to enable modal shift in transport and movement around the Cirencester Central Area and to the rest of the town including provision of a public transport hub, and discouraging the dominance of motor vehicles • the use of land must be optimised • providing off-street public vehicle parking at edge-of-centre or out-of-centre locations	

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	- providing new or enhanced pedestrian and cycle routes to and through the Cirencester Central Area, activated through a series of new spaces to form a new route, encouraging active travel - enhancing permeability and connectivity within the Cirencester Central Area and to the wider town including to the amphitheatre, and - ensuring that new development connects sympathetically with existing and neighbouring buildings, streets and spaces to enhance Cirencester Central Area's characteristic sense of place, <i>Land Use and Placemaking:</i> - a mixture of housing typologies, including mews houses, townhouses, and apartments, to create a distinct character and sense of place - providing greater access to green and blue infrastructure, such as new pocket parks - encouraging a greater mix of main town centre uses (as defined by the NPPF and the Glossary) alongside retail, including residential uses and amenity spaces - encouraging a mix of main town centre uses that are compatible with each other and avoid giving rise to conflicts - diversifying the uses so that temporal peaks and troughs are evened out and a variety of activities can take place throughout the day and evening which enhance vibrancy and vitality, - strengthening the "arrival experience", building upon and enhancing the town's historic arrival points, and - Increased heights at key junctions to create 'landmark' buildings to aid wayfinding. <i>Historic Environment:</i> - in townscape bringing out the different character of parts of the centre, revealing hidden or obscured character areas and enhancing views of key buildings and landmarks - respecting the historic environment while purposely raising its profile and presence as an important aspect of the Cirencester Central Area's identity - ensuring that the arrangement of new buildings and spaces reflects the historic grain of the Cirencester Central Area's streets and lanes	

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	encouraging a high quality contemporary architectural interpretation of Cirencester character, materials and building form rather than past representation, and ensuring that development safeguards, conserves and protects the above- and below-ground historic environment.	
CP14	Add additional bullet point: a corridor for a potential very light rail connection (or successor technology) between Kemble and Cirencester And consequential amendments, including adding a map to the appendices.	To avoid potential loss of the longer-term opportunity for a light connection between Kemble and Cirencester.
CP60	The highest level of protection will be given to Habitat Sites (formerly known as European Sites). Development will not be permitted if it would adversely affect the integrity of a Habitats Site either alone or in combination with other developments, <u>and directly or via functionally linked habitats</u>.	Recommendation from HRA inadvertently missed from draft LP document.