



4 February 2025

CABINET MEMBER FOR HOUSING AND PLANNING DECISION MEETING

A Cabinet Member for Housing and Planning Decision Meeting will be held at the Council Chamber - Council Offices, Trinity Road, Cirencester, GL7 1PX on **Thursday, 13 February 2025 at 12.00 pm.**

Recording of Proceedings – The law allows the public proceedings of Council, Cabinet, and Committee Meetings to be recorded, which includes filming as well as audio-recording. Photography is also permitted.

As a matter of courtesy, if you intend to record any part of the proceedings please let the Committee Administrator know prior to the date of the meeting.

AGENDA

1. **Declarations of Interest**

To receive any declarations of interest by either the Cabinet Member or any Officers or other Members present.

2. **Cirencester Neighbourhood Plan (Pages 3 - 388)**

Purpose

To consider whether a Neighbourhood Plan submitted by Cirencester Town Council meets the legal criteria necessary to progress to public consultation, and subsequent independent examination.

Recommendation

That

1. The Cabinet Member agrees that the submitted documents meet the requirement of Regulation 15 of the Neighbourhood Planning Regulations 2012;
2. Consequently, the Council will launch the statutory 'Regulation 16' publicity period for the standard six-week period.

DEADLINE FOR COMMENTS: NOON ON 12 FEBRUARY 2024

Note:

Any Member who wishes to comment on an item is requested to send those comments (preferably by e-mail) to democratic@cotswold.gov.uk

(END)



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| Council name | COTSWOLD DISTRICT COUNCIL |
| Name and date of Committee | Cabinet Member for Housing and Planning Decision- Making Meeting 13 February 2025 |
| Subject | Regulation 15 Decision on the Cirencester Neighbourhood Development Plan |
| Wards affected | All Cirencester wards: Abbey, Beeches, Chesterton, Four Acres New Mills, Stratton, St Michaels, Watermoor. |
| Accountable member | Councillor Juliet Layton, Cabinet Member for Housing and Planning Email: Juliet.Layton@cotswold.gov.uk |
| Accountable officer | Adrian Harding, Assistant Director, Planning Email: Adrian.Harding@Cotswold.gov.uk |
| Report author | Joseph Walker, Head of Economic Development and Communities Email: Joseph.Walker@Cotswold.gov.uk |
| Summary/Purpose | To consider whether a Neighbourhood Plan submitted by Cirencester Town Council meets the legal criteria necessary to progress to public consultation, and subsequent independent examination. |
| Annexes | Annex A: Cirencester Neighbourhood Plan Regulation 16 Draft Annex B: Basic Conditions Statement Annex C: Consultation Statement Annex D1: SEA Annex D2: HRA Screening |
| Recommendation(s) | That <ol style="list-style-type: none"> 1. the Cabinet Member agrees that the submitted documents meet the requirement of Regulation 15 of the Neighbourhood Planning Regulations 2012; 2. Consequently, the Council will launch the statutory 'Regulation 16' publicity period for the standard six-week period. |



| | |
|-----------------------------|--|
| Corporate priorities | <ul style="list-style-type: none">• Responding to the Climate Emergency• Delivering Housing• Supporting Communities• Supporting the Economy <p>Neighbourhood Plans are prepared by or on behalf of parish councils, and express their priorities, albeit that they need to be in general conformity with the policies of the Local Plan. In this instance, the ambitions of the Cirencester Neighbourhood Plan complement the Council's Corporate Priorities, as the Plan contains planning policies seeking to address climate change, promote residents' health and wellbeing and support local businesses. While the Plan does not seek to allocate sites, it has been prepared to complement the Council's emerging Cirencester Masterplan SPD.</p> |
| Key Decision | NO |
| Exempt | NO |
| Consultees/ Consultation | <p>The Plan has been consulted on by the Town Council, both in its early stages and as a full 'Regulation 14 draft, in line with the requirements of the Neighbourhood Planning Regulations 2012. Subsequent to this decision, it will be subject to public consultation, following a statutory process set out in Regulation 16. The Council will have the opportunity to make representations on the content of the Plan, for the consideration of an Independent Examiner</p> |



1. EXECUTIVE SUMMARY

- 1.1** The purpose of this report is to consider whether a Neighbourhood Development Plan, submitted by Cirencester Town Council (CTC), meets the necessary conditions set out in the Neighbourhood Planning Regulations 2012 to proceed to the Regulation 16 publicity period and subsequently independent examination.

2. BACKGROUND

- 2.1** Cirencester Town Council requested that this Council designated the full extent of its parish boundary as a neighbourhood area in late 2018. This boundary encompasses the built-up area of Cirencester and Stratton, with the exception of the area in the southeast, which falls within Siddington Parish. Since then, a steering group of Councillors, residents and professional planning consultancy support has been developing the evidence base and draft policies for this Plan. The Council has representation on this group, via a formal representative, currently Councillor Coleman, and officer attendance, via the Forward Planning Manager and/or the Community Partnership Officer. They carried out a statutory Regulation 14 consultation from February to March 2024. Representations to these consultations have been considered in preparing a submission draft, which has recently been received by this Council.

3. MAIN POINTS

- 3.1** At this stage, the Local Planning Authority (LPA) has a duty to assess the Plan for its compliance with the requirements of the Regulations and determine if it can proceed for Regulation 16 Consultation and Examination.
- 3.2** The assessment requires consideration of:
- whether the 'qualifying body' (a parish council or neighbourhood forum) is authorised to act;
 - whether the proposal and accompanying documents comply with rules of submission to the LPA, whether it meets the definition of a Neighbourhood Development Plan (NDP), and whether it meets the 'scope' of NDP provisions; and
 - whether the parish council or neighbourhood forum has undertaken the correct procedures in relation to consultation and publicity.



- 3.3** Should it be deemed that the above criteria have not been satisfied, and therefore the Plan cannot proceed for Regulation 16 Consultation and Examination, the LPA must refuse the Plan and notify the qualifying body of the reasons. In addition to this, it must also publicise its decision in a 'Decision Statement'.
- 3.4** Where the LPA is satisfied that the qualifying body has complied with the criteria, it must administer a minimum 6-week period of consultation ('Regulation 16' consultation), inviting comment on the Neighbourhood Plan from statutory consultees and other stakeholders with an interest in the Plan. All comments are then submitted with the Neighbourhood Plan documentation to the independent examiner for assessment of whether or not the Plan meets the Basic Conditions (below) set out in the Regulations.
- 3.5** Following this consultation, the Plan will proceed to examination, and should it pass, subject to modifications, it would proceed to referendum and be 'made' (adopted) by this Council.
- 3.6** CTC has submitted to Cotswold District Council a portfolio of documents, as required by the Neighbourhood Planning Regulations 2012. These evidence the other requirements which must be met (specified at section 2.2 above). The documentary evidence required and submitted is as follows:
- a map or statement identifying the area to which the plan relates,
 - the consultation statement,
 - the proposed NDP,
 - a statement explaining how the NDP meets the 'basic conditions' (the legal conditions that must be satisfied for an NDP to pass examination),
 - One of the following: a) a statement of reasons for a determination that the proposal is unlikely to have significant environmental effects OR b) an environmental report.
 - Where appropriate, the information to enable appropriate environmental assessments if required.
- 3.7** In this instance, screening reports have been provided, which have been consulted upon with the statutory consultees, who upheld this Council's opinion that neither a full SEA nor HRA was necessary.



4. ALTERNATIVE OPTIONS

- 4.1** None. The Council has a duty to support neighbourhood planning, and carry out the Regulation 16 process and following, where the requirements described above are met.

5. CONCLUSIONS

- 5.1** These statutory requirements have been satisfied and therefore the officer recommendation is that the submission meets the criteria laid out in section 2.2 above, and should proceed to public consultation. The submission will be thoroughly reviewed, and any specific concerns will be brought to the attention of the Cabinet Member as part of a Council Representation to the Regulation 16 Consultation.

6. FINANCIAL IMPLICATIONS

- 6.1** The consultation is a statutorily defined process, with minimal costs, which is delivered using the current staff complement. The subsequent examination is paid for by the authority, but if the plan is successful, the cost will be recouped from a government grant.
- 6.2** The cost of the examination is estimated to be up to £8,000. In the event that the examination fails these costs can increase, as the examination process tends to be more complex, but could be funded from non-ring fenced neighbourhood planning grant balances held from earlier successful examinations.

7. LEGAL IMPLICATIONS

- 7.1** As a published draft NDP, the Plan has some limited weight in planning determinations. This increases after consultation and after examination, and takes on full planning weight following a confirmatory vote at referendum.

8. RISK ASSESSMENT

- 8.1** This is a low risk decision, as the consequence of the decision is the launch of a consultation on a document prepared by a third party, which will subsequently be reviewed by an independent examiner.



9. EQUALITIES IMPACT

9.1 Not required for this decision.

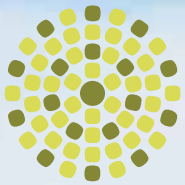
10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

10.1 None for this decision, as it is procedural. Once the regulation 16 consultation starts, the Council has an opportunity to comment on the content of the attached draft plan.

11. BACKGROUND PAPERS

11.1 None

(END)



Cirencester Neighbourhood Plan



Acknowledgments

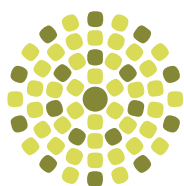
Preparing the Neighbourhood Plan has been a community participative process with residents being appointed to the Steering Group and directly involved with shaping the Reg14 document.

Cirencester Town Council wishes to thank the people of Cirencester whose responses and comments contributed to the Neighbourhood Development Plan policies and the dedicated group of community volunteers on the Neighbourhood Plan Steering Group, past and present, who went above and beyond to ensure the needs of the community are reflected in the Plan.

- Current members: Nicholas Arbuthnott, Tony Buxton and Martin Portus.
- Previous members: Christina Ibbotson, the late Jim Grant, Brian Hudson, the late Patrick Moylan, Marco Taylor, Jon Athawes, Meg Blumsom, Tristan Wilkinson, Carole Boydell, Anne Simpson and James Haestier.

The Town Council would also like to acknowledge the input of Richard Eastham at FERIA Urbanism and Forward Planning and Community Partnerships Teams at Cotswold District Council, with particular thanks to James Brain and Joseph Walker, respectively, who have provided invaluable advice and support throughout the process.

In addition to the community representatives, various elected representatives serve on the Steering Group, currently they are: Councillor Nigel Robbins, Councillor Andy Jopp and Councillor Patrick Coleman. Councillor Sabrina Dixon, Chair of the Town Council's Climate and Environment Committee and Andrew Tubb, Chief Executive Officer of the Town Council are also members of the Steering Group in a non-voting advisory capacity.



Cirencester Neighbourhood Plan

BACKGROUND

The preparation of a Neighbourhood Plan for Cirencester was commissioned by the Town Council, as the qualifying body, to build on previous place shaping work, such as the Community Plan 'Our Future Cirencester', the Public Realm Design Code and planning Concept Statement. This previous work can be viewed at: <https://cirencester.gov.uk/planning-and-development>

This is an opportunity for the community to influence and shape planning policy for future generations; a Neighbourhood Plan gives the people who know and love Cirencester, a real voice and input to agree a future vision for Cirencester, through planned sustainable growth, which meets community need and protects Cirencester's unique qualities.

A Steering Group, including community representatives, was appointed to lead on the preparation of the Plan with Richard Eastham at Fera Urbanism being appointed by Council as the lead planning consultant.

The original purpose of preparing a Neighbourhood Plan was to add context and detail to planning policies within the Cotswold District Local Plan which have an impact on Cirencester, and to establish planning policies for issues on which the Local Plan was silent.

The full Reg 14 draft document was consulted on in early 2024 and all comments were collated and considered in producing this Reg 16 submission version of the Neighbourhood Plan; the Consultation Statement and Basic Conditions statement are included within the Reg 16 submission.

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VISION STATEMENT

Our vision for Cirencester, in the period to 2041, is to pass on to future generations an historic and vibrant, welcoming, and friendly rural market town with a strong sense of community and wellbeing. It will be rich in heritage, character, leisure, and cultural opportunities.

Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the town while respecting the environment, responding to the climate emergency, and supporting employment and skills opportunities.

The town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will retain key attributes with improvements where appropriate. Recreational opportunities will be accessible to all. Opportunities for safe walking and cycling connections across all areas of the town will be improved as will active travel and public transport connections to its surrounding towns, villages, and countryside.

All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population.





cirencester
· town council ·

- 01** The Cirencester Context
- 02** The Cirencester of Tomorrow
- 03** Preparing the Plan
- 04** Aims & Objectives
- 05** Cirencester Town Centre
- 06** Access & Movement
- 07** Design & Built Environment
- 08** Quality Public Realm
- 09** The 20 Minute Neighbourhood
- 10** The Natural Environment
- 11** The Local Economy
- 12** Wellbeing & Community

Appendices

- *Neighbourhood Plan Projects*
- *Community Assets*
- *Local Green and Spaces Designation*
- *Non-Designated Heritage Assets*



01 THE CIRENCESTER CONTEXT

This section explores the origins of the town, the activities and events from history that influenced and shaped the town we know today.

The narrative sets the scene and describes the context for the development of the Cirencester Neighbourhood Plan.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16



01

THE CIRENCESTER CONTEXT

- 1.1 Often referred to as the Capital of the Cotswolds, the compact market town of Cirencester lies in Gloucestershire, just 5 kilometres from the Wiltshire border. To the south and east are the 180 lakes of the Cotswold Water Park, now known as the Cotswold Lakes, whilst immediately north and west is the Cotswolds National Landscape (AONB).
- 1.2 It is the largest town in the Cotswold district, comprising around a quarter of its population and providing almost a third of the jobs. It is an important centre of business, finance, retail, and public services both for the district and surrounding area. In 2023 the Sunday Times identified it as the best place to live in the South West of England.
- 1.3 Cirencester occupies an area of approximately 416 hectares. Beyond the historic centre, the town includes the Victorian settlements of Watermoor and parts of Stratton with the 20th century residential suburbs of Chesterton and the Beeches.
- 1.4 Cirencester is connected by major and minor road links to the nearby cities of Bath, Bristol, Cardiff, and Oxford, supported by the M5 and M4 corridors. Cirencester is 130 kilometres west of London, 20 kilometres north of Swindon and 18 kilometres east of Stroud.

THE LANDSCAPE

- 1.5 Cirencester lies on the lower slopes of the Cotswold hills sitting in the valley bottom of the River Churn, surrounded to the north and west by the Cotswold Hills. To the south lies the relatively flat expanse of the Upper Thames Valley. Natural drainage is into the River Churn, a tributary of the Thames, which flows roughly north to south through the eastern side of the town connecting with the Abbey Lake



and joins the Thames near Cricklade 13 kilometres to the south. Its natural course was altered by the Romans and parts later covered.

- 1.6 A small tributary of the Churn, the Daglingworth Brook, drains the area around the north-west of the town. The low levels and river course have contributed to repeated flooding within the town, aggravated by post-industrial expansion of the urban environment with Flood Zone 3 (a 1 in 100 occurrence including functional flood plains) covering extensive areas at Stratton Meadows, Kingsmeadow and along the inner ring road.
- 1.7 Wrapping around the northern and western edges of Cirencester is the southern edge of the Cotswolds National Landscape (AONB). To the north-east of the town lies the Special Landscape Area (SLA) of Hare Bushes and Tar Barrow, designated on the grounds of its locally significant and attractive landscape.
- 1.8 Within and away from the historic town centre a variety of green spaces such as City Bank Nature Reserve, Cirencester Park (Grade I listed) and the Amphitheatre form green corridors and recreational spaces that reach deep into the town centre. Cirencester Park to the west is a private estate that dominates the landscape and provides access for individuals and families with a Community Pass, Day Pass or Annual Pass. To the east is the Abbey Grounds, tucked behind the Market Place and the Parish Church of St John Baptist.

DEVELOPMENT OVER TIME – AD49 TO 2023

- 1.9 Cirencester is known to be an important early Roman settlement with a fort built in the area approximately AD49. It was probably located to be close to a major Iron Age settlement of which traces remain at Bagendon and the nearby Tar Barrow. It was also the point where the Fosse Way (connecting Lincoln and Exeter) crossed both the River Churn and Ermin Street (connecting Gloucester and Silchester). A Romano-British community grew up around the original fort, under the name of which, Corinium Dobunorum, was shortened to Corinium. It became second only to London in area.
- 1.10 The modern name Cirencester came from the cognate root Ciren (after the River Churn) with ‘-ester’ indicating a roman fortress or encampment. By the end of the First Century AD the town had a Roman street grid with public buildings, basilica and forum surrounded by a wall, probably originally earth, later stone in the 3rd Century, with four gates that enclosed its 100 hectares. This infrastructure effectively contained the town to the west of the River Churn and ensured a compact, higher density town grew within the confines of the wall. An Amphitheatre sat outside, the remains of which along with parts of the town wall can still be seen today.
- 1.11 Substantial Roman cemeteries have been discovered outside the town’s gates, particularly at Watermoor and Bathgate. The Roman population was thought to be about 10,000, only half that of the modern town. The Roman influence on the town remains in key parts of the road network, landscape, and underlying archaeology. Much of the town is an area identified as a sensitive scheduled monument with previous excavations revealing floor mosaics and various artefacts many now held in the Corinium Museum.
- 1.12 The town continued to function in the first part of the 5th Century, but archaeological evidence suggests that by the 6th Century much of it had been abandoned with no more than a few wooden huts.
- 1.13 The town was captured by the Saxons in 577 AD and later it is known that Guthrum based his Danish Viking army here for a year in 879 AD after the battle of Edington when it became a frontier settlement for the Kingdom of Mercia.
- 1.14 By 1086 there were references in the Domesday book to the “new market” in the settlement of Cyrescestre followed by the founding of St Mary’s Abbey by Henry I and the establishment of St John’s Hospital by Henry II in 1133. The Abbey, which was built on the site of a major Anglo-Saxon church, was dedicated in 1176. Its great wealth stemmed from its vast land holdings in the town and charters. Today the Norman arch in the Abbey Grounds is a remaining feature.
- 1.15 By the 12th Century the construction of the present Parish Church of St John Baptist had begun and whilst there were many struggles between the townsfolk and the Abbey to establish a borough or guild distinct from the controls of the Abbey, the town enjoyed considerable prosperity from the fourteenth century onwards as the principal outlet for Cotswold wool and as a central market town. Many traders gained wealth and prosperity, some of the proceeds of which replaced many of the timber framed buildings with stone; today the former Weavers Hall in Thomas Street remains a distinct example.





1.16 The medieval street pattern of narrow, winding streets surrounding the Market Place, dates from this period. Among them the medieval pattern of land holdings evolved, based on burghage plots, long and narrow to reduce tax. These also remain. Notable roads included the ‘Welsh Way’ used by drovers taking cattle from Wales towards Oxford and London, with the ‘White Way’ serving Roman villas in the North Cotswolds, it was also part of the ‘Salt Way’. Much of the area north and south of the Town was given over to water meadows, carefully controlled grassland which took the river’s floodwaters in the winter and provided rich grazing to fatten sheep during the spring and summer. The population around this time was 2,500.

1.17 In 1539 Henry VIII ordered the demolition of the Abbey as part of the dissolution of the monasteries and the Abbey’s property redistributed. In 1564 the Abbey Grounds on the east side of the town was sold to Dr Richard Master, the Queen’s personal physician, and in 1695 the Oakley Estate to the west side was purchased by Sir Benjamin Bathurst, for his eldest son Allen, who became the 1st Earl Bathurst. The two families were to have a profound influence on the landscape of the town with the development of the private estates based around Cirencester Mansion and Abbey House.

1.18 The 17th Century was a time of conflict with Civil War. Cirencester was on the Parliamentary side

and in 1642 the coach of Lord Chandos arriving in the town to enlist men for the King’s service was destroyed, the first overt act of Civil War violence. In 1643 the town was stormed by Royalist troops led by Prince Rupert. According to some accounts several hundred local people were killed in fighting or summarily executed.

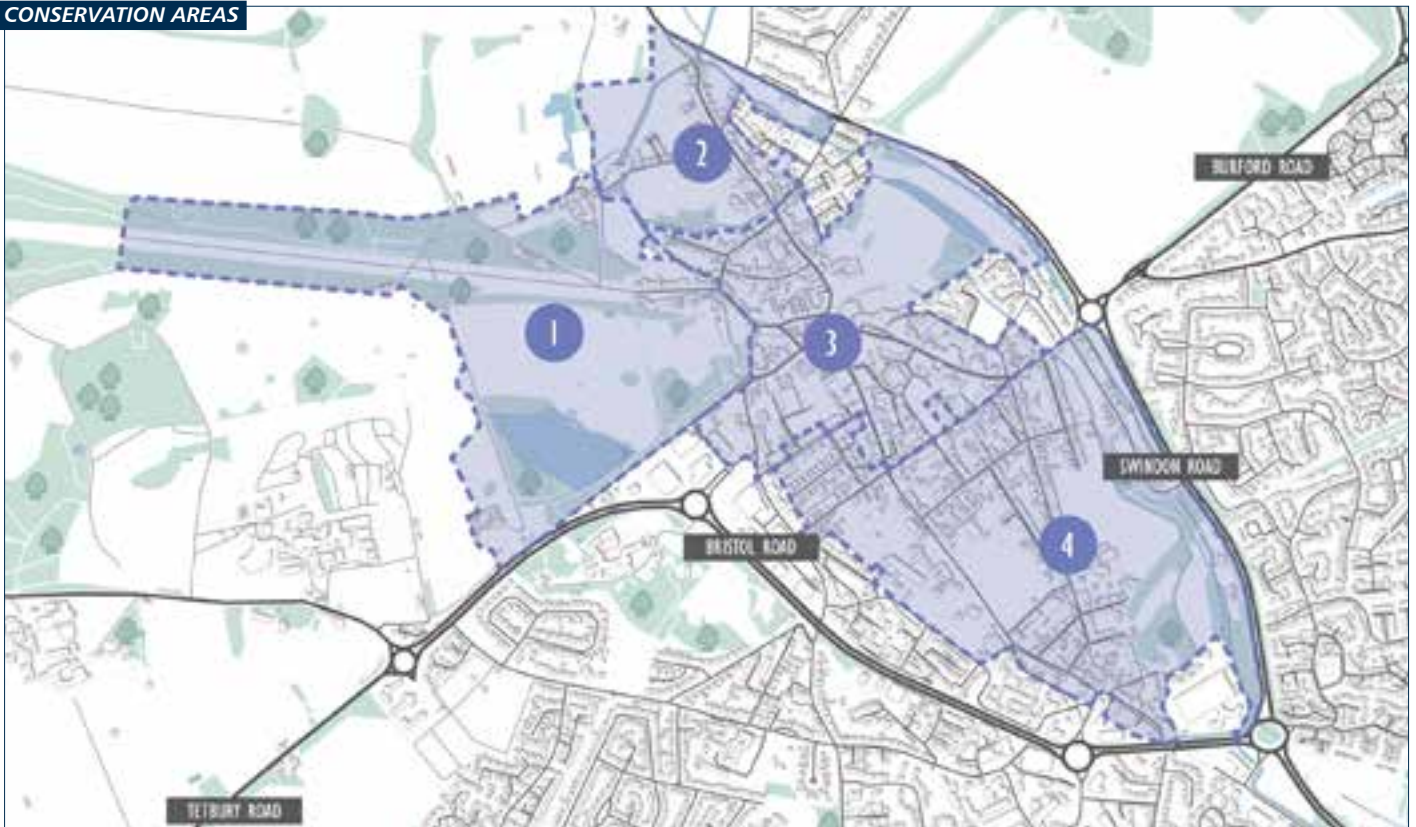
1.19 The economy of the 18th Century was dominated by corn rather than wool trade and industrialisation. Cirencester remained important as a market and providing services to the surrounding area. Many of the honey-coloured stone buildings in the town date to this period. The opening of the local spur of the Thames and Severn Canal in 1789 meant water moved heavy haulage such as coal, timber, and salt. The establishment of seven turnpiked roads enabled rapid movement of mail and travellers, with London now reachable in a day. Today the canal has been built over and little evidence remains. The population in 1800 was about 4,000.

1.20 In 1841 the railway line opened taking passengers to Kemble for onward travel to the Great Western railway at Swindon. The station house at Cirencester was designed by Brunel and is the only part of the railway now remaining. The Midland and South Western junction opened in 1883 at Watermoor Station, linking Cirencester to the Midlands. Housing expansion followed with the town well served by its roads, two railways and canal network.

1.21 Major redevelopment of the Market Place took place around this time with buildings cleared to widen the space. The Corn Hall was opened in 1863 alongside the new Kings Head Hotel. A subscription library was also established.

1.22 In 1870 the public outdoor swimming pool opened off the river walk, one of the first in the country, a water works office was established on Lewis Lane to administer the new water supply to the town and education became compulsory. The grammar school which had opened in 1461 now moved to new buildings on Victoria Road and merged with the high school for girls, although the sexes were still separated. The Blue School (for boys) and Yellow School (for girls) also merged to form what is now known as Powell’s Primary School. The private Royal Agricultural College was established on the outskirts of the town in 1845.

CONSERVATION AREAS



- 1.23 The 20th Century saw leisure, culture, and arts expand through the philanthropy of Daniel Bingham who established a public library in 1905 at Bingham House, Dyer Street and in 1908 the Bingham Hall on King Street for lectures, concerts, and drama productions. The population was then about 8,000.
- 1.24 During the Second World War, the town's rifle range on the Stroud Road and some of the neighbouring parkland became two large American D-Day hospitals set up in advance of the invasion of Europe to treat potential casualties. The Nissen huts of the hospital were later used for education before the building of the later Deer Park School.
- 1.25 Post-war housing built on land owned by the Bathurst and Chester-Master families created the newer residential areas of Chesterton and Stratton and the old Golden Farm land became the Beeches. The railway was closed following the Beeching report of 1963 and in 1975 the library moved to The Waterloo from Bingham House and employment opportunities extended to the new Love Lane industrial estate.
- 1.26 The removal of the railway lines created space for a new ring road. While benefitting road transport it created a significant barrier between the town centre and its suburbs, referenced within the Plan as the Ring Road Effect, allowing traffic at higher speed through the town creating potential for greater noise, air pollution and impact on the health of those living in the town. The dualling of the A417 in the 1990s enabled faster journeys to the M4 and M5 but cut the town off from countryside to the east. Also in the 1990s the historic Cattle Market closed to make way for the town's new leisure centre. The population was now 15,000.
- 1.27 The first quarter of the 21st Century saw a changing high street with the closure of traditional shops and a department store. The town also lost its cinema on Lewis Lane in 2003-04. St James's Place Wealth Management extended its presence and employment opportunities within the town with its new headquarters. There was also substantial residential growth at Kings Meadow and Chesterton and two further supermarkets. The town continued to retain its Charter Market status and saw further town centre improvements in 2017, with growth in markets and events, strong independent retail and improving footfall. The population in 2023 was circa 20,000 and is projected to grow rapidly during the next decade through The Steadings strategic housing and employment development.

HERITAGE LANDSCAPE AND BUILT ENVIRONMENT

- 1.28 Geologically oolitic limestone dominates the rock of the area and gives the town its distinct architecture and appearance from quarried stone. This local limestone has given a distinct identity to many of the earlier building types with a distinct change in architectural character recognisable between the northern and southern parts of the town, with few if any being listed on the later 19th and 20th Century roads of Stratton, Chesterton and Watermoor.
- 1.29 Many 20th Century developments, whilst often providing practical solutions to everyday needs, are seen by some to have diluted the design character of the town. In particular, the demolition and redevelopment of the southern end of the Market Place, the Forum and Dyer Street and parts of the Roman Querns Road. Similarly, the Abbey House within the Abbey Grounds, home of the Chester-Master family, was demolished in 1964 and replaced with a block of flats, considered by some to be lacking in sympathy to the context.
- 1.30 Developments such as these resulted in later developments meeting the needs of the user while also paying due regard to their context and setting. For example, Cotswold stone elevations are



reproduced residentially where appropriate while centrally the newer style and flat roofs of St James's Place and Bath Gate Place sit sympathetically within the historic setting of the Brunel's Station House of 1841. Cirencester College opened its new Digital Skills and T-Level buildings, featuring green and blue roofs, in 2022 and 2023.

- 1.31 The iconic St John Baptist Parish Church with its tall tower in Perpendicular style, dominates and forms a major landmark viewed from many aspects including the approaching town vistas. Views from the historic roads and avenues are unlikely to change but changes to redundant central buildings and any raising of commercial rooflines could, unless protections are introduced, compromise this focal point of the Market Place.
- 1.32 Cirencester is within and immediately adjacent to a number of environmentally sensitive and valuable areas which are protected on various levels from development through planning policy and environmental designations.
- 1.33 Wrapping around the northern and western edges of Cirencester is the Cotswolds National Landscape (AONB) which protects its special landscape qualities from harmful impacts from development.
- 1.34 Much of Cirencester is covered by four Conservation Areas (see Map on Page 10) which act to protect many centuries of historic development within the town centre, around Cirencester Park, Gloucester Street and Riverside Walk, and to the south of the town.
- 1.35 Furthermore, Cirencester comprises many Listed Buildings; the special architectural or historic features of which must be protected. Within the Cirencester Town Centre Conservation Area there are 179 listed buildings, two of which are Grade I listed, alongside nine Grade II* (two star) and 168 Grade II listings.
- 1.36 The historic designed landscape of Cirencester Park, an impressive swathe of Grade I historic parkland, lies to the west of the town. The park was laid out in collaboration with the poet Alexander Pope who also designed the building known as Pope's seat. To the east lies the Abbey Grounds incorporating parts of the Roman wall and the Norman arch.



1.37 The North Cirencester Special Landscape Area (SLA) lies to the northeast of the town and is designated on the grounds of its locally significant and attractive landscape, of comparable quality to areas of outstanding natural beauty. This area includes the visually and archaeologically sensitive Hare Bushes and Tar Barrow.

1.38 The influence of Cirencester's Roman period is, in the present day, felt mostly by the constraints it poses to development with many archaeological deposits lying close to the surface. Cirencester Amphitheatre, also known as the Bull Ring, is one of the largest known surviving examples from Roman times, built just outside the walls of the town in the early 2nd Century.

1.39 This area, alongside further large swathes of Cirencester are designated as Scheduled Monuments (SM) under the Ancient Monuments and Archaeological Areas Act 1979 which acts to ensure the resources are not needlessly destroyed or damaged.

DEMOGRAPHY AND HOUSING

1.40 The 20,200 population of Cirencester in the 2021 Census showed an increase of approximately 1,000 from 2011 with a slightly higher ratio of females than males, 95% identifying as white

British. The town has an above average proportion people of 65+ years for England (23.4% vs 18%) although lower than the average for the Cotswolds. Conversely, the proportion aged under 15 at 14.7% is lower than the England average of 17%. The overall population is projected to rise considerably during the next decade on the completion of over 2,000 new houses at The Steadings strategic development.

1.41 There are 1,125 students of the Royal Agricultural University (RAU) who are temporary residents within the local community, mostly living off-site in local rented housing. This includes family homes converted for multi-occupancy housing. Future provision of student accommodation should be considered as part of the RAU's masterplan for an 'Innovation Village'.

1.42 63% of the housing stock in Cirencester is owner-occupied with the average house price being £388,000 (Rightmove, 2023). The demography of Cirencester highlights pressure on existing housing with limited entry level housing for young people or for older residents unable to downsize.

1.43 The affordability of entry-level housing is at odds with household income and the subsequent purchasing power which it allows with the average individual salary in Cirencester being £33,171 (2022). This contributes to an ageing demographic,

skills shortages and increasing demands on primary care health services with frequently advertised jobs being in engineering and hospitality.

- 1.44 In common with the rest of Gloucestershire (GFirst LEP Local Industrial Strategy) there is a net loss of young people over 18 from the town.

LOCAL GOVERNMENT

- 1.45 An Urban District Council (UDC) replaced the Local Government Board in 1894 which managed the town's affairs. In 1974, local government reorganisation replaced the UDC with the two-tier governance of Cotswold District Council (CDC) and Cirencester Town Council (CTC). Gloucestershire County Council (GCC) layers this further with responsibility for transport, highways, health and social care, and some primary and secondary education.

LOCAL ECONOMY

- 1.46 Cirencester is best known as a market town but has a diverse local economy. With almost 500 businesses it provides a wide range of services to the local area as well as the wider economy. Almost 14,000 jobs are provided in the town with significant numbers of daily commuters from Stroud, Swindon, and North Wiltshire (Source: Cotswold District Council Economic Strategy). Unemployment is low and public sector employment is below national averages while productivity and levels of self-employment and homeworking are significantly above national averages. Employers in all sectors struggle to recruit with hospitality, digital and engineering especially problematic (Sources: Cotswold District Council/GFirst LEP/ Gloucestershire Local Skills Improvement Plan). Key worker roles are also hard to fill.
- 1.47 Larger employers include St James's Place Wealth Management, Corin Medical, several specialist IT, business support and engineering firms, Cirencester College, the Royal Agricultural University (RAU) and Cotswold District Council. However, these are the exceptions. Almost 90% of firms are micro



businesses employing fewer than 10 people with the remainder mainly small companies with 10-29 employees. Gloucestershire has a high proportion of start-up businesses with a concentration around Cirencester. Key local assets are the Growth Hub which provides advice and support to businesses and Farm491, a leading innovation space focused on the future of farming and food systems; both are based at The Alliston Centre, which forms part of the RAU.

- 1.48 The town centre has a strong emphasis on hospitality and retail with independent shops being central to its attractiveness. This has been enhanced by the increase in the number of markets. While footfall in the town has held up better than most in the past decade there are several vacant stores, particularly larger units. While the number of cafes in the town has increased, Cirencester has lost over half its pubs since 1990.
- 1.49 There are several satellite retail areas on the east side of the town including co-working spaces for start-ups, such as Watermoor Point. This is also the main industrial area, which extends to Love Lane, with circa 150 businesses. Planning for these areas has not accommodated economic growth and has resulted in congested cul-de-sacs and poor connectivity to the town and other outlying industrial areas, such as in South Cerney.
- 1.50 The local economy was impacted by the Covid-19 pandemic, hospitality suffering from absent tourism and normal retail foot traffic. Being slow to adapt to a digital or online presence, research locally showed few embraced social media to market their business. However, during 2021-22 the local economy bounced

back, and research showed Cirencester recovered more quickly than other local towns (Source: Cotswold District Council Economic Forum).

THE TOWN CENTRE

- 1.51 The town centre lies in the northern quarter of the town with a dedicated Market Place, two enclosed arcades at Bishops Walk and the Corn Hall, retail areas such as Black Jack Street, Castle Street and Cricklade Street and courtyard areas such as Swan Yard and the Woolmarket. It is characterised by a variety of shops from national retail chains to quaint independent stores that contribute to the town's attractiveness.
- 1.52 The part-pedestrianisation of the Market Place has enabled an increasing number of markets and other events to take place which have enhanced the town centre. The twice weekly Charter Market is the oldest in the country supplemented by the twice monthly Farmers' Market, arts and crafts markets and themed fairs. The Corn Hall hosts weekly Craft & Antique Markets and once a year there is a Food & Drink festival that weaves through the streets and extends to Abbey Grounds. Nearby car parks usually reach capacity at the weekend showing the town is a popular economic centre.
- 1.53 The 2018 Cirencester Town Centre Health Check reported the town centre to be one of the top 200 retail centres in the UK and the principal shopping and leisure destination in the Cotswold District. The report highlighted year-on-year growth in units and floor space, a strong retail service offer, and adequate leisure service offering. Whilst vacancy rates were below the national average in 2018, there has been a local decline in national chains including House of Fraser in 2019 and a downsized Tesco in the town centre in 2023, which led to some large units standing empty.

TOURISM

- 1.54 The town centre is an important tourist destination with strong links to both the Cotswolds and Cotswold Lakes, with various places for overnight stays. Visitors to the Cotswolds, as a region, are considerable in number and many British tourists

spend time in Cirencester, assisted by tourist information at the Corinium Museum and the Local Information Centre at Bingham House.

- 1.55 With over 5 million day visitors to the Cotswold District and half a million staying visits, with a total tourism spend of £336 million (Source: Cotswold Tourism Economic Impact Study 2022) there is an opportunity for Cirencester to develop a Tourism Strategy balanced with the needs of the local community.

ROADS AND TRANSPORT

- 1.56 Cirencester sits at the intersection of four A roads. The A419 dual carriageway allows rapid access south to Swindon and the M4. To the north the congested A417 will allow rapid access to the M5 and Gloucester once the 'missing link' at Birdlip is completed. East and west the roads are much slower towards Stroud, Malmesbury, Tetbury and Fairford with limited pavements and no dedicated cycling lanes. Road traffic is often heavy around the town at commuter and peak times, leading to congestion and air pollution at various pinch points.
- 1.57 The nearest mainline station is Kemble about 5 miles south, used to London by commuters and some leisure travel. Travel from the town to Kemble Station is overwhelmingly by car. The nearest airports are Bristol (60 miles), and Birmingham (73 miles), the local Cotswold Airport 4 miles outside the town is a private business with no current commercial flights.
- 1.58 Public transport is served by limited bus services from the Forum Car Park and regular National Express coach services to Heathrow and London from the Beeches Car Park. There are private taxi firms although the number has declined and there is no Uber service. Reduced bus services that do not connect with rail links from Kemble or a night-time service to larger towns such as Cheltenham has meant an almost total reliance on the car, migration of non-drivers to towns and cities that have a stronger public transport network and high demand on the car parking in the town.



1.59 Today, Cirencester has above average rates of multiple car ownership per household (28.4% vs 26.3%) although it also has almost double the national ‘walk to work’ rate at 14.4%. In July 2022, Gloucestershire County Council published a Local Cycling and Walking Infrastructure Plan for Cirencester, which for the first time outlines a programme of walking and cycling infrastructure improvements.

1.60 A lack of connected public transport to and from local education facilities means local roads can become congested at peak times.

COMMUNICATION

1.61 High speed broadband is available in most of the town with fibre networks expected by 2025, currently being delivered within The Steadings development. Mobile phone coverage remains patchy.

EDUCATION AND SKILLS

1.62 The town has strong education and academic provision at every level and this Plan acknowledges the value and contribution that each institution makes to the life of the town.

1.63 Deer Park School was established in 1966 as a comprehensive, bringing the town's secondary education together in one place. The growth of the town led to a second comprehensive opening at Kingshill in 1976. In 1991, Cirencester College was established to provide sixth form and adult education. In 2013, the Royal Agricultural College was awarded university status and today the RAU, alongside Deer Park School and Cirencester College, is collectively known as the education quarter.

1.64 There are five primary schools within the town with another being built within the new strategic housing development of The Steadings. Paternoster School, is a special school for pupils aged 4 to 16 supporting children with severe learning difficulties and mental health learning disabilities.

1.65 There is considerable movement of pupils in and out of Cirencester at ages 11 and 16 reflecting student and parental choice in the region. In 2022, 2,395 students commuted daily into Cirencester from outside the town (Source: Cirencester College).

1.66 Cirencester College provides an extensive range of A-Levels, T Level provision and digital skills, as well as Apprenticeship programmes, engaging with local employers on the curriculum to support the local job market and meet local skills gaps.

1.67 The RAU is a forward thinking and innovative academic institution providing undergraduate and post graduate opportunities in agri-tech, rural business and environmental studies.

1.68 The town has wide ranging community infrastructure which supports the quality of life including:

1.68.1 a minor injuries hospital with day surgery and allied health service provision such as screening and physiotherapy, downgraded from an accident and emergency facility;

1.68.2 three GP practices operating out of four premises;

1.68.3 ten allotment sites managed and owned by three different owners, most with waiting lists;

1.68.4 a community garden at Thistle Park, Chesterton and Monastic Garden in the Abbey Grounds;

1.68.5 a public library close to the Market Place;

1.68.6 provision for most faiths with 51% identifying as Christian, as well as various community buildings;

1.68.7 various public houses, although fewer outside the town centre.

SPORT, ARTS AND CULTURE

1.69 Sport is well supported within the town with teams representing football, netball, bowls, rugby, cricket, and athletics. Facilities exist at various points in the town, some requiring membership with indoor sport at the Leisure Centre, and Cirencester Arena at the Corinium Stadium. Polo is played privately at the Cirencester Park Polo Club.

1.70 The town has two theatres, the Barn on Beeches Road, and the Sundial at Cirencester College. In addition, Bingham Hall is used for ad hoc drama and local productions and occasional live music and comedy is hosted by several venues in the town.

1.71 Whilst the town's cinema closed in 2003 and plans to replace it have not materialised, the Barn, and other venues do show cinema films, including the Corinium Museum which also streams live ballet and opera performances from Convent Garden, London.

1.72 Craft workshops are held at New Brewery Arts on a regular basis where artisans create, display, and sell their work.

COMMUNITY TRADITIONS

1.73 Cirencester enjoys several traditions that add to the richness of local living and a sense of community. Within the life of a historic charter market town key events such as Remembrance Sunday and Christmas are supported by summer concerts in the Abbey

Grounds, the Cotswold Show at Cirencester Park and the annual visit of the Mop Fair and Giffords Circus. The historic Town Crier and local newspaper represent the value residents place on legacy. In 2018, the town collectively formed a human poppy to commemorate 100 years since the end of World War I, breaking a previous record and so entering the Guinness book of records.

- 1.74 Cirencester's Christmas tree takes pride of place just outside St John Baptist Parish Church in the Market Place, standing at approximately 40 feet. The switching on of the town's Christmas lights is combined with silent fireworks and an Advent Market that weaves through the town centre.
- 1.75 The Mop Fair returns to Cirencester for two consecutive Mondays every October; with three Mop's taking place, if one of those Mondays falls on the 11th. The Fair dates from the time of Edward III in 1351 to regulate the labour market. The same family have brought the fair to the town for the last century, and it is a much-anticipated event popular with families and young people.
- 1.76 Established in 1988, the Cotswold Show held in Cirencester Park is a two-day summer event attracting over 25,000 visitors with a mix of family entertainment, activity arenas, and 200 trade stands and food stalls. Showcasing the best of rural life and the British countryside, the event brings substantial trade and economic benefits to the town.
- 1.77 The Phoenix Festival is a two-day community music and arts event. It was established in 2013 by a local youth initiative called Ozone as part of a social enterprise to help young people develop self-confidence and business skills. Originally intended as a one-off, today the festival is held annually in the Abbey Grounds over the August Bank Holiday weekend with free entry. It is run by a team of volunteers in partnership with the Cirencester Community Development Trust and Cirencester Town Council and attracts thousands of people.
- 1.78 Historically town criers – or Bellmen as they were sometimes called – were the original newsmen. The Town Crier of Cirencester was a well-known local figure up to circa 1884. Tradition was re-established when a new appointment was made by the Town Council in 2019.

- 1.79 Established in Malmesbury in 1837, the Wiltshire and Gloucestershire Standard newspaper moved to Cirencester in 1840 with its printing shed on the corner of Lewis Lane and Dyer Street, publishing regional stories of interest with family announcements and local events. The paper merged with its competitor, the Cirencester, and Swindon Gazette, in 1852 and in 1904 moved to purpose-built offices and printing rooms at 74 Dyer Street. Circulation extended to London and over the years was the main method for residents to learn their local news through both wars and into the 21st century. The digital evolution and establishment of an online version meant the offices closed in 2017 and printing is now done outside the town, but for nearly 200 years this local newspaper was an important aspect of life in the town.



02 THE CIRENCESTER OF TOMORROW

With the scene set, this next section describes the town that the Cirencester Neighbourhood Plan hopes to create.

The plan is intended to shape and influence urban planning, architecture and development proposals in ways that will make a better town for all.

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02

THE CIRENCESTER OF TOMORROW

- 2.1 The growth and development of Cirencester has occurred in phases: each leaving a distinct pattern of urban form which is expressed in the layout of streets, the scale and architectural style of the buildings and the materials used. The town is currently undergoing another period of growth. To inform how this growth will develop and capture the opportunities that this brings, the Neighbourhood Plan recognises that while the town must grow, this needs to be accommodated in scale, design and sustainability whilst adapting to emerging trends.
- 2.2 The Covid-19 pandemic caused significant changes to the local economy, businesses, retail, working and shopping patterns and the leisure and tourist industries. The legacy of the pandemic continues to evolve and the extent to which we return to pre-pandemic patterns of life remains to be seen.
- 2.3 During the pandemic, the value of green open spaces close to where we live for improving and maintaining the physical and mental wellbeing of the population was evident. The importance placed on open space for sport and recreation, to walk and cycle locally, and live active and healthy lifestyles became even more important and planning has a vital role to play in providing, improving, growing and maintaining access to these open spaces and activities into the future.
- 2.4 Growth must also deliver the infrastructure and facilities needed for business, education, health and community whilst retaining the town's distinct and historic character. The Cirencester of the future must capitalise on its heritage, location, and identity to maintain itself as a vibrant market town and a great place to live, work and visit.



CLIMATE CHANGE AND FLOODING

- 2.5 There is overwhelming scientific consensus that the climate is changing and in 2019, Cirencester Town Council declared a climate emergency. The impact of climate change and the associated increase in energy in the atmosphere will be significant, including hotter summers, higher rainfall, and more frequent and extreme weather events. The consequence of this includes increased flooding, more droughts and health risks from higher temperatures. This continues to be evidenced in the most recent reports from the Intergovernmental Panel on Climate Change and the UK's Climate Change Committee (CCC), an independent body formed to advise the UK Government on tackling and preparing for climate change.
- 2.6 The UK's national commitment to mitigate climate change is set through the Climate Change Act 2008 which legislates that the UK achieves net zero carbon by 2050. Cotswold District Council declared a climate and ecological emergency in 2020 and set out priorities including carbon neutrality, also called net zero, where emissions are significantly reduced with remaining emissions balanced by natural processes which remove carbon from the atmosphere.
- 2.7 It is important that Cirencester adapts to, and mitigates, the impacts of climate change, contributes to the national target of net zero, and recognises the opportunities for the town during the Plan period and beyond.

2.8 Parts of Cirencester are particularly vulnerable to the impacts of climate change, including flooding. The town lies on the River Churn and Daglingworth Stream floodplains, with flood zones covering extensive areas at Stratton Meadow, Kingsmeadow, and alongside the inner ring road, effectively separating the main part of the town from Beeches, Kingshill, Bowling Green and Stratton. Consideration needs to be given to flood mitigation up-river of the town while, at the time this Plan was being prepared, the sewers are inadequate to cope with rainfall especially those serving Chesterton and the Abbey area, alongside issues relating to foul water getting into the River Churn. The problems of rapid run-off and the discharge of foul water into the Churn also need to be addressed.

IMPROVING ACCESS AND MOVEMENT

2.9 Cirencester suffers from poor public transport provision and over-reliance on cars for transport. In a rural area, cars are important, but their dominance has negative consequences for health, safety, air quality and congestion.

2.10 Alternatives to car travel are limited. There is a good coach service to Heathrow and London but no local links to Oxford or Bristol, for example. The narrow and congested streets of the town are also unattractive to regional operators because of



the delay to services. Only a few buses connect to trains at Kemble while in the local region bus connections are infrequent, slow, and rarely operate in the evening or weekends. There is no central place to transfer from one route to another or from one mode to another such as cycling or taxi to bus. Consequently, buses are underused.

2.11 Proposals for a light rail link to Kemble Station and Cirencester College's arrangement with Stagecoach which brings over 22 double-deckers into the town several times a day offer opportunities to develop provision.

2.12 The A417 and A429 dual-carriageways allow traffic to travel through the town at the national speed limit of 70mph although they can also be congested and at times gridlocked during peak school-run, commuting times and major events. This creates noise and air pollution in the town but also cuts the town centre off from most residential areas and limits opportunities to walk and cycle, known as the 'Ring Road Effect'.

2.13 This 'concrete collar' has the severing effect of cutting off the town centre from the surrounding areas and crossing it is challenging with only limited points of access to do so. This makes walking and cycling into town a dispiriting experience and many people who choose to live close to town will choose to drive instead. This exacerbates the parking and congestion problems experienced in the town centre.

2.14 Cirencester lacks safe walking and cycling routes, particularly between residential areas and education provision. Pedestrians and cyclists face crossing busy roads using unpleasant underpasses and narrow pavements. It is a particularly challenging environment for those with mobility issues or young children.

2.15 Residents living on the edge of town can feel detached if these barriers are not overcome by ensuring daily needs are met easily and safely on foot or by cycle.

2.16 In a rural area and a town not served by a railway, visitors and commuters will, in the main, arrive by car. The challenge is to emulate the new Bathurst Estate car park off the Stroud Road by providing long and short-stay parking towards the periphery.

- 2.17 Although maps show two long-distance Sustrans cycle ways passing through the town, neither provide safe routes to the countryside or neighbouring settlements. There are no safe cycling routes into the countryside which remains inaccessible to most cyclists including young people. This has an impact on wellbeing and recreation, long-term health, cycle commuting and long- distance cycle tourism. The route to Kemble Station is particularly problematic where there are no cycling paths along busy highways.
- 2.18 Potential safe routes to the countryside to the west and south (the Cotswold Lakes) are limited by land ownership issues while the town's only long-distance footpath (MacMillan) requires walkers to cross one dangerous road and walk along an extremely narrow pavement beside another one.
- 2.19 The National Planning Policy Framework requires consideration of transport at the early stages of proposed development with far greater emphasis to improving health, reducing air pollution and congestion, and promoting sustainable travel. In July 2022, Gloucestershire County Council published a Local Cycling and Walking Infrastructure Plan (LCWIP) for Cirencester which for the first time outlines a prioritised programme of infrastructure improvements for future investment. There is an opportunity to develop other transport options alongside car use and to promote active travel.

ENSURING A THRIVING TOWN CENTRE

- 2.20 While Cirencester has fared better than most, the town has suffered from increasing numbers of vacant shops and the related competition from online stores. To ensure a vibrant and attractive town centre both for residents and visitors opportunities need to be taken to preserve and encourage a diverse range of retail and hospitality outlets including retaining the remaining pubs. Amongst residents there is a desire for a well-managed evening economy including cinema and live music.
- 2.21 It is important that Cirencester's historic character, architecture and charm is sensitively retained whilst the town grows over the Plan period and beyond, and the Neighbourhood Plan will ensure that this is possible whilst adapting Cirencester to meet its future needs.

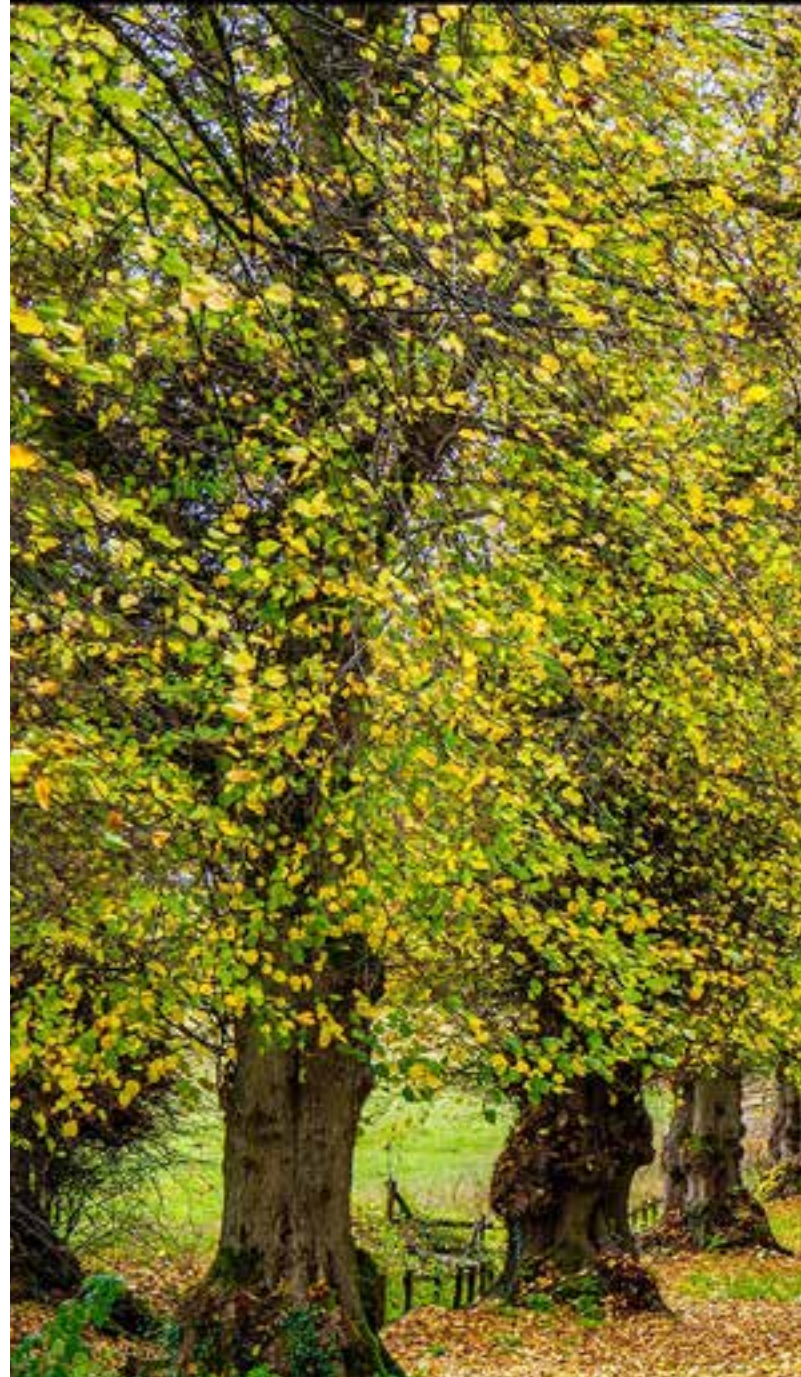
- 2.22 While tourism contributes to the town, the potential of Cirencester's history and environment is not fully realised. More could be done to promote the town and to make it easier for visitors to reach key features such as the Amphitheatre. There is no obvious place for coaches to drop off, and collect, visitors or to park outside the centre.
- 2.23 However, if not properly managed, tourism could have an adverse impact on the town's environment and the daily life of local people. The challenge is to enable and manage sustainable tourism, which will safeguard the countryside, heritage and culture for future generations while providing benefits to the local economy.

ENSURING SUFFICIENT AND APPROPRIATE HOUSING WITH SOCIAL INFRASTRUCTURE

- 2.24 Cirencester is currently providing a quarter of the Cotswold District allocation of new homes via The Steadings development. Within the boundaries of the town, most remaining space is either important green open space or flood plain.
- 2.25 The main challenge facing Cirencester is to plan for future development requirements in the most sustainable way possible, making provision for homes (particularly for people with a local connection), jobs and community facilities, while protecting the area's outstanding natural and built environment.



- 2.26 We need to address the shortage of affordable homes to rent or buy, especially for key workers who are vital to the community, and starter homes for local young people. Providing affordable housing will stem the outflow of young people from the town.
- 2.27 The attractiveness of the area has also led to growing numbers of second homes and holiday lets. 1 in 18 houses in the Cotswold district fall into these categories. We need to ensure that second and holiday-let homes are planned and managed appropriately so as not to leave the local community being ‘hollowed out’ leaving few facilities and no room for local people.
- 2.28 There is some potential for re-use of pockets of brownfield sites around the town for low-rise housing and for the use of upper floors of retail premises in the town centre as flats. Planners will need to look to the flexible use of redundant commercial buildings particularly as retention of the skilled young is essential for the town’s future.
- 2.29 Future development needs to be connected with the town centre and whilst improvements are planned for delivery through The Steadings development, overall, the town lacks ‘spokes’ of safe walking and cycling routes between residential areas and the centre and public transport within the town is poor. Without change this will lead to residents driving into the town which makes problems of congestion and parking worse.
- 2.30 The growth of the town in recent years has not always been matched by growth in the community infrastructure people need. Of particular concern is primary care provision and ensuring that the public have access to a local GP and doctor, in-line with population growth. There has been no new health provision on any of the new housing developments built since the 1960s. Indoor leisure facilities are also stretched. The town’s Leisure Centre is at capacity and there are few publicly accessible indoor sports facilities.



dominance of Gloucester and Cheltenham this means that it is rarely the focus of county level economics, despite its position in the Cotswold district. Digital, green, and agri-tech sectors have been prioritised for the local area along with encouraging innovation and business start-ups.

Financial and business services also expect significant growth. It is important that Cirencester can make a case for its own economic interests to ensure that it secures high-value growth as identified within Cotswold District Council’s Local Plan economic development strategy and Policy EC4 Special Policy Area.

ECONOMIC DEVELOPMENT AND SKILLS RETENTION

2.31 Cirencester is located on the edge of Gloucestershire and close to the Wiltshire border; with the

2.32 There is a shortage of industrial space for existing business to grow into with demand likely to increase once the A417 ‘missing link’ is completed. There is



some provision for employment land as part of The Steadings development and the proposed Innovation Village at the RAU.

- 2.33 Within the town centre there are concerns about the loss of retail outlets and pubs. A vibrant centre is widely seen as key to the town’s future and a strategy is required to strengthen it for the future. There are opportunities for the visitor economy to evolve into an all-year destination and to exploit Cirencester’s heritage and links to the Cotswold Lakes (formerly known as the Cotswold Water Park) more fully, but these will require infrastructure improvements.
- 2.34 Despite the roll out of superfast broadband across much of the town, some infrastructure issues remain which limit the growth potential of local businesses.

These include local electricity supplies and mobile phone coverage along with public transport links.

- 2.35 Businesses are struggling to recruit staff at all levels, but this is particularly acute in digital, technical, and hospitality roles. The high cost of housing and poor public transport links magnifies the problem, and this is also reflected in key-worker roles in health and education.
- 2.36 There is also the need to ensure local people can access training to acquire the skills needed in the local economy and to attract and retain young talent. The T Level developments and apprenticeship provision at Cirencester College provide an opportunity to improve this but skills development also relies upon employers providing placements or taking on apprentices.

PRESSURES ON NATURAL CAPITAL

- 2.37 The pressure of growth on the natural capital and environment of the town will impact on climate change mitigation, biodiversity decline and habitat fragmentation. It also threatens the green spaces that are valued by the community. Net carbon capture targets require retention and extension of trees and hedgerows combined with an active strategy for a reduction in vehicle emissions.
- 2.38 Biodiversity targets will require strategies that limit the removal of vegetation, meadows, verges, and private gardens, as well as protecting wildlife corridors. Extending the built environment also increases the pressure on land to absorb sudden and heavy rainfall resulting in the raised risk of floods, whilst reducing green buffers and recreational green spaces. Rising summer temperatures raise the need for extending, not decreasing urban shade and landscaping with better river management to maintain the water flow and quality of the River Churn and Daglingworth Stream.
- 2.39 This Plan supports the protection, extension and appropriate maintenance of the natural environment within the town. Whilst acknowledging that robust design and landscaping infrastructure for new housing developments, priority must also be given to non-sensitive land banks within Cirencester, reducing by design access to green spaces for vehicular access, movement and parking and providing greater natural landscape which increases biodiversity and reduces the risk of fragmentation of wild areas.

PROTECTING THOSE FACTORS THAT AFFECT HEALTH AND WELLBEING

- 2.40 Health and wellbeing, particularly mental health, was never more challenged than during the Covid-19 pandemic. During the first lockdown residents commented how much they valued the reduction in noise from reduced traffic and the quieter streets, access to nature and green spaces, social cohesion and the sense of community coupled with a growing appreciation of their local environment.

- 2.41 Retaining and extending the qualities of the town which residents value, that contribute to harmony, wellbeing, and a sense of social and collective responsibility will be protected by the policies within this Plan.

IMPROVING THE QUALITY OF THE PUBLIC REALM

- 2.42 The creation and maintenance of a healthy public realm for Cirencester, the spaces between and around the buildings, is essential to the achievement of a thriving, vibrant, sustainable, and attractive town that everyone can enjoy and take pride in. As well as being able to move around easily, it is important that people feel the town is a safe and welcoming place. Public spaces and streets need to be versatile and provide for people from different cultural backgrounds, age groups, genders, the disabled and elderly, all of whom will use our town spaces in different ways.
- 2.43 Cirencester's character is as much defined by these spaces and the considerable heritage and architectural richness as its natural landscape, giving a sense of place and distinctiveness.
- 2.44 The town has been fortunate in the preservation of the streets which open onto the historic Market Place. Over the last few years a great deal has been achieved to improve the quality of the public realm, most notably the alteration of traffic flow, additional street furniture and greater pedestrianisation which has made possible the growth in the street markets and community events.
- 2.45 Outside this area, pedestrian experiences are hampered by poor maintenance of the surfaces, narrow historic roads sometimes, as with Park Street, lacking suitable modern pavements, confusing road use such as Cricklade Street and limited street furniture provision. Signage to and from the town centre could be improved, especially for tourists and visitors.
- 2.46 Connecting the public realm to surrounding open spaces can be achieved through creating and improving green corridors. The Town Council supports a local community group of volunteers, the Phoenix Gardeners, who plant the town's tubs and beds, and this should be extended to include the planting of trees and other greenery.



03 PREPARING THE PLAN

How did we get this far? This section briefly explores the engagement with the public that generated the ideas and suggestions that led to the draft plan that has now been published for consultation and testing.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

03

PREPARING THE PLAN



- 3.1 On Tuesday 11th September 2018, Cirencester Town Council agreed arrangements for proceeding with the preparation of a Neighbourhood Plan including an application to Cotswold District Council (CDC) to designate the whole of the Cirencester parish as a neighbourhood area, see map on page 28.
- 3.2 The original purpose of preparing the Neighbourhood Plan was to add detail relevant to Cirencester, to Local Plan policies and propose new planning policy on issues that the Local Plan was silent on. A further requirement was the necessity to maintain the unique quality of the town's heritage and architecture while developing a plan that sought to mitigate the impact of climate change and improve health and wellbeing.
- 3.3 Cirencester is a relatively large settlement to be a designated neighbourhood area, and with a population of circa 20,000 people, undertaking full engagement with all demographics and organisations presented a significant challenge.
- 3.4 In the autumn of 2018, the Town Council established a Steering Group consisting of community volunteers, Town Councillors and ex-officio appointments including the Lead Member for Climate and Environment, officers and an elected representative from Cotswold District Council.
- 3.5 In March 2020, after time researching how to develop a Neighbourhood Plan and preparing an outline of its necessary contents, the Steering Group engaged widely within the community, including local groups and businesses, through its 'Have Your Say' consultation. This identified various issues which needed to be addressed.
- 3.6 Five thematic groups were established to research the issues facing Cirencester, these were:
- Access, Infrastructure and Transport
 - Community, Culture and Leisure
 - Development, Design and Built Environment
 - Economy, Business, and Retail
 - Environment and Climate Change
- 3.7 This research, carried out via Zoom during the first lockdown, created an excellent platform for subsequent phases of the project. It also highlighted the need for the appointment of a specialist Planning Consultant to lead and direct the work. In the Spring of 2021, the Steering Group through the Town Council engaged FERIA Urbanism, an urban design and urban planning consultancy.
- 3.8 The Steering Group consulted the public again via a series of themed digital workshops run by FERIA Urbanism, who also sought contributions from primary school pupils and held face-to-face workshops with Cirencester College students.
- 3.9 The results of the thematic work, digital workshops and student input were then pulled together in a Progress Report and published. Community feedback and comments were then collected during August and September 2021 via a series of pop-up stalls in the town centre and an on-line questionnaire.
- 3.10 In early December 2021, the Steering Group organised a three-day exhibition. This comprised display boards, interactive tasks, and a slideshow presentation, available online should any member of the public not be able to attend in person.
- 3.11 The next stage of the process was to prepare the Regulation 14 draft Neighbourhood Plan. With extensive research and public engagement, this was a complex process. To assist with reviewing the granular detail and start drafting policy, various sub-groups were established, including town centre



connections and non-designated heritage assets.

At the initial stage, the Town Centre Connection Sub-Group worked closely with officers at Cotswold District Council and their consultants on the development of the Town Centre Master Plan. The final iteration of the masterplan, both in concept and detail and which is referenced in Chapter 5 of the Plan, falls within the remit and responsibility of Cotswold District Council.

3.12 In 2023, the Regulation 14 draft Neighbourhood Plan document was published for formal consideration and statutory consultation. The Steering Group signed-off the draft document with minor updates on 10th October, the document was then approved in principle on 17th October by the Town Council's Planning Committee, subject to various revisions being made.

3.13 On 14th November 2023, Cirencester Town Council formally approved the Vision, Aims and Objectives, and Planning Policies for statutory consultation.

3.14 The Reg 14 statutory consultation took place between the 1st February 2024 and 17th March 2024. In addition to using the online Commonplace citizen engagement platform, a three-day drop-in event was held at the Corinium Museum in Cirencester; this included illustrative display boards, paper copies of the Reg 14 document and questionnaire, and a presentation from Feria

Urbanism, which was recorded and made available online.

3.15 The feedback and comments from the public and statutory consultees were collated and presented to the Steering Group in May 2024 and further analysis undertaken.

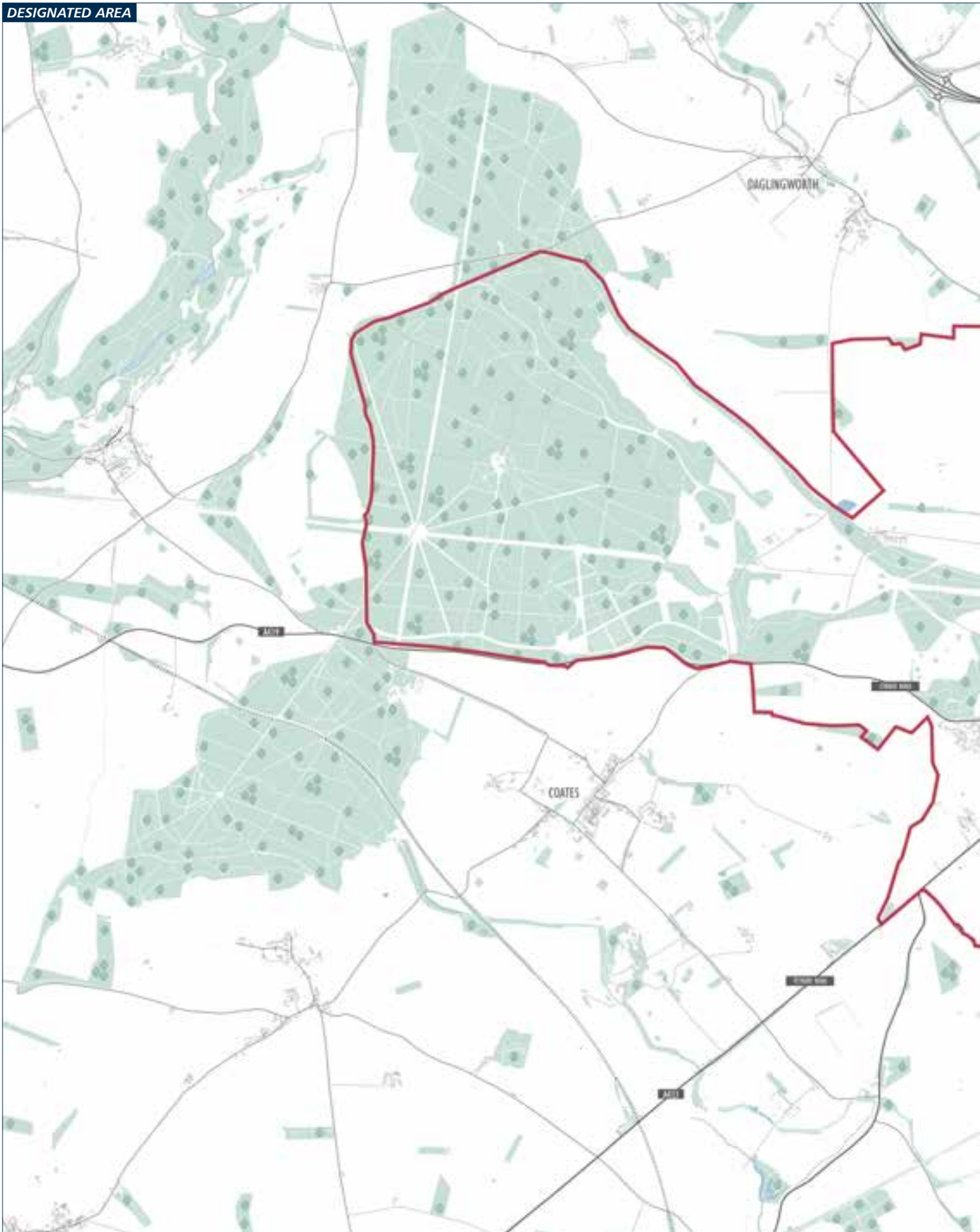
3.16 In consultation with Feria Urbanism and the Steering Group the Reg 14 document was revised between August and October 2024 and the Reg 16 Neighbourhood Plan was drafted.

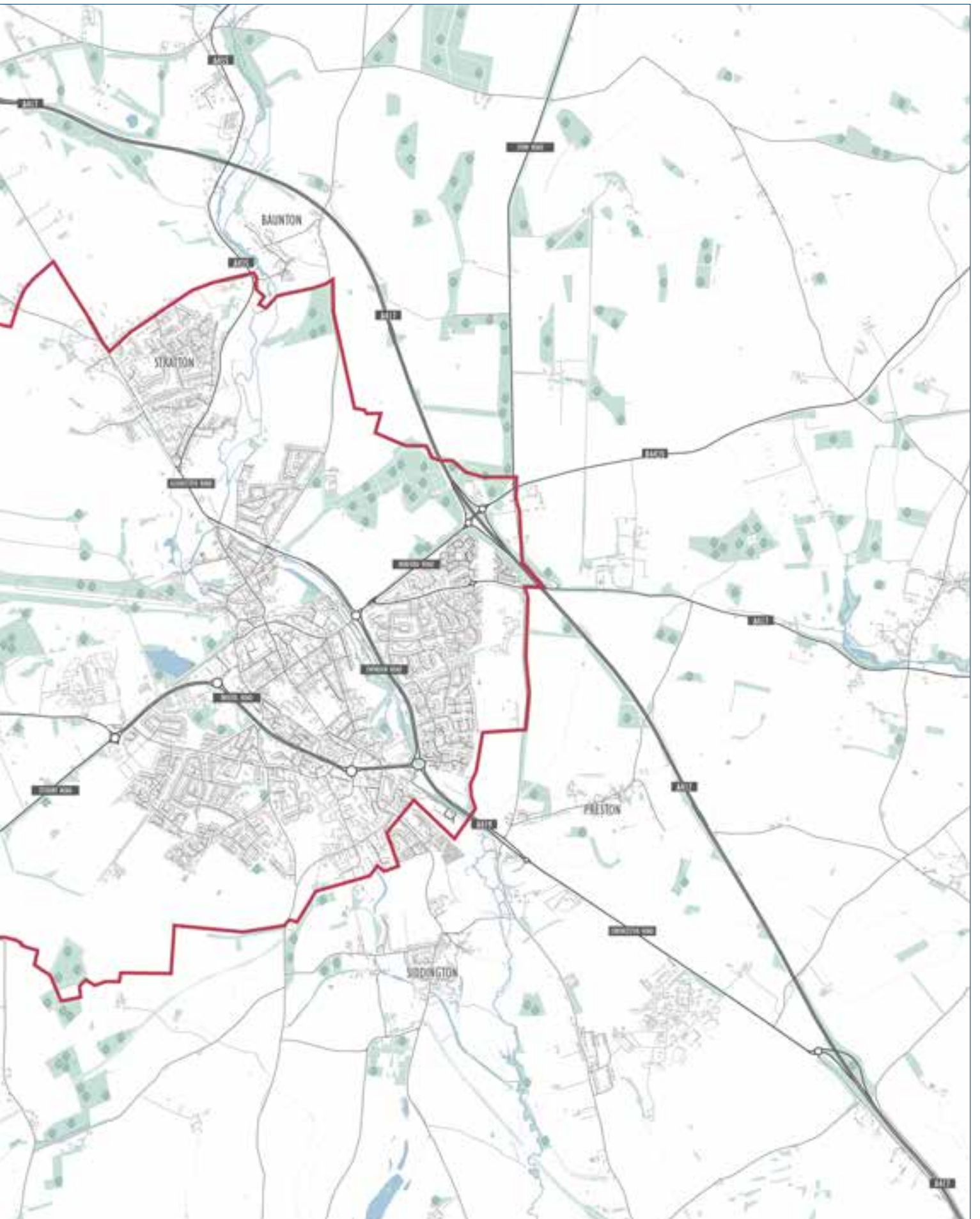
3.17 The Town Council's Planning Committee reviewed the policies and basic conditions statement on the 27th August 2024 and 22nd October 2024 respectively, with the Steering Group endorsing the final draft on the 7th of November 2024 for recommendation to Council.

3.18 The Town Council considered approval of the Reg 16 Neighbourhood Plan, including the list of non-strategic projects in Appendix 1, for formal submission to Cotswold District Council on the 12th November 2024.

3.19 A detailed evidence base of consultation and engagement throughout the process of preparing the Neighbourhood Plan, including the response to the statutory consultation is included within the Consultation Statement.

DESIGNATED AREA





04 AIMS & OBJECTIVES

What does the Cirencester Neighbourhood Plan seek to achieve? This section sets out the outcomes that are expected as a result of the various planning policies coming into effect if the plan becomes the statutory planning document that guides development across the town.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16



04

AIMS AND OBJECTIVES

The Neighbourhood Plan is directed by the following set of aims and objectives:

- 4.1 Ensure that land made available for new development better facilitates and maintains a vibrant, connected, economically active and sustainable town centre without adding to congestion or flood-risk. [Policies TC1, AM1, QPR2, TMN1, LE1, LE2 and Chapter 10 Natural Environment refer]
- 4.2 Create a convenient, robust, and flexible network of streets and spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport, an Integrated Mobility Hub and increasing safe pedestrian and cycle access within the town. [Policies TC1, AM1, AM2, AM3, AM4, AM6, QPR2, WBC2, WBC3 and TMN1 refer]
- 4.3 Improve connections of the outlying suburbs to the historic centre by footpaths, cycleways and public transport which are hindered by highway barriers and gaps in the walking and cycling routes. Overcome the highways barrier created by the A419 and A429 dual carriageways by putting in place direct, street level crossings for pedestrians and cyclists at each roundabout and subway. [Policies AM1, AM5, QPR4, NE3 and LE4 refer]
- 4.4 Put a '20 Minute Neighbourhood' model in place across the whole of Cirencester through the development of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community. [Policy TMN1 refers]
- 4.5 Facilitate a reduction in carbon emissions and contribute to achieving the national goal of net zero. [Policies TC1, DBE1, DBE5, DBE6 and WBC1 refer]
- 4.6 Improve the sustainability of both conversion and new build development through use of low carbon materials, construction methods and facilitate low carbon running costs in accordance with the Cotswold Design Code. [Policies DBE2, DBE5, DBE6 and LE1 refer]
- 4.7 Prioritise new residential development towards affordable homes and first-time buyers and avoid age-specific residences. [Chapter 2, Chapter 5 and Policies DBE3 and DBE7 refer]
- 4.8 Minimise future flood risk by protecting and, where possible, extending the functional floodplain; requiring new developments to provide multifunctional mitigation measures, such as sustainable urban drainage systems, to ensure that rainwater is attenuated within the site and supporting solutions to improve the management of the river flow on the upper Churn to reduce flooding and drying up. Guidance on flooding and health from UK Health Security Agency refers. [Chapters 2, 10 and 12 refer]





- 4.9 Maintain, protect, and enhance the distinctive Cotswold-rich visual character, views and heritage of Cirencester, its immediate historic setting and vistas and its connections to the surrounding areas. [Policy DBE2, DBE4 refers]
- 4.10 Protect and enhance low carbon economic activity, to encourage the promotion of innovative and high-quality employment space. New employment premises to be part of both existing and new mixed-use neighbourhoods, moving away from employment zoning, subject to respect for the character, scale, and appearance of such areas. The retention of existing skills, and the development of new ones through youth apprenticeships and placement schemes through local business and Cirencester College. [Policies LE1 to LE4 refer]
- 4.11 Protect, maintain, and enhance the natural environment, including local green spaces, parks, trees and green buffers, habitats, the River Churn, Gumstool Brook and all wildlife corridors alongside their connection to the wider landscape, promoting biodiversity and planting native species. [Policies NE1 to NE5 refer]
- 4.12 Protect existing, and deliver new easily accessible, community infrastructure, including for primary health care, skills development, recreation, sport, leisure, and cultural enrichment, as well as education and academic provision, to fill existing gaps and support the future of Cirencester and its population growth. [Chapters 2 and 12 and Policies QPR3, TMN1 and LE3 refer]
- 4.13 Facilitate a reduction in noise and light pollution within the town and in new development whilst maintaining and improving air quality through a reduction in emissions. [Policies QPR1, WBC1, WBC6 and WBC7 refer]
- 4.14 Protect and improve public safety and the perception of feeling safe through urban design that increases the opportunity for community vigilance and design out crime. [Policy WBC5 refers]



05 CIRENCESTER TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER

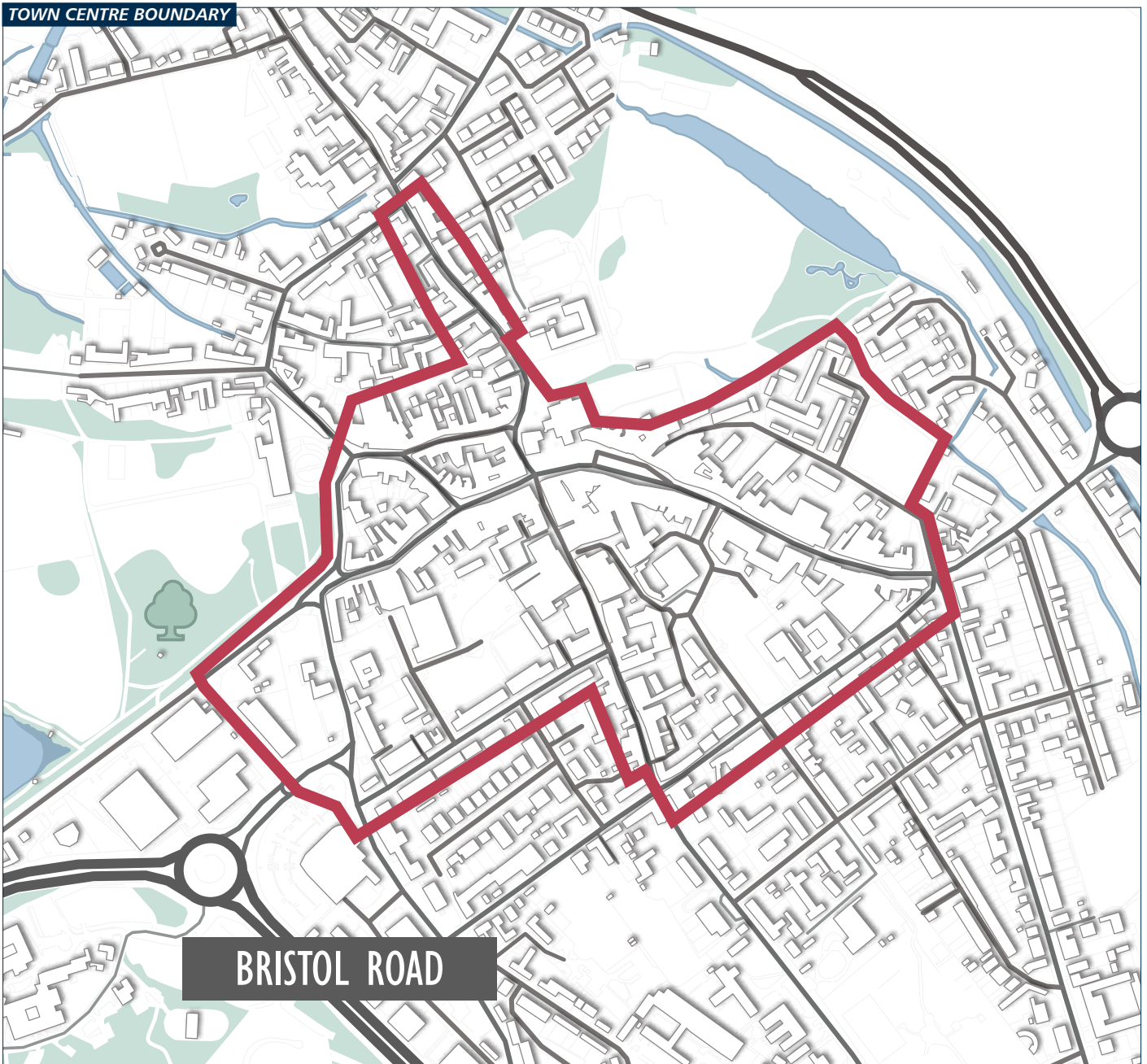
The heart of the neighbourhood plan area is the town centre and draft planning policies have been established to deliver changes to the town centre. This section also includes 25 principles to guide the redevelopment of the town centre, categorised under five themes of townscape and heritage, connections and permeability, contemporary sense of place, "green to the core", and flexibility and multi-functionality.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY TC1 – TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER

Development proposals within the defined town centre area (Cotswold District Council Local Plan and Town Centre Master Plan refer) that are in accordance with the design and development principles described by the Neighbourhood Plan will be supported.

Development proposals which fall outside of the town centre area, but are within the boundary of an Area of Distinctive Character that are in accordance with the design and development principles described by the Neighbourhood Plan will be supported.



- 5.1 A prosperous market town, Cirencester is the district's main settlement and is celebrated as the 'Capital of the Cotswolds'. The town is the service centre for a wide catchment of Cotswold residents and a significant tourist destination.
- 5.2 The town centre as defined within the Local Plan and the areas of distinctive character as identified within the Neighbourhood Plan are surrounded by swathes of green space, with the beautiful Abbey Grounds to the east, Cirencester Park to the west and the Amphitheatre to the southwest, with visual and vista qualities that are highly regarded.
- 5.3 Unlike many town centres, Cirencester has not been significantly affected by the impact of online shopping on high street retailing. But in common with other towns, it has experienced a loss of national multiples (including town centre convenience retailing). For example, despite Cricklade Street being highly accessible, it has seen a decline over recent years.
- 5.4 Section 7.4 of the adopted Cotswold District Local Plan 2011- 2031 identifies the key aim for Cirencester town centre to provide an attractive and vibrant place where people can access a good range of local services and facilities, including a diverse retail offer. It sets out how the town centre can evolve and improve to ensure that it continues to compete effectively by continuing to offer a different experience to larger neighbouring centres.
- 5.5 Section 7.4.24 of the Local Plan recognises how, in the longer term, the town centre will deliver significant retail and business opportunities along with new homes. This would be guided by a town centre master plan produced by Cotswold District Council in association with many other stakeholders. The Master Plan will update and review the existing Supplementary Planning Document and build upon the principles that are essentially still valid and supported. It will seek to develop Cirencester town centre in a holistic manner, balancing the need to manage traffic, and improve the appearance of the public realm with other competing, environmental, social, and economic objectives.
- 5.6 The urban spaces comprise various car parks and these provide an opportunity for urban intensification to revitalise the area. The displaced car parking would be accommodated in new decked arrangements on the periphery, to the east and/or west of the town centre.
- 5.7 These new decked car parks would be easily accessible from the strategic travel routes to the west and east of the town. The buildings would be greened, with green walls to provide biodiversity, urban cooling, and aesthetic benefits. Rather than car parking, the rooftops of both buildings could be set aside for outdoor civic spaces (e.g. sculpture park, performance space, viewing platforms etc.) overlooking the town.
- 5.8 As part of the overall redevelopment of existing car parks, an Integrated Mobility Hub can be accommodated. The delivery of an Integrated Mobility Hub is supported by Policy AM 4 of the Neighbourhood Plan. Cotswold District Council's Cirencester Area Public Transport Study, January 2023, has identified either the Forum Car Park or The Brewery Car Park as viable sites. Early Neighbourhood Plan consultations and the regulation 14 consultation in 2024 identified the Old Station as a preferred location.
- 5.9 The rationalisation of car parking and delivery of an Integrated Mobility Hub provides an opportunity to use land in the town centre more productively. Through careful design interventions to spaces, access routes and buildings, a better-defined series of urban blocks can be delivered here. This land will be redefined, seeking to curate a mix of retail, cultural, leisure and entertainment uses to ground floors, as well as increased residential development to enhance footfall in the town centre.
- 5.10 An array of pedestrian routes could enhance the street network and permeability from these sites to the town centre, bringing people in from the east and west. A series of urban pocket parks or themed spaces could be provided to bring greening to this part of the town, giving people a shady spot to escape to and relax in. To the south, provides an opportunity for three new unique gateway spaces to signify an entrance to the new urban space.
- 5.11 This should enhance urban vitality and viability, making Cirencester town centre a more pleasant space to spend time.
- 5.12 To assist with the implementation of Policy TC1, the seven areas of distinctive character are identified, see map on page 38 and defined, as follows:

- 5.12.1 **NORTHERN QUARTER:** The northern half of the town centre, north of Market Place and Castle Street retains a strong medieval character and established streets with positive urban grain and built form. There are minimal opportunities for redevelopment and any proposals coming forward for this area should be sensitive to the character of neighbouring built form and spatial quality and ensuring the enhancement of the predominant land use of the street, whilst maximising the upper level residential or small-scale office opportunities.
- 5.12.2 **OLD STATION:** This area needs to deliver a positive sense of arrival from both Tetbury Road and Hammond Way alongside highways alterations and public realm improvements to benefit active travel and public transport modes. It should include the positive integration of the listed railway station building as a community asset and careful consideration of the connection to the Sheep Street site. Furthermore, there must be consideration of the provision of a new urban arrival space (or western gateway) into the town from Hammond Way, alongside potential reconfiguration of the Waitrose car park. Consultation responses supported the Old Station as a site for the integrated mobility hub.
- 5.12.3 **SHEEP STREET:** The Sheep Street area is part of a connected series of places including the Old Station and Brewery. It is therefore an important transition space between them but also forms part of the arrival sequence from the western gateway to the town centre. There must be a connecting street from Sheep Street through to Cripps Road and proposals must also integrate the former air raid shelter into a well-defined spatial strategy, being careful to create frontages to all public streets and spaces.
- 5.12.4 **THE BREWERY:** The Brewery is a key site in the regeneration of the town centre. It should be designed to connect and integrate with Brewery Court and Bishops Walk to the east, Cripps Road and Sheep Street to the west and accommodate a frontage onto the public route to Ashcroft Gardens to the south. These routes should be designed as streets and public spaces that continue the unique character of the north of the town centre with tight streets, covered gunnels and fronted urban spaces with pedestrian priority but also accommodating a landscape strategy that delivers street trees together with SuDS (sustainable drainage system) to address the urban heat island effect and ecological emergency. The Brewery Car Park is an option for the Integrated Mobility Hub.
- 5.12.5 **THE FORUM:** The Forum needs to accommodate several interests, including altered access strategy, improved connectivity to Dyer Street and clearer and more positive urban grain and spatial arrangement for the area. The Forum is an option for the Integrated Mobility Hub.
- 5.12.6 **THE WATERLOO:** The Waterloo accommodates sites from Dyer Street through to the River Churn. Therefore, the key feature is the public cycle connection through from the river to Dyer Street and beyond. Development around the Argos block needs to ensure a fronted lane or street to both sides to ensure overlooking, safety and security of access is achieved. Additionally, the connection to Dyer Street and onwards to The Forum should be carefully considered to include potential future re-modelling into a more appropriate urban space. The Waterloo car park site should deliver a public frontage to the riverside with an urban parkland character and a clear route to the Argos site and beyond also fronting onto The Waterloo.
- 5.12.7 **PHOENIX WAY:** This area has the potential to deliver the regeneration of the town centre through its strategic location as a car park capturing movements from the A429 and as a connector from the town centre to the Roman Amphitheatre. A key feature is therefore the delivery, alongside public investment, of a pedestrian/ cycle ramp from Querns Lane to the Amphitheatre. Consideration must be given to the form of development by accommodating not only a positive space at the Sheep Street and Querns Lane junction but also in a built form, interpretation of the Roman Wall and urban grain. Furthermore, to maximise the value of the gateway at Hammond Way, there must be engagement with Waitrose to enable a conversation around accommodating its car parking on site.
- 5.13 There are 25 principles that guide the redevelopment of the town centre and areas of distinctive character, which are categorised under 5 themes, townscape and heritage, connections and permeability, contemporary sense of place, green to the core, and flexibility and multi-functionality. These principles should be read in conjunction with Cirencester

Town Council's, 'Cirencester Town Centre Public Realm Design Code', May 2017 and Cotswold District Council's 'Cotswold Design Code', incorporated within the Local Plan, August 2018 and other policies within this Plan due to the holistic and interrelated nature of the Plan.

TOWNSCAPE & HERITAGE

Principle 1.
New development should support a place that reflects, reveals, and celebrates layers of history.

Principle 2.
Street sections and block sizes should reflect and reinforce existing medieval hierarchy found elsewhere in the town.

Principle 3.
Application of these street sections to the opportunity sites will ensure an appropriate response to the Cirencester context.

Principle 4.
Narrow street sections will provide shade as part of a response to climate change and ensure a resilient town.

Principle 5.
Proposals should bring out the different characters of the centre, revealing hidden or obscured character areas and enhance views to key buildings and landmarks.

CONNECTIONS & PERMEABILITY

Principle 6.
Any new network of streets and spaces should be prioritised for pedestrians and be connected, comfortable, convenient, convivial, and conspicuous.

Principle 7.
Streets should be places to explore which are delightful, playful, shaded, beautiful and social.

Principle 8.
New development should enhance permeability and connectivity within the centre and to the wider town including the Amphitheatre.

Principle 9.
New development should connect seamlessly with existing and neighbouring buildings, streets, and spaces to enhance character of the place.

Principle 10.
Off-street public vehicle parking at edge-of-centre or out-of-centre locations should be provided.

Principle 11.
New or enhanced pedestrian and cycle routes to and through the town centre, activated through a series of new spaces to form a new animated route, encouraging active travel should be provided.

Principle 12.
The arrival experience, building upon and enhancing the town's historic arrival points should be provided.

CONTEMPORARY SENSE OF PLACE

Principle 13.
Layout and design should be of an exceptional quality and embody the highest standards in building and landscape architecture.

Principle 14.
Proposals should show a deep understanding of the defining characteristics of Cirencester and demonstrate how these qualities are expressed within the new urban form.

Principle 15.
New development should respect the historic environment while purposely raising its profile and presence as an important aspect of the town centre's identity.

Principle 16.
New development should be a contemporary interpretation of Cirencester's character, materiality and built form rather than pastiche representation.

Principle 17.
New development should enable modal shift in transport and movement around the centre, and to the rest of the town including provision of an Integrated Mobility Hub, discouraging dominance of motor vehicles.

GREEN TO THE CORE

Principle 18.

Development should enable greater access to green infrastructure (inclusive of water courses), as defined by the Building with Nature Standards, minimising hard-standing surfaces and enhancing soakaway.

Principle 19.

Category A and B trees, as defined by British Standard 5837:2012, should be retained with an expansion of green open space around trees to create intimate spaces which align with the preferred scale of streets.

Principle 20.

Proposals should aspire to net zero carbon, to use renewable energy, and deliver biodiversity net gain.

Principle 21.

Proposals should embed sustainable construction principles and encourage innovative methods of construction.

Principle 22.

New development should use materials, land, energy, and water efficiently and be designed for longevity, minimising pollution.

FLEXIBILITY & MULTI-FUNCTIONALITY

Principle 23.

Building blocks should be flexible and allow a mix of uses (e.g. shape, depth, height, and general arrangement) to allow the appropriate increase in commercial, retail, education, leisure, housing, transport, and parking assets in response to changing economic models.

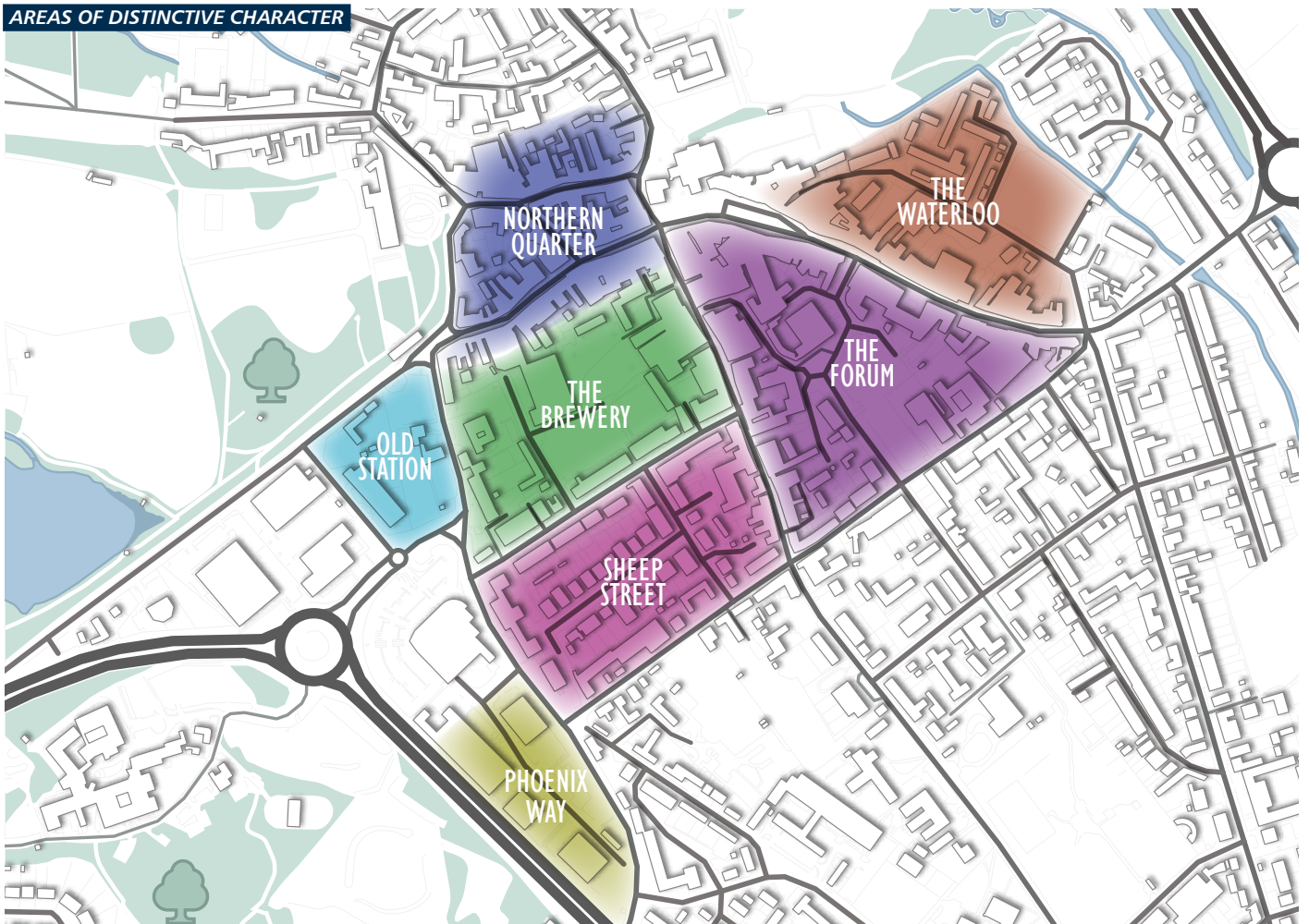
Principle 24.

The flexible design of buildings should enable changes of use and retrofitting without substantial alteration.

Principle 25.

A retrofit, first approach, should be taken with existing buildings.

AREAS OF DISTINCTIVE CHARACTER





06 ACCESS & MOVEMENT

How people move around and across the town has a big impact on the quality of the town centre experience. The policies in this section aim to improve movement connections and overcome barriers in and around Cirencester making it safer, healthier, more sustainable, supporting the economic viability and vibrancy of the historic centre, and meeting the needs of all in a growing town.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE AND FOOTPATH NETWORK

Support will be given for the creation of a cycle and footpath network radiating from the town centre to the residential neighbourhoods (the spokes) and connecting residential neighbourhoods to each other (the wheel).

Components of the system will include the 33 cycling routes and 23 walking routes proposed by the Local Cycling and Walking Infrastructure Plan (LCWIP) and where practical incorporate the additional benefit of a wildlife corridor to connect pockets of biodiversity.

Development which incorporates or contributes in proportion to its scale, proposals outlined within the Cirencester Local Cycling and Walking Infrastructure Plan (LCWIP), will be supported.

Development which creates or enhances street design, with good connections to and between local neighbourhoods will be supported.

Measures designed to help overcome the barriers created by the A419 and A429 dual carriageways including the provision of safe, direct, street level, (at-grade) crossings will be supported.

Development proposals which make cycle and footpath routes more welcoming, attractive and biodiversity-rich, that encourage usage and deliver on their potential to increase biodiversity connectivity will be supported.

POLICY AM 2 – TOWN & COUNTRY CONNECTIONS

The building of walking and cycling routes and other measures, that connect Cirencester with outlying areas, as proposed by the LCWIP, will be supported.

The delivery of the walking and cycling routes listed in Table 1 and projects which deliver the outcomes of the Connecting Places Strategy CPS4 South Cotswold (Gloucestershire County Council Local Transport Plan) will be supported.

POLICY AM 3 – THE PEDESTRIAN EXPERIENCE

Development proposals which bring forward measures to enhance the pedestrian experience will be supported.

These measures include:

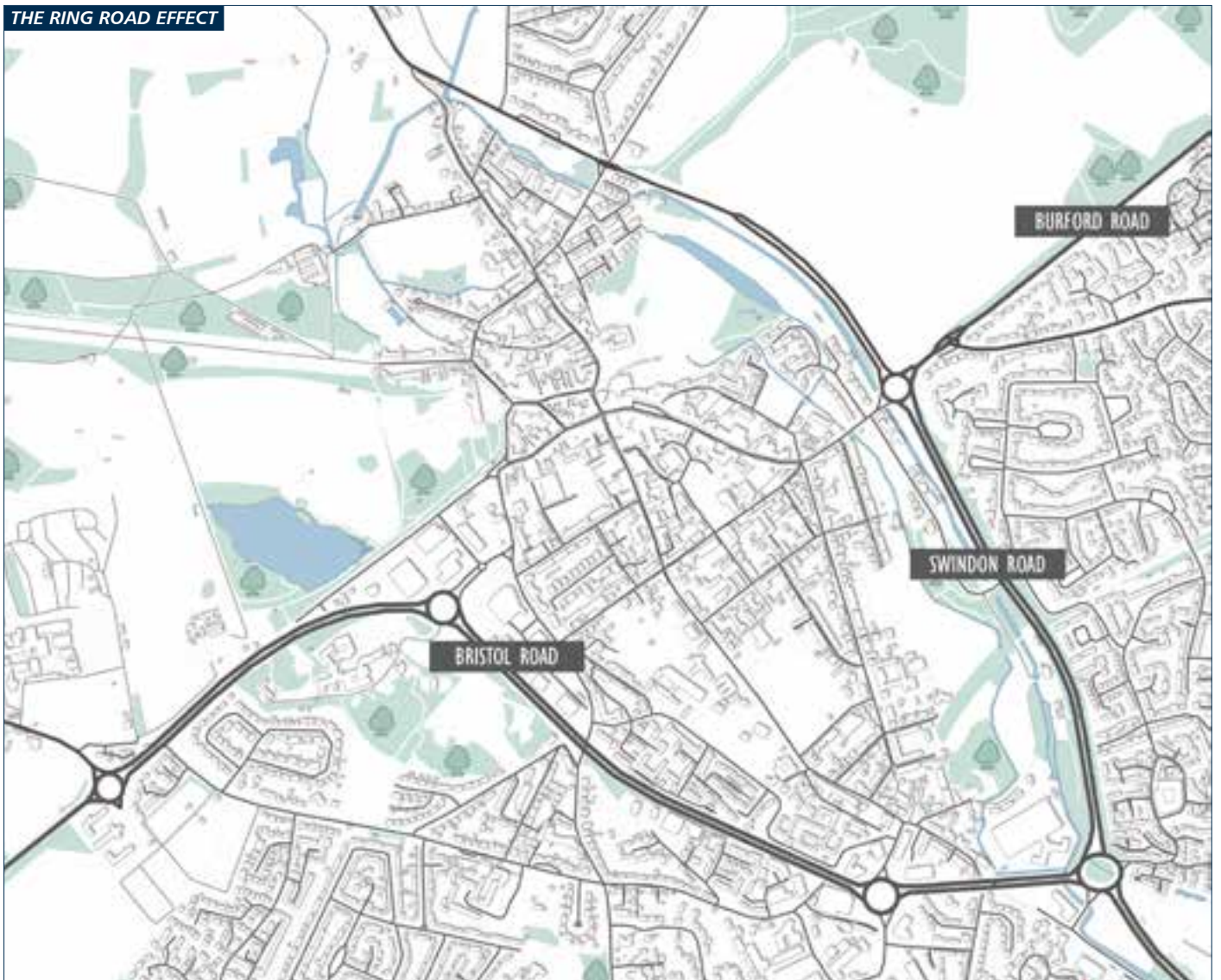
- a) widening footways and improving surfaces;
- b) enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives;
- c) town centre management, including curation of events and festivals;
- d) new signage and a wayfinding strategy;
- e) rationalising and management of vehicle parking;
- f) creating 'bumping spaces' for people to stop and meet;
- g) moving all day and long-stay parking towards the periphery from the centre of the town;
- h) implementing changes to operation of street network to remove unnecessary through traffic and increase safe pedestrian and cycle access within the town;
- i) decluttering and removal of obstacles;
- j) new residential areas being designed to minimise traffic speed at or below 20mph.

POLICY AM4 – INTEGRATED MOBILITY HUB

Support will be given for the development of an integrated mobility hub that includes ease of access to, and accommodation of:

- a) local buses;
- b) regional and national coaches;
- c) very light rail, including other emerging transport modes;
- d) taxis;

THE RING ROAD EFFECT



- e) car hire/community car club;
- f) cycle and e-bike hire;
- g) cycle racks/shelters and repair stations;
- h) passenger drop-off and pick-up;
- i) demand responsive transport.

Proposals for an integrated mobility hub will be supported where viability principles outlined within this Plan have been taken into consideration.

POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS

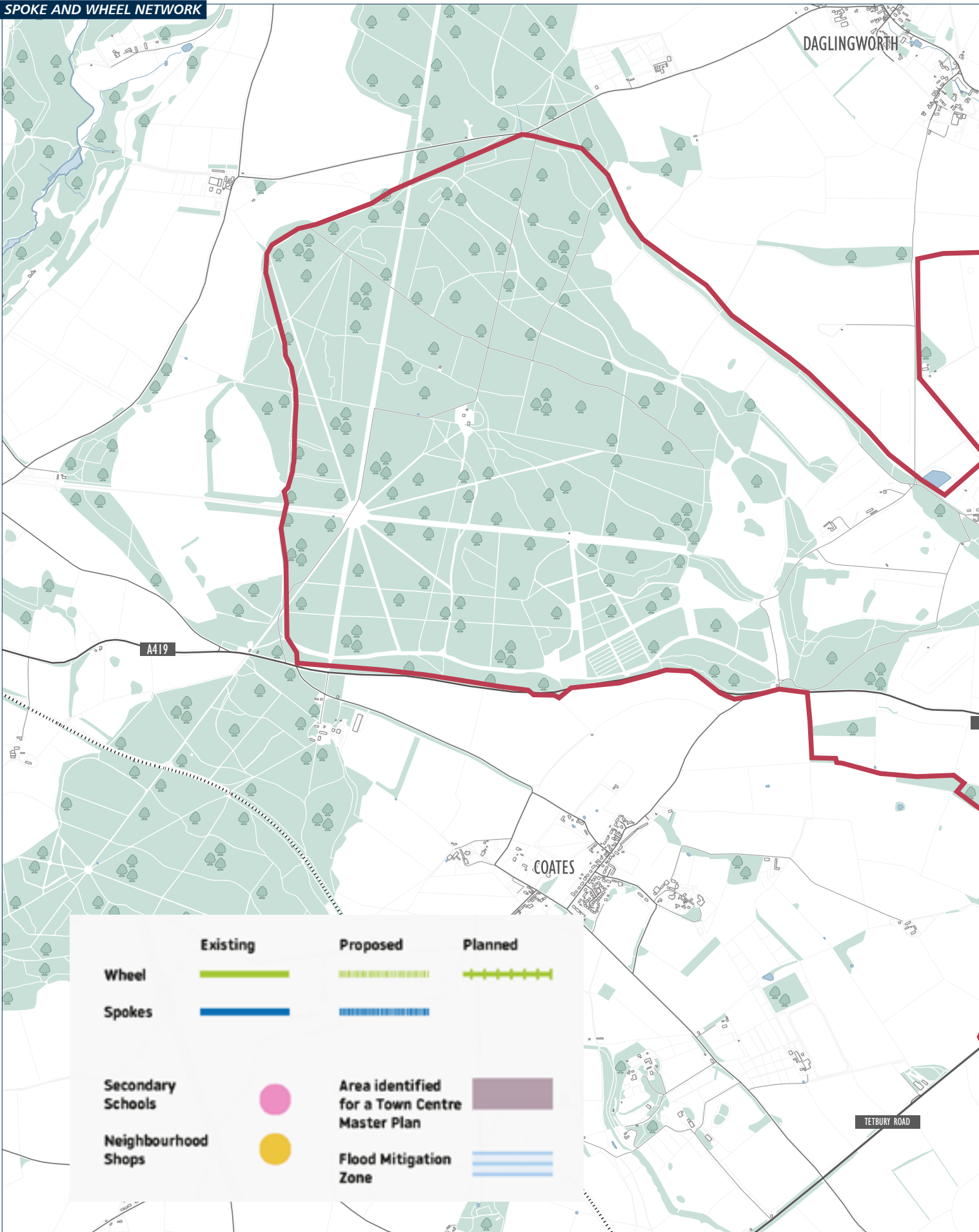
Development which creates or enhances public transport links to Kemble will be supported.

Development which creates or enhances public transport links to places which are socially and economically important to Cirencester will be supported.

POLICY AM6 – SUSTAINABLE AND ACTIVE TRAVEL

Development which offers a genuine choice of sustainable and active travel options will be supported in accordance with the travel hierarchy, both within the development and beyond its boundary, as it connects with its surroundings.

SPOKE AND WHEEL NETWORK



| | Existing | Proposed | Planned |
|----------------------------|----------|--|---------|
| Wheel | | | |
| Spokes | | | |
| Secondary Schools | | | |
| Neighbourhood Shops | | | |
| | | Area identified for a Town Centre Master Plan | |
| | | Flood Mitigation Zone | |

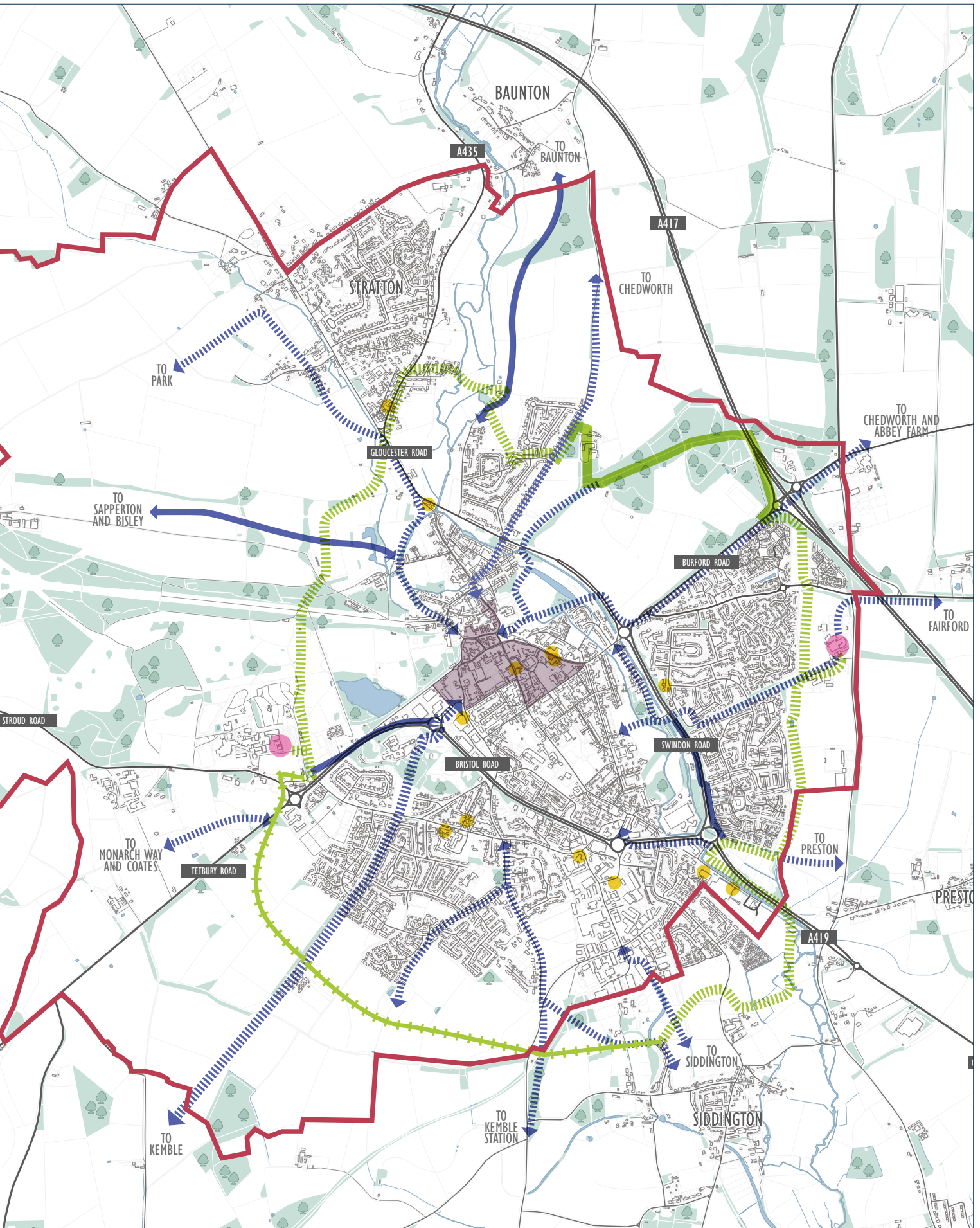


Table 1 – Proposed Connections between Town & Countryside

| Connection | Description |
|--|--|
| <p>Connectivity to Kemble Station</p> | <p>The route investigated and identified by the Cirencester Community Railway Project included cycling and walking options alongside a Very Light Rail line as an alternative route to that identified by Sustrans and the LCWIP.</p> <p>Furthermore, good, safe, at-grade connections to Kemble, its rail station and connection to the national rail network are strategically important for Cirencester to maintain and improve its national visibility and accessibility.</p> <p>Today, this station is not fully utilised because of a poor bus service connection and no safe at-grade cycle routes.</p> <p>Improved connections need to be established through the week including early morning and late evening and weekends.</p> |
| <p>Cotswold Water Park & South Cerney</p> | <p>Sustrans Route 45 towards South Cerney and the Cotswold Lakes is difficult to access because of the ring road and Love Lane Industrial Estate. Creating safe cycling and walking links between the Cotswold Lakes and Cirencester is important for local recreation and tourism between the two locations. It would also link the two major industrial areas at Love Lane and Broadway Lane. This project is also a priority for the Cotswold Lakes. There are opportunities to re-use industrial heritage such as the remains of the Cirencester branch of the Thames Severn Canal or old railway lines. A path from Tesco to Siddington Church possibly via the field behind the petrol garage which has been offered by the owner for flood alleviation. This would link to the ‘wheel’ in AM1.</p> <p>C.f. Paragraph 2.4.2 of the South Cerney Neighbourhood Plan and Policy SC15 Sustainable Travel and Rights of Way Network: “Redevelopment of a new off-road cycle link towards Cirencester and a cycle path to the Duke of Gloucester Barracks and the Cotswold Water Park”.</p> |
| <p>North up the Churn</p> | <p>The route northwards alongside the Churn is currently blocked by landowners north of North Cerney. The old railway line to Chedworth is currently inaccessible. Additional riverine footpaths along the Churn to be opened up to join existing rights of way into a long-distance footpath.</p> |
| <p>West via the Old Bisley Road</p> | <p>Cycle and footpath west of Cirencester along the Old Bisley Road towards the Frome Valley and Stroud. This route includes restricted pathways through the Bathurst Estate. The ancient right of way along the Old Bisley Road was closed by the landowner in the 19th century.</p> |
| <p>East to Fairford and the Eastern Cotswold Water Park</p> | <p>There is no long-distance footpath to the east beyond Preston which is a barrier to recreational cycling and tourism between Cirencester and the eastern part of the Cotswold Water Park.</p> |
| <p>Monarch’s Way</p> | <p>Access to the Monarch’s Way long-distance footpath is via the RAU land but there is no safe crossing of the A419 Stroud Road and the narrow, poorly maintained footpath alongside the Tetbury Road is particularly dangerous. The proposed development of the Innovation Village at the RAU intends to improve access and amend the route so it goes through the development.</p> <p>North to Chedworth via Old Railway Line</p> <p>The railway line exists for most of the way but is now privately owned. It is possible to reach Chedworth by road, but roads are not safe for cycling, especially for young or inexperienced riders.</p> |

- 6.1 These policies aim to improve access and movement connections and overcome barriers in and around Cirencester making it safer, healthier, and more sustainable, in support of the 20 minute neighbourhood policy (TMN1) and wider economic viability and vibrancy of the historic centre, whilst meeting the needs of all in a growing town. While improving transport connections and options outside of the town are beyond the remit of this document, the Neighbourhood Plan supports such issues being addressed and resolved on behalf of Cirencester with transport operators, at a County Council, regional, and national level.
- 6.2 Both the National Planning Policy Framework (NPPF) and Cotswold Local Plan require consideration of transport at the early stages of proposed development with far greater emphasis to improving health, reducing congestion and air pollution, and promoting sustainable travel. Priority should be given (paragraphs 112 NPPF 11.2.6 CLP refer) to provision for walking and cycling and for high quality public transport.
- 6.3 This Neighbourhood Plan supports the proposed 33 cycling routes and 23 walking routes as identified by Gloucestershire County Council in July 2022 within the published Local Cycling and Walking Infrastructure Plan (LCWIP).
- 6.4 An attractive built environment has been shown to encourage walking, cycling and other healthy behaviours. A high-quality public realm and a sense of place can incentivise active travel and create a sense of community cohesion by reducing social isolation and the fear of crime. Suitable access allows everyone to participate equally and improves overall health and wellbeing.
- 6.5 It is important that the needs of Cirencester are given greater attention in Gloucestershire County Council's transport strategies, with the purpose of improving connectivity of walking and cycling routes, increasing options for moving around the town, overcoming barriers, and improving public transport.
- 6.6 There is also a need for greater engagement with transport and local bus operators, as well as Cirencester College and the Cotswold Lakes Trust to obtain the right level of investment in transport links with Cirencester and address transport issues identified in this Plan.
- 6.7 Cotswold District Council's Local Plan requires the facilitation of access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use. To attract more fee-paying customers onto buses and coaches they need to provide rapid point to point transport which means avoiding delays in the town centre. Increasing numbers is essential to persuading operators to add routes in the evenings, weekends, and to other locations such as Bristol, Oxford, or the Midlands.
- 6.8 Changes which are required to improve connectivity and access include:
- 6.8.1 Rebalancing travel within the Plan area and connecting schools and residential areas to the centre and to each other. Measures are required to support safe and active travel by walking and cycling. This includes implementing the LCWIP and aspirational 'spoke and wheel' projects identified by the community as being:
- 6.8.1.1 creation of a new walking and cycling link from rear of Tesco to The Steadings roundabout on Spratsgate Lane, via Siddington Church and Orchard Fields. This route will then connect into the new cycling and walking infrastructure within The Steadings neighbourhood and on to the Royal Agricultural University;
- 6.8.1.2 upgrade of the existing permissive footpath between Harebushes and Bowling Green Lane to accommodate cycling journeys;
- 6.8.1.3 upgrade of the existing footpath between Bowling Green Lane and Whiteway View to accommodate cycling journeys;
- 6.8.1.4 completion of a new route connecting Chesterton and the Steadings, (via existing LCWIP route 19) past the Amphitheatre and across the dual carriageway to Phoenix Way;
- 6.8.1.5 completion of a circular perimeter route around the entire urban perimeter of Cirencester in particular to the north and east from Hare Bushes to

- Kingshill Country Park, with the aim of improving restricted access across Cirencester Park;
- 6.8.1.6 completion of an inner loop based on the Hare Festival way;
- 6.8.1.7 a cycleway and children's scooter lane to be created from Somerford Road to the Apsley Road, Chesterton Primary School entrance, along/adjacent to existing footpath.
- 6.8.2 Making appropriate connections to existing footpaths, cycleways, rights of way and bridleways to provide safe walking and cycling routes to the countryside and neighbouring settlements.
- 6.8.3 Promoting and extending public transport use; the town needs a movement hub and a strategy to increase services within the town and to other destinations.
- 6.8.4 Removal of unnecessary vehicular traffic from the town centre, reducing congestion and improving air quality, improving access for pedestrians and cyclists, and protecting the built heritage of the town.
- 6.9 The Neighbourhood Plan supports Cirencester Town Council, Cotswold District Council and Gloucestershire County Council in actively seeking funding for the routes listed in Table 1 from, among other things, contributions from new development, requiring developers to make provision for these routes in their proposal, and regional and national funds available for increased active travel.
- 6.10 At present, Cirencester has no single hub for public transport services. The majority of bus services use the bus stop opposite the Forum Car Park, with a limited number of services using the stop across the road, further south from the town centre.
- 6.11 As well as causing difficulties for cars accessing the Forum Car Park when multiple buses arrive at the same time, these stops are not intuitively located for newcomers to Cirencester looking to find their way to the heart of the town centre.
- 6.12 Other important services do not serve the Forum bus stops, including the National Express coach service between London, Gloucester and Cheltenham which uses the bus stop near the Beeches Car Park and the busiest bus route serving the town, Route 51, uses the stop outside Bingham House in Dyer Street.
- 6.13 There is limited bus stop infrastructure, and a lack of customer information provided at the existing town centre bus stops other than a real-time information departure board at the stop opposite the Forum Car Park.
- 6.14 There is no drop-off facility for tourist coaches that visit Cirencester, resulting in a number of informal locations across the town centre being used, varying in appropriateness and safety. Community transport (dial-a-ride style) services also drop off at various informal points without dedicated infrastructure around the town.
- 6.15 The one-way system through the town centre, combined with various narrow streets and sharp turns, restricts access for bus journeys. This can result in circuitous journeys, or in the case of several services to and from Cirencester College, the town centre not being served at all by buses.
- 6.16 An Integrated Mobility Hub for Cirencester, would provide a single focal point for access to the town. This would increase the appeal of using bus services as well as allowing key facilities such as tourist information to be consolidated in a single focal point. To be effective any site will need to be in close proximity to the heart of the town and easily accessible.
- 6.17 The hub would provide a gateway to the town for unfamiliar visitors and provide new users with a single point of access to travel and bus information, in turn providing greater confidence to use public transport for journeys to and from town. An integrated hub could also provide a single location for coach drop-off and pick-up.
- 6.18 The hub could be a simple yet eye-catching structure to provide shelter and transport information whilst not detracting from the urban realm and historic quality of the town.
- 6.19 The following principles should be considered when determining the viability of a location for the Integrated Mobility Hub:



6.19.1 TOWN CENTRE INTEGRATION: At the heart of the town centre, the Market Place is in the immediate vicinity of key shops and facilities and provides easy visual aids for navigating to most key locations in town. As such the transport hub should be easily accessible from here. This includes ease of access in terms of wide and safe walking space as well as easy wayfinding, ideally through natural means such as clear sightlines of landmarks, but also supported through signage and pavement design.

6.19.2 EASE OF ACCESS BY BUS SERVICES: Bus services accessing the hub should not have to take convoluted routes around the one-way system to get there. This will add to journey times, deter customers, and increase operating costs. A location that minimises the need for buses to cover additional distance to access it, will maximise the location's appeal to customers and bus operators.

6.19.3 EASE OF ACCESS BY COACH SERVICES: National Express (and operators for services through Cirencester) have expressed a strong desire to minimise the distance coaches have to travel away from the A417 dual carriageway, as this adds to journey times. It is for this reason their service between Stroud and London travels along Cirencester's ring road but does not make a stop at Cirencester. For an integrated hub to be viable, it is

essential that coach services can access any location with as little journey time from the A417 as possible.

6.19.4 ABILITY TO ACCOMMODATE BUSES, COACHES, DEMAND RESPONSIVE AND COMMUNITY TRANSPORT VEHICLES: The site should be large enough to provide a sufficient number of bays for buses and coaches to use the hub at the same time, including drop-off and pick-up points for community transport vehicles, ranging from cars to mini-buses equipped with specialist accessibility features.

6.19.5 CUSTOMER FACILITIES: The hub should provide the space and facilities for customers to wait in safety, protected from the elements and with access to good quality facilities including real-time information and, if appropriate, commercial facilities such as a shop or café.

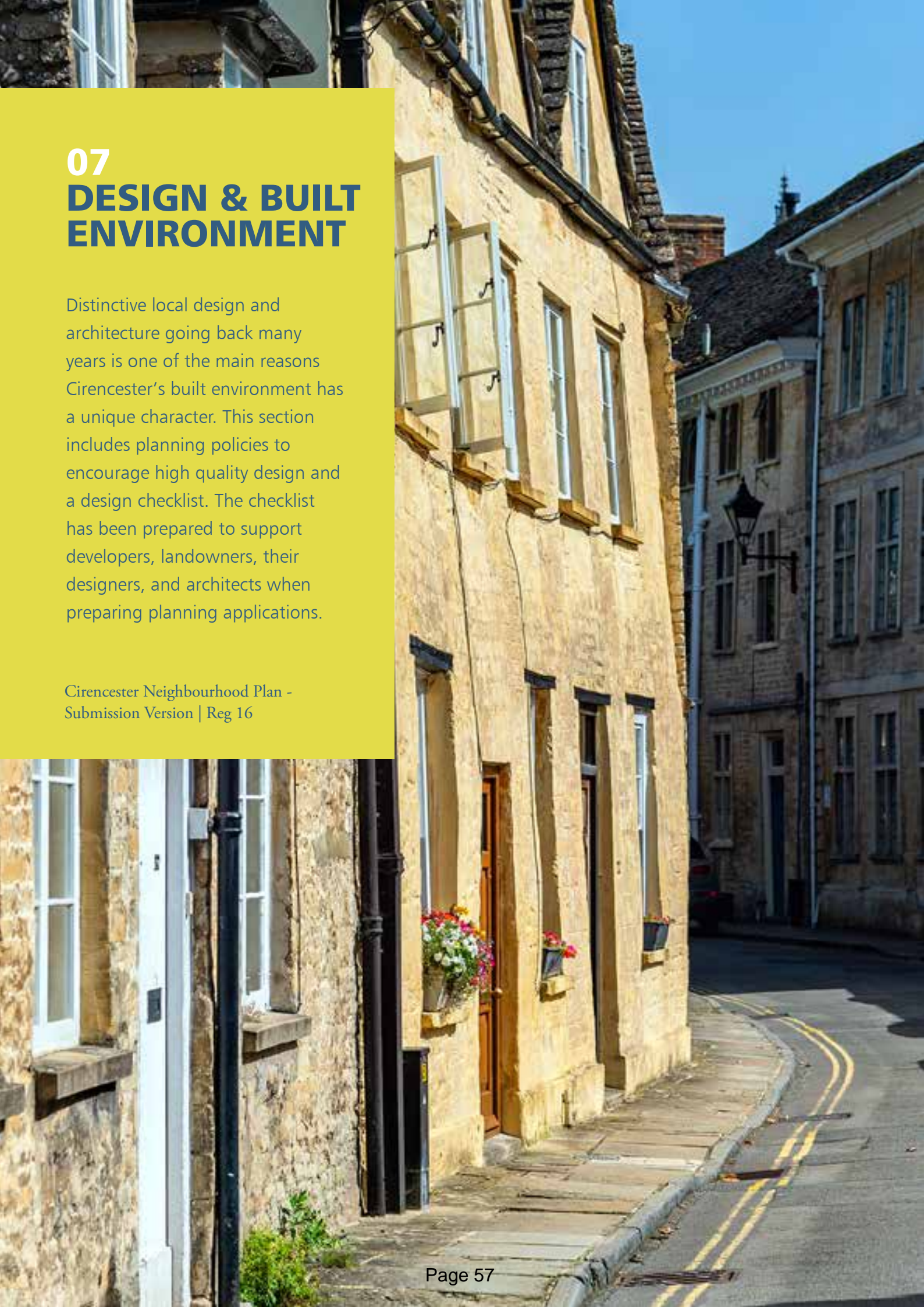
6.19.6 DRIVER FACILITIES: Bus drivers play a crucial role in providing mobility to all of society, yet often struggle to have access to the most basic of welfare facilities. By providing driver toilets and a rest area (including space for drivers to prepare their own food and drink) the hub can accommodate duty breaks. This not only provides much needed facilities but will also encourage bus operators to treat the site as an operational hub, making it easier to add more services to and from Cirencester.

- 6.20 The dual carriageway highway infrastructure which runs around the centre of the town creates significant barriers to walking and cycling, across, into and out of the town centre.
- 6.21 Overcoming the barriers created by the A429 and A419 dual carriageway by putting at-grade cycle and pedestrian crossings in place will be a key mechanism through which the ambitions of Neighbourhood Plan will be delivered.
- 6.22 The introduction of 30mph speed limits on the A429 and A419 in the approaches to the at-grade cycle and pedestrian crossings, and between the hospital and Cirencester College roundabout, will make the introduction of an at-grade crossing more likely, in turn supporting the walking and cycling ambitions of this Plan.
- 6.23 The following improvements are also supported:
- 6.23.1 A429 Tetbury Road at The Steadings. Main site access roundabout with a minimum 3.0m wide shared footways and cycleways on all approaches (except for the western side) and a toucan signal-controlled crossing for pedestrians and cyclists across the northern A429 Tetbury Road approach with dropped kerbs and tactile paving on all other approaches to the junction.
- 6.23.2 A429 Tetbury Road at The Steadings. Secondary site access with a minimum 3.0m shared footway cycleway on the eastern side and northern side of the site access, connecting to the facilities and the main site access. Footway and cycleway connections are also provided to the existing facilities on the other approaches to the junction with dropped kerbs and tactile paving.
- 6.23.3 The A419-A429 Tetbury Road junction including Chesterton Lane junction on the ring road and the Cirencester College, Deer Park School and Stroud Road junction including a toucan crossing on the A429 Tetbury Road to the south of the Junction. A minimum 3.0m footway cycleway on the east and west of the roundabout, and on the cut through to the subway.
- 6.23.4 A toucan crossing on A419 Stroud Road towards the access to Cirencester College and Deer Park School.
- 6.23.5 At the junction of Chesterton Lane, toucan crossings across Chesterton Lane and the A429. The existing subway will be retained at this location and incorporated into the junction improvement proposals.
- 6.23.6 At the A419 -A429 ring road, Hammond Way and Hospital Junction including the Waitrose Hammond Way a toucan crossing on the A429 approach with a minimum 3.0m shared footway cycleway to the north and south of the A429. The junction will also incorporate infrastructure to facilitate a toucan crossing to the Amphitheatre to allow future aspirations of Cirencester Town Council to provide better connectivity between the Amphitheatre and town centre.
- 6.23.7 At the Waitrose access, a pedestrian crossing facility on all approaches except Hammond Way north.
- 6.23.8 At the A419-A429 ring road, Midland Road, Watermoor Way and Fire Station roundabout including Midland Road, a pedestrian crossing across the Bristol Road west and a toucan crossing across Bristol Road East.
- 6.23.9 At the mini-roundabout junction of Midland Road and Love Lane a range of pedestrian enhancements are proposed at the junction and at the Midland Road and Bridge Road mini roundabout junction.
- 6.24 The policies set out within this Plan support the following travel hierarchy for access and movement:
- 6.24.1 walking including for the passage of pushchairs, prams, and wheelchairs;
- 6.24.2 cycling;
- 6.24.3 battery powered cycles and mobility scooters and wheelchairs used by those with disabilities and reduced mobility;
- 6.24.4 public transport, including tourist buses, and a plan for access to public transport;
- 6.24.5 car clubs;
- 6.24.6 electric and hydrogen propelled vehicles; private fossil-fuel powered vehicles.

07 DESIGN & BUILT ENVIRONMENT

Distinctive local design and architecture going back many years is one of the main reasons Cirencester's built environment has a unique character. This section includes planning policies to encourage high quality design and a design checklist. The checklist has been prepared to support developers, landowners, their designers, and architects when preparing planning applications.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16



POLICY DBE1 – DESIGN QUALITY

- a) All new development proposals should have regard to the Cirencester Design Guidelines and the Cotswold Design Code.
- b) Where a development is proposed in, or on the edge of an existing settlement, any new routes will respect their place in the hierarchy within the overall network.
- c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.
- d) Where the corners of new buildings lie on the sight lines and axial views, consideration should be given to the inclusion of architectural features that form focal points.
- e) Where practicable, development should incorporate publicly accessible pedestrian routes in order to maximise permeability through the town. This applies particularly where existing routes can be linked.
- f) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.
- g) Innovation in building design and materials in a way that supports local distinctiveness and other objectives for good design, as well as sustainable development and net zero will be supported.
- h) New buildings within the defined Town Centre and Areas of Distinctive Character should not be more than 12 metres in height i.e. from ground level to the ridge, three storey in height, (with use of the roof space with dormer windows as a useable fourth storey habitable living space being accepted) and ridge heights to not exceed those of neighbouring buildings which set the appropriate height for a new or extended building and that the proposed design causes no impairment of light or visual impact.

POLICY DBE2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS

Development proposals should demonstrate how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester:

- a) Rear of the former Watermoor Primary School: The school is currently empty and vulnerable to development. The 'glimpse' of the church spire is enjoyed as you approach from higher ground behind the premises. Roof line or development on the playing field could and would affect this.
- b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also valued green space.
- c) Tower Street towards the St John Baptist Parish Church: A particularly significant central view, any development or change to the Police Station building could affect this approach with the Forum Car Park on the right.
- d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the St John Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building.
- e) Somerford Road walking towards Sheep Street: Commercial buildings are probably unlikely to change but behind this aspect is Querns Lane with an empty large shop which currently has the potential to be developed into residential town houses or flats.
- f) Riverside Walk: Much valued Riverside Walk with open fields towards Stratton which enhance the area and its emphasis on wildlife. Probably prone to flooding and therefore unlikely to be built on but still noted.
- g) Powell's School Playing Fields from the Barton Allotments: Open aspect from extensive school playing fields which can 'sometimes' offer potential to reduce in size and zone for development.
- h) Approaching town from Gloucester Road: Could be compromised with any development of the commercial garage site on the left, or petrol station on the right of the distant eyeline.



POLICY DBE3 – REDEVELOPMENT AND CONVERSION OF EXISTING PROPERTIES

Proposals for the merging of multiple units within Cirencester town centre will need to minimise any negative impact on the appearance and character of the town centre.

a) Redevelopment proposals will be supported where, through the design of the ground floor retail units, small, local, and/or independent traders are encouraged to locate in the town centre.

b) The conversion to residential of under-utilised commercial upper floors across the town centre will be supported to create a more vibrant and vital town centre, as appropriate to the nature of the development concerned. Support will be given if proposals are to a high design standard, respect the scale of neighbouring buildings and the ground floor continues to provide an active and animated frontage onto the street.

c) The sub-division of houses over 200m² gross internal floor area to create a studio, one, or two bedroomed self-contained apartments will be supported, subject to design quality, especially bin storage and parking/cycle storage.

POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS

The buildings and structures listed in Appendix 04, as shown on the Map on page 56, are identified as Non-Designated Heritage Assets and the appropriate local and national planning policies shall be applied to them.

Other NDHAs may be identified subsequently and added to the list.

POLICY DBE5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS

a) Proposals should demonstrate that solutions to minimise energy consumption, greenhouse gas emissions and embodied carbon have been adopted and included at each stage of the design and construction process through a Construction Environmental Management Plan.

b) Proposals should demonstrate how energy consumption, greenhouse gas emissions and embodied carbon is minimised and reduced as part of the site identification and selection process, site layout and orientation, construction methodology, thermal properties of materials, choice of glazing, choice of construction materials, avoidance of materials harmful to the environment, use of local materials and people, incorporation of sustainable modes of transport, integration with existing or planned sustainable travel networks, EV charging points for electric vehicles, flexible and adaptable space, water efficiency, incorporation of systems to collect rain and grey water, use of permeable surface and sub-base materials.

c) Proposals should follow an energy hierarchy as outlined in the supporting text.

d) Non-residential development, design and construction should comply with the BREEAM (Building Research Establishment Environmental Assessment Method) standard and achieve an 'excellent' accreditation or an alternative standard which achieves the same or better outcome.

POLICY DBE6 – ENERGY USE IN NEW BUILDINGS

a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.

b) New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m²/year for regulated and unregulated demand assessed using energy modelling such as a Passivhaus Planning Package or similar. This is based on the total amount of energy needed within a residential building per year.

c) New residential developments should achieve a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar. This is based on the level of heat energy needed within a residential building per year to maintain a regular temperature.

d) Non-residential developments should achieve an energy utilisation intensity or metered input of 55 to 65 kWh/m²/year (subject to building use) and a space heating demand of less than 15 kWh/m²/year assessed

using energy modelling such as Passivhaus Planning Package or similar.

e) The design of new developments should demonstrate that on-site renewable energy delivers annual heating and lighting needs.

f) The strategy for metering, monitoring, reporting, energy calculations, and predicted energy use should be confirmed as part of the planning submissions for outline and detailed grant of permission and reconfirmed before the commencement of construction.

g) Variations on the requirements of this policy will be allowed only under exceptional circumstances where in complying with the above the development causing harm, or harm to the character of the wider area, or extraordinary reasons, clearly demonstrated where the standards above cannot be achieved.

DBE7 – HOMES IN MULTIPLE OCCUPATION

Proposals for the development of new Homes in Multiple Occupation (HMOs) will be supported where the development:

a) Does not harm the residential amenity or character of the locality as a result of excessive noise.

b) Does not increase levels of on-street parking, that cannot reasonably be regulated through parking control measures.

c) Does not lead to inadequate off-street storage of refuse and bicycles.

d) Is on a site in an electoral ward where under 10% of homes are currently HMOs.

e) Has no existing HMO within 5 dwellings on either side of the property or on the opposite side of the street, within 10 dwellings.

The following diagrams show a series of six indicative 'view cones' for the panoramic views of the St John Baptist church tower. These seven views referenced as glimpsed, framed and panoramic, when considered collectively, indicate that all development proposals within the town centre have potential to disrupt the important townscape setting of Cirencester.

Somerford Road



Amphitheatre



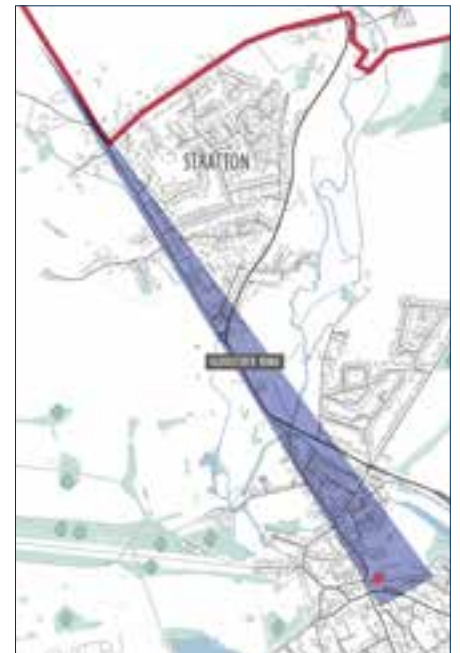
Preston



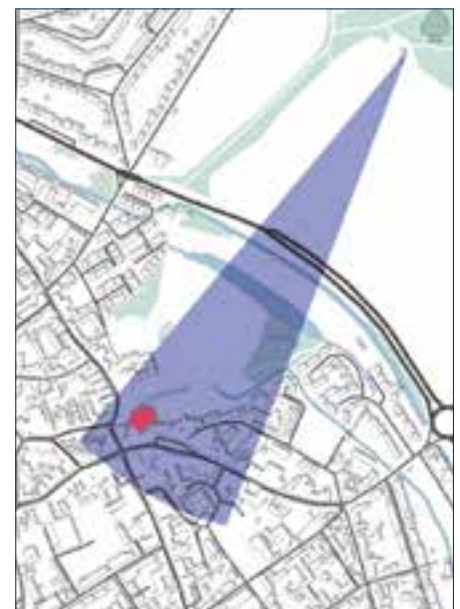
Cirencester Park



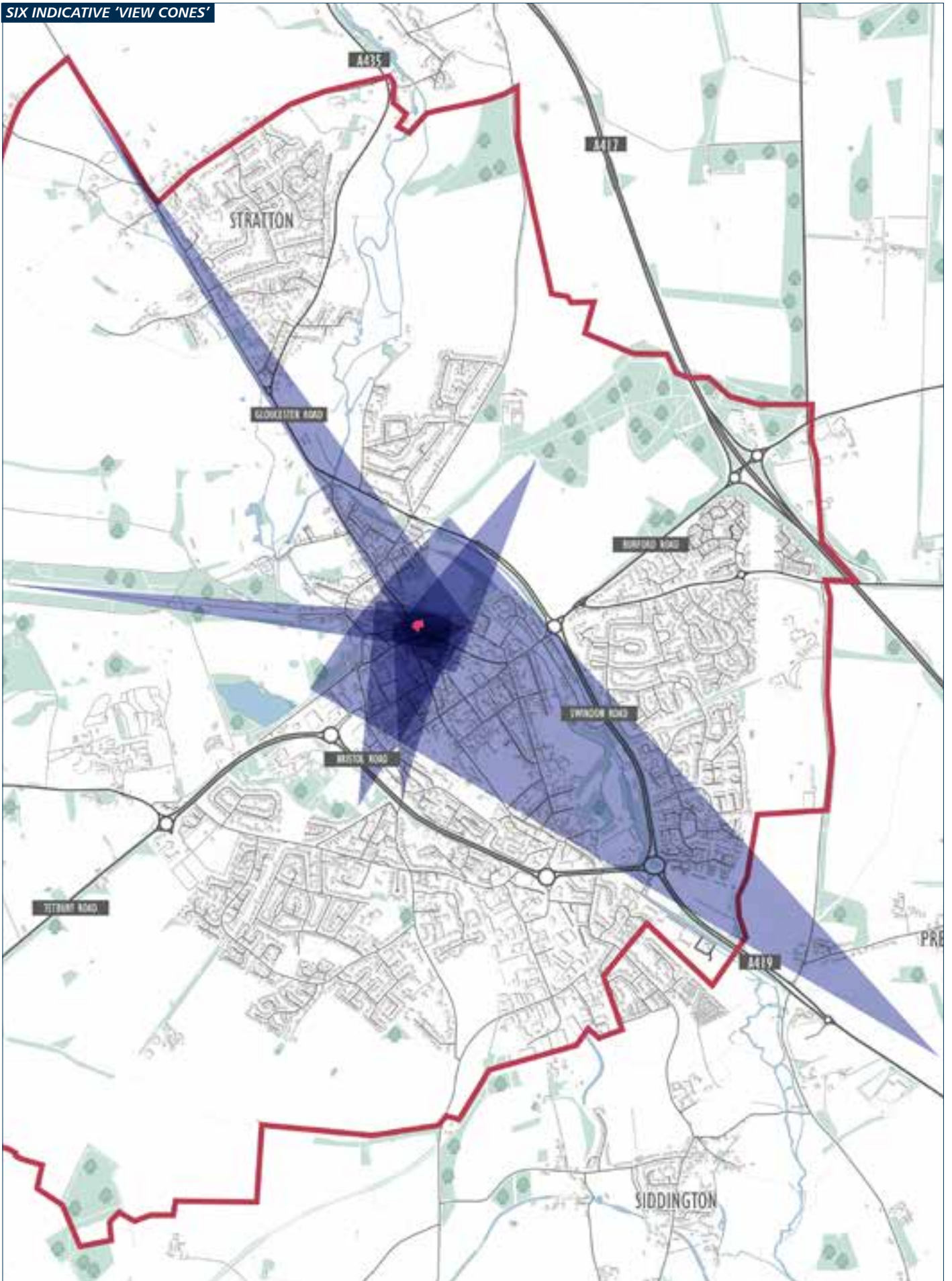
Gloucester Road



Tar Barrow



SIX INDICATIVE 'VIEW CONES'



- 7.1 Distinctive local design and architecture going back many years is one of the main reasons Cirencester's built environment has a unique character. New developments should respond in a positive and appropriate manner to this legacy.
- 7.2 The Neighbourhood Plan anticipates future phases of development that are led by a more flexible use for residential/independent retail/co-worker office space, and which is generally less orientated around private car ownership.
- 7.3 The response to the global challenges of reducing carbon usage will help drive the shape and appearance of future development.
- 7.4 However, this need not necessarily conflict with the character of the town which is, as described below, composed of adjacent, differing urban forms from different historical periods.
- 7.5 Cirencester has experienced successive and distinct periods of growth, both commercially and in size, these include:
- 7.5.1 the Roman settlement, when Corinium (Cirencester) was second only to London in terms of area and economic importance. The legacy of this period includes the alignment of some roads, earthworks, and the Amphitheatre;
- 7.5.2 the Augustinian Abbey of St Mary. The vast land holding controlled by the Abbey shaped green spaces and watercourses existing today;
- 7.5.3 the high value of the medieval Cotswold wool trade brought considerable wealth to the town and helped to fund the large parish church and many large town houses;
- 7.5.4 the connection to the canal and subsequently to the rail network. These allowed new industrial areas to develop to the east of the town and brought cheaper brick building materials for terrace housing to be built;
- 7.5.5 development of the post-war motorway network. Cirencester lies at a mid-point on the A417/A419 connecting the M4 and M5. This necessitated the ring road and led to the town becoming more of a commuter town with greater emphasis on residential development and car-based retail infrastructure.
- 7.6 The above phases of growth are clearly legible within the town, expressed in the alignment and width of the roads and pavements, the building materials of walls and roofs, the variations in fenestration and the changing fashions of house frontages. Notwithstanding this, there are several factors that are common to all areas of the town. These include pedestrian routes through passageways and alleys, courtyards and, with the welcome exception of the tower of the parish church and the spire of Watermoor Parish Church, a general conformity of building and roof ridge heights.
- 7.7 In line with the principal historical phases of development, the layout and alignment of streets play a prominent role in creating each area's distinctive character. From the organic, and curvilinear shapes of medieval Coxwell Street and Gosditch Street to the straight roads of the 19th Century (Victoria Road) and the 20th Century (South Way).
- 7.8 The key positive qualities of the town today have been used to directly inform the design guidelines that follows at the end of this Chapter of the Plan.
- 7.9 The principal urban space in the town is the Market Place. In broad terms, this is dominated by the medieval parish church and south porch, by Georgian facades on the north side and Victorian on the south side. These buildings form the boundaries to the Market Place which itself curves and diminishes in width from west to east.
- 7.10 Cirencester has an attractive compact historic core, with a complex evolution and character of the Roman and medieval period.
- 7.11 It is characterised by many protected, historic, tightly packed buildings, built up from the back edge of the pavement. They form curvilinear medieval, intimate, and enclosed street patterns.
- 7.12 The critically important views of the St John Baptist church tower are categorised into three types – glimpsed, framed, and panoramic. Streets such as Dollar Street, Black Jack Street, and The Waterloo all benefit from glimpses of the tower rising above the contextual rooflines whereas South Way, Tower Street and the Broad Ride within Cirencester Park are consciously aligned axially to the tower.

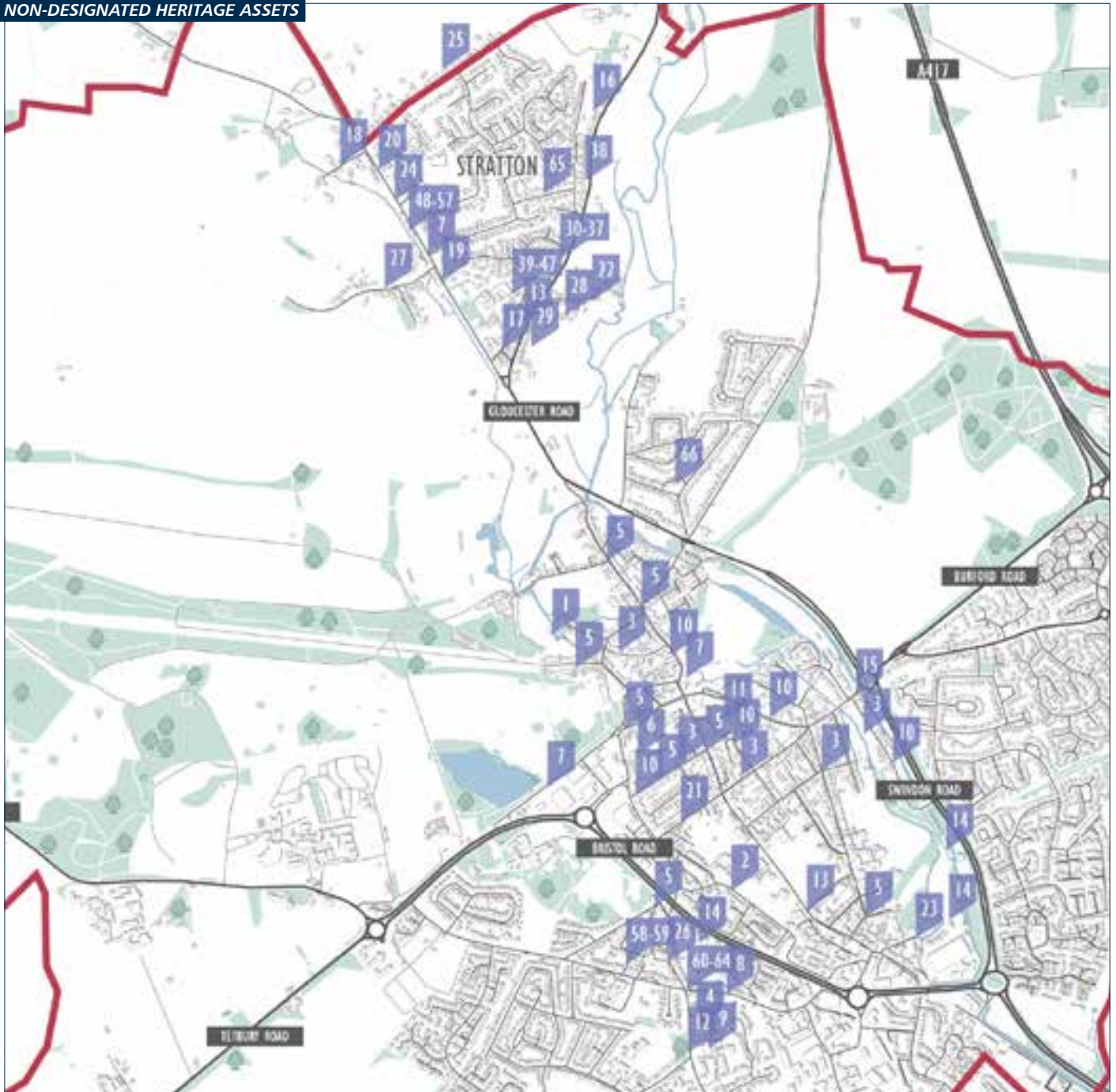
The prominence of the tower stands as a landmark from the approaches to the town, from Gloucester, Cricklade and the Whiteway.

7.13 Pedestrian passageways through and between buildings make an important contribution to free movement within and access to the public realm, for example from the Market Place to The Waterloo, to the Abbey Grounds via the closed church yard and to Swan Yard. Other roofscapes of note are the Brewery buildings in Cricklade Street

(now residential) and the Waitrose building in Hammonds Way.

7.14 The architecture of the buildings responds to their position within the street, especially on corners, where, for example the former HSBC bank on Cricklade Street, Lloyds Bank on Castle Street and the Corinium Museum on Park Street and Silver Street all display a higher order of architectural style from turrets to Palladian facades.

NON-DESIGNATED HERITAGE ASSETS



For more details please see Appendix 04



- 7.15 Where given the space to develop and properly mature, trees make an important contribution to the public realm, creating screening, providing shade and biodiversity habitats. Successful examples of this are the Lebanese cedar and False Acacia in West Market Place, the Hornbeams and Planes in Brewery Court and the Beech trees in The Waterloo.
- 7.16 Street furniture, which includes benches, bollards, cycle stands, litter bins, signage, lighting, and advertising are generally designed to be seen and therefore play a prominent role in defining the character of the street. Cirencester displays a range of styles from traditional metal (Victorian) in West Way and Gloucester Road, to contemporary stone and timber in the Market Place and Brewery Court with future public realm being influenced by Cirencester Town Council's Town Centre Public Realm Design Code.
- 7.17 As is the case with most historic towns, Cirencester is a palimpsest of urban development. This has evolved over many centuries and as a result, within the public streetscapes, it now expresses a wide range of built forms that have been shaped in large part by commercial need and architectural fashion. In marked contrast to these picturesque and protected facades, the rear elevations of the properties have developed in a more ad-hoc and utilitarian manner.
- 7.18 This contrast in quality applies particularly to the rear elevations that form the visual boundaries to the Brewery and Forum car parks. This visual enclosure creates the opportunity for a more contemporary architectural style and to help it adopt a form of building design whose shaping and appearance incorporates the requirements to achieve a low carbon building at the construction stage, during its maintenance lifetime, and at its demolition and recycling.
- 7.19 For these measures to be integrated into the design of the building fabric this will affect various building elements e.g., the size and appearance of the fenestration, the incorporation of photovoltaic panels and the orientation and pitch of the roofs.
- 7.20 Whilst these aims may result in a different architectural character, they do not exclude the adoption of important elements of the historic urban centre, that is the inclusion of features such as arches and passageways through and between buildings to maximise permeability and the use of materials sympathetic to the colour and texture of the local limestone.
- 7.21 New development that is situated beyond the historic streetscapes e.g. within the Brewery, Forum and Waterloo car parks and Phoenix Way, may make use of modern design and materials that contrast with, yet complement local character. The obligation to develop low carbon buildings with an inherently low carbon construction and maintenance cost will drive a different aesthetic from the traditional Cotswold vernacular, i.e. in terms of their size and framing as well as roofscape design that allows the more effective performance of PV panels.
- 7.22 New development should respect and respond positively to the character of the Cotswold vernacular and distinctiveness, including protecting and enhancing the historic environment of the town and providing value to the public realm. Good, contemporary design that is complementary to the historic environment will be acceptable and preferable to pastiche.
- 7.23 The need for high quality design is a core principle of the National Planning Policy Framework (NPPF). It emphasises that "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". It goes on to say that "Neighbourhood Plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development". Cirencester has grown over time, with the historic medieval core responding to its location and cultural heritage, the surrounding landscape and built form, and with the use of traditional materials that reflected the geology of the wider area. These elements help shape the character of the built form.

- 7.24 Cirencester is a growing town with an historic core within the town centre, which should be protected to retain the special historic character.
- 7.25 The siting and design of new buildings plays an important role in how a place functions and contributes to reinforcing local character and a sense of place. Buildings should generally be sited and designed (in terms of scale, mass, width, size, architectural quality, and material used) to enclose streets and spaces and contribute to legibility and wayfinding, to reinforce the existing historic medieval urban grain and quality, making it easier for people to find their way around. Well designed, beautiful buildings with high quality materials can bring variety and vibrancy to an area and contribute to the local distinctiveness of a place.
- 7.26 The Cotswold District Local Plan preserves key views in D66 of the Cotswold Design Code with no greater definition or audit of what these are. The Conservation Area views are essentially protected but areas of the town such as Watermoor with approaching glimpses of the town or approaches from outlying highways such as that from the A417 have less protection.
- 7.27 The Neighbourhood Plan, rooted in community appraisal of what is felt important to protect, provided an opportunity to highlight and document those valued by residents to ensure higher protection, assisted by the Civic Society members. These views are subsequently supported by the Cirencester Conservation Appraisal draft map.
- 7.28 Many views are iconic and have a degree of protection by being surrounded by or within Conservation Areas, each view known for its distinctiveness, visual impact, visibility, and sense of place. Others are glimpses of the wider landscape such as the Amphitheatre or landmarks such as the former malthouse on Cricklade Street.
- 7.29 Vulnerable views have been identified as having some potential to be negatively impacted by development, especially where buildings may change, be demolished, and replaced with taller buildings. The eight views identified within Policy DBE2 have the potential to be particularly compromised by development and are considered to fit this description. Equally, views to and from the Cotswolds National Landscape and the tranquility of the national landscape should not be adversely affected by development within the Plan area.
- 7.30 Changing patterns of economic activity across the town centre, including the decline in retail activity, has left many units empty. Even those that are occupied at ground floor level often have unused upper floors above shops and commercial premises. Bringing these upper floors back into use as residential accommodation would meet housing needs and increase town centre footfall leading to a more vibrant local economy. Meanwhile, subdivision of large houses can make more efficient use of the existing historic built form, to satisfy a housing need for smaller sized accommodation and increase the vibrancy of the neighbourhood and the housing mix and density.
- 7.31 Furthermore, this would increase housing in a sustainable location, which would encourage less car reliance and help reduce carbon footprints. It would also increase night-time surveillance of the public realm, making it safer.
- 7.32 Redundant commercial buildings and large residential houses should be the focus of Policy DBE 3, to encourage the efficient reuse of existing embodied energy within structures. This also helps to provide much needed homes for the smallest household size, as starter homes for first-time buyers, affordable homes for key workers and young people, as well as for more elderly households. Town centre living, with its proximity of services, and the reduced need for larger dwellings, appeals to all these cohorts.
- 7.33 Smaller retail floor plates (< 300 sqm) can often be more attractive to small, local, and/or independent retailers than large format units and therefore redevelopment proposals should include a significant proportion of retail units of 300m² or less.
- 7.34 All heritage assets have significance, either with designated status or as a non - designated heritage asset. The contribution made by their setting to the significance, also varies. Although many settings may be enhanced by development, not all have the same capacity to accommodate change without harming the significance of the heritage asset or the ability to appreciate it. Within and beyond the Conservation Areas of Cirencester there are many unlisted features,

buildings and structures that contribute to the visual, architectural, and social history of the town.

- 7.35 Representative of architecture styles, commercial life, or industrial activity, non-designated heritage assets are distinctive, contributing to evidence of local life. These types of assets can be removed or altered. This policy aims to retain and enhance high quality, locally important, buildings and structures over the town and in the Conservation Areas, and to avoid the danger of heritage assets being allowed to be neglected leading to demolition or removal. This includes unprotected high- quality heritage buildings and unique reminders of Cirencester’s past.
- 7.36 The Somerford Road area and industrial heritage in Watermoor, includes architectural features such as industrial signage, older street name plaques, rare post boxes, and commemorative street benches which are unlisted.
- 7.37 Several are representations of the evolution of the town, architecturally and socially, particularly over the last century during industrialisation and merit consideration in planning decisions which should exercise a balanced judgement on their contribution to the setting, history, and character of the town.
- 7.38 The industrial legacy of the town is particularly shown by commercial signage and parts of the redundant railway network with the social history of commemorative benches, street signs and post boxes.
- 7.39 The current position regarding Non-Designated Heritage Assets (NDHA) in Cirencester is reflected in the adopted Cotswold District Local Plan suggesting development affecting a NDHA will be ‘permitted’ where it is sympathetic and enhances the character or will be ‘resisted’.
- 7.40 The Neighbourhood Plan has the scope to protect an NDHA from inappropriate demolition or alteration, and subject to being based on sound evidence and in keeping with the National Planning Policy Framework, has identified NDHAs in Cirencester and established a local NDHA list.
- 7.41 The Neighbourhood Plan Steering Group formed a sub-group supported by a Heritage Officer from Cotswold District Council and requested nominations

from stakeholders such as the Civic Society. An advert asking the public for suggestions, was placed in a local publication, Cirencester Scene, which is distributed free to each household and business in the town.

- 7.42 A list of approximately 80 submissions was assessed for appropriateness for designation, assisted by advice from the Heritage Officer and using the Historic England criteria outlined below:
 - 7.42.1 ARCHITECTURAL: the age and locally distinct in material retaining significant structure;
 - 7.42.2 ARCHAEOLOGICAL: supported by clear evidence;
 - 7.42.3 GROUP VALUE: having association through use or design;
 - 7.42.4 RARITY: as judged against other features;
 - 7.42.4 LANDMARK: is it striking and with strong association with location, event, or community;
 - 7.42.5 DESIGNED LANDSCAPE: such as a garden setting, structured landscapes, and parks;
 - 7.42.6 EVIDENTIAL: is there documentation of past historical use or history;
 - 7.42.7 COMPLETENESS: is there enough fabric and features to be understood;
 - 7.42.8 SOCIAL HISTORY: features that are illustrative of historic local life;
 - 7.42.9 ECONOMIC HISTORY: illustrative of historic commercial activity;
 - 7.42.10 COMMUNAL VALUE: connected with collective local memories.
- 7.43 Further NDHA’s may be identified in the future that meet the Historic England criteria, provided evidence for the justification is included.
- 7.44 The benefit will be the further and greater protection of the less observed and previously noted heritage of the town including its social, commercial, and industrial evolution.

DESIGN AND ISSUES OF SUSTAINABILITY

- 7.45 The Neighbourhood Plan aims to drive net-zero carbon development within Cirencester through sustainable design, build, and operation of new development and development with outline permission. The policies in the Plan aim to adapt Cirencester's building stock to mitigate the effects of climate change, contributing to the national target of net-zero carbon.
- 7.46 There is a climate emergency (Source: Intergovernmental Panel on Climate Change Reports, Climate Change Committee Reports and pathways, Cotswold District Council declaration, and Cirencester Town Council declaration). The UK has legislated for net-zero by 2050 (The Climate Change Act 2008, as amended). The Committee on Climate Change (CoCC) pathway to net-zero includes ultra-efficient new buildings, low carbon heat and ambitious retrofit to existing buildings.
- 7.47 The National Planning Policy Framework (NPPF) requires a positive strategy to deliver renewable and low carbon energy and heat and makes clear that the planning system should help shape places to radically reduce greenhouse gas emissions. The UK Government considers local authorities are best placed to drive local progress towards national climate change commitments. The updated Cotswold District Local Plan aims to be green to its core to support the aim of achieving net-zero (Source: CDC priorities, April 2020 and partial update to the Local Plan).
- 7.48 Engagement with the public as part of the preparation of the Neighbourhood Plan identified heritage, better town integration and climate change as the top three most important aims indicating broad agreement for measures to mitigate and adapt to climate change. Wider consultation supports a vision which places climate change mitigation on the same level as both heritage and better town integration.
- 7.49 For Cirencester to respond to the Town Council's 2019 Climate Emergency declaration and contribute to national targets, each type of building will require a different approach. The design, development and operation of new development should be net-zero, also referred to as carbon neutral.
- 7.50 Whilst it is recognised that land with extant planning permission cannot be required to build to a higher standard than building regulations, it is a community aspiration to work positively with developers and the regulatory planning authority so that all future housing is built to a net-zero standard.
- 7.51 This will not be possible, or certainly very difficult, for existing building stock to achieve and a different approach will be needed such as an ambitious approach to existing and heritage building stock which improves performance equivalent to an energy performance certificate of at least EPC C or similar.
- 7.52 The Neighbourhood Plan recognises that design and build to Building Regulations, Part L and Future Homes 2025 will not achieve carbon neutrality and sets reasonable targets that exceeds these regulations.
- 7.53 The UK Green Building Council defines a net-zero carbon operational building as: "the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset."
- 7.54 The policies in this Neighbourhood Plan set clear and measurable outcomes through specifying energy targets which are supported by the Royal Institute of British Architects (RIBA), the UK Green Building Council (GBC), and the Climate Change Committee (CCC), a statutory body established under the Climate Change Act 2008.
- 7.55 Furthermore, the policies in this Plan, recognise the construction industry, and its clients are increasingly active in achieving net-zero buildings with available and affordable skills, techniques, and technologies. Occupants and owners are also seeking energy efficient buildings, partly to meet their green agenda and partly to reduce through-life cost of space heating.
- 7.56 Policy DBE5 aims to establish a process during the development, design, build and operation to minimise energy use and greenhouse gas emissions, and set out adaptations to mitigate the impact of climate change. The term embodied carbon is used as reference to emissions relating to the materials and

construction processes of a building or infrastructure (e.g. the materials or products used to construct, maintain, repair, refurbish and repurpose a building).

- 7.57 The energy hierarchy takes a fabric first approach to maximise the energy and thermal performance of the fabric of the building, minimising energy use, before considering other items in the list. LETI (London Energy Transformative Initiative) has modelled energy performance which shows that a fabric first approach increases capital costs by 4.8% compared to Building Regulations, Part L. The running cost is reduced by 25% to 50% compared to Part L and Future Homes.
- 7.58 This approach means buildings will be warm and comfortable with minimum energy usage and, in the short and long term, significantly reduce the energy cost of keeping the building warm.
- 7.59 The following energy hierarchy places the most favourable option at the top, and least favourable at the bottom. The first option is to be fully utilised before moving to the next option.
- 7.60 The energy hierarchy is:
 - 7.60.1 fabric-first to minimise overall and space heating demand before considering other options;
 - 7.60.2 maximise energy efficiency within the building;
 - 7.60.3 incorporate renewable energy;
 - 7.60.4 use low carbon energy; and as the last option,
 - 7.60.5 use other sources of energy.
- 7.61 The UK's Climate Change Committee (CCC) states that retrofitting measures to mitigate climate change including improvement to the thermal performance of the building fabric are five times more expensive than if the same measures were installed at build. It is better to include measures to adapt to, and mitigate, climate change at the design and build stages.
- 7.62 The energy utilisation and space heating demands set out in the policy are recommended by LETI in its Climate Emergency Design Guide and supported by RIBA, UKGBC and the CCC as targets necessary to achieve carbon neutrality. LETI provides a common

set of metrics and targets which allow new buildings to achieve net-zero or carbon neutrality by 2030.

- 7.63 These targets are being implemented by several planning authorities both in emerging and made local plans. The partial update to the Cotswold District Local Plan refers to the LETI design code. The clear targets in Policy DBE 6 can be monitored and measured through utility meters installed in each building.
- 7.64 Design, development, and construction should comply with the BREEAM (Building Research Establishment Environmental Assessment Method) standard and achieve an 'excellent' accreditation or an alternative standard which achieves the same or better outcome.
- 7.65 Homes in Multiple Occupation (HMOs) form an important part of the town's private rented accommodation, providing homes and contributing to housing choice. HMOs are generally more affordable and flexible and can be suitable for younger people and other households not living as families. Increasing numbers of individuals are unable to afford to buy a home or rent a flat in the town due to increases in costs and so access to HMOs is important for these individuals. Sharing homes can also help younger people, especially newly arrived in the town, to form new networks and relationships. It is also important to support further education establishments, like the Royal Agricultural University (RAU), to provide suitable student accommodation.
- 7.66 While the town's stock of HMOs is contributing to meeting housing needs, creating a greater mix of residents, and a more balanced community, they can also create harmful impacts, which affect community's health and wellbeing, for example through noise and disturbance, poor waste management, increased pressure for on-street parking and a more transient community lacking cohesion.
- 7.67 It is a higher concentration of HMOs in specific neighbourhood areas that is having the most negative impact on local communities.
- 7.68 The largest proportion of demand for HMOs in the town is from the student community attending the Royal Agricultural University

(RAU). The Gloucestershire Local Housing Needs Assessment (ORS 2020, LHNA) notes that the RAU has 1,200 students and aims to increase this to 1,500. There are 870 living off campus mainly in the town's privately rented sector.

- 7.69 This could therefore increase by 300 to 1,170 students if no new purpose-built student accommodation is provided. Assuming 3.6 students per dwelling, an extra 83 student HMOs could be needed, leaving aside those who are forced to live in neighbouring villages or towns due to the lack of availability.
- 7.70 The 2011 census suggests there are around 315 homes within Cirencester with 'no usual' residents, being around 3.6% of the total housing stock (8,717) which is low compared to the rest of the Cotswold district. Cotswold District Council's public protection team have a record of 42 licensed HMOs, being over five residents per dwelling, with over half in the electoral ward of Chesterton. There is a need for more local housing data on existing HMOs from Cotswold District Council and Gloucestershire County Council.
- 7.71 But even with limited data, there appears to be a need to avoid concentrations of HMOs by spreading them more evenly across the town, despite the student's natural desire to live closer to the University.
- 7.72 Small HMOs occupied by between 3 to 5 individuals and who share basic amenities such as a kitchen, bathroom, or toilet, are not covered by this policy as they have permitted development rights. Only large HMOs, of more than 5 individuals, are covered by this policy, as these require planning consent.
- 7.73 The purpose of Policy DBE 7 is to prevent harm to the character, appearance of the property, adjoining properties, or their local context. Furthermore, to prevent an unacceptable impact on the amenities of adjoining neighbours, including the need for sufficient amenity space, refuse storage, and car and cycle storage to a suitable standard. The aim of the policy being to avoid an over concentration of HMOs in any one electoral ward.
- 7.74 Policy DBE 7 is needed to help deliver the increased student accommodation needs resulting from growth

of the RAU, and of other young single residents, finding it difficult to find affordable accommodation, in a sustainable way. Reducing the potential harmful impacts on communities that could occur from high concentrations of HMOs, it will also ensure that HMOs can continue to form part of the town's housing stock, particularly close to local amenities, and provide an affordable form of accommodation for those that need it.

CIRENCESTER DESIGN GUIDELINES FOR NEW DEVELOPMENT

- 7.75 The design guidelines have been prepared to support developers, landowners, their designers, and architects when preparing planning applications. It is intended to be used as a reference point in support of the planning policies within the Neighbourhood Plan, acknowledging that Cirencester has various character areas and different architectural approaches.
- 7.76 Whilst there is a vast range of qualities that contribute to the overall sense of place, the primary components are the built form (the layout & arrangement, scale, massing, and details of the building that enclose the streets and spaces) and the public realm (the streets and spaces, as formed by the enclosure of the adjacent buildings).



7.77 The guidelines are set out within the following categories:

7.77.1 Layout & Arrangement

7.77.2 Height & Scale

7.77.3 Materials & Details

7.77.4 Resource Efficiency

7.77.5 Streets & Spaces

7.78 LAYOUT & ARRANGEMENT

7.78.1 The scale of new development should be in keeping with the historic urban grain, to help to create a sense of enclosure to streets and spaces, but also reflect the great variety of building scales within the historic core.

7.78.2 The contribution made by the historic urban grain, and the style and materials of its buildings, should be reflected within all town centre redevelopment proposals.

7.78.3 The density of development should encourage the efficient use of land which can bring the benefits of social vibrancy and interaction, as well as security of streets by passive surveillance, while ensuring privacy. It should reflect the hierarchy of urban density, highest within the historic town centre and neighbourhood centres, and reduce towards the peri urban areas, with increased green spaces.

7.78.4 Increasing the density of existing low-density suburban areas by high quality roof and rear extensions will be supported, whether they are traditional or contemporary in design. This increase in population will help to support local facilities and reduces the pressure to develop green field sites.

7.78.5 Where new plots are being formed, these should reflect the existing grain and pattern of development where they form a significant characteristic in the street scene, unless this would conflict with other policies.

7.78.6 New development within the town centre and Conservation Areas, should develop a sense of place that reflects, reveals, celebrates, and contributes to the layers of history.

7.78.7 Street sections and block sizes should reflect and reinforce the existing medieval hierarchy found elsewhere in the town. Application of these street sections to the opportunity sites will ensure an appropriate response to the Cirencester context. Narrow street sections will also provide shade as part of a response to climate change and ensuring a resilient town.

7.78.8 Increase the mixed use of buildings by, for instance, converting commercial upper floors to residential and incorporating shops and offices within residential buildings.

7.79 HEIGHT & SCALE

7.79.1 The local character of Cirencester is defined by a great diversity of urban forms and scales which have evolved over time and with important public and religious buildings breaking through to create a dramatic skyline (St John Baptist Parish Church in the Market Place and the Watermoor Parish Church). Buildings within the historic core should be no more than three storey plus an extra attic within the roof space, to a maximum height of 12m above ground level.

7.79.2 The creation of a hierarchy of buildings that differ in scale and order when located on prominent corners or where they form the focal point, for example as a result of a bend in the road which places a building at the end of a sight line, will be supported.

7.79.3 All proposed roof heights for new development must not damage the setting of the town's significant listed buildings. Also views of these buildings from within the town and from the outlying countryside should be retained. So, within these cones of view, overall building heights of development will be limited.

7.79.4 The Cotswold style roof pitches and Arts & Crafts local tradition tend to be over 45 degrees, while the Georgian design uses parapet walls and low-pitched roof. These storey heights are important in creating the established urban form of the town and fourth storey rooms in the roof will be encouraged. Roofline silhouettes which assimilate well with adjoining properties and skyline will be encouraged.

7.79.5 To make best use of space, roofs that can provide complementary amenity uses will be considered. On a wide span building, this might include a bowling green or for a raised deck car park a treed-roof garden.

7.80 MATERIALS & DETAILS

7.80.1 Buildings should be designed with construction details and materials which ensure both a long life and minimal maintenance. Poorly specified materials and details can cause a rapid deterioration in the building's appearance and that of its setting. The need for building maintenance should be designed-out to avoid this danger as well as reducing its lifelong maintenance carbon footprint.

7.80.2 All new developments should be designed and built to achieve the highest standards of urban appearance over its life-time.

7.80.3 Concrete materials, like reconstituted stone and reconstituted stone tiles, which have very high embodied energy, will not be supported.

7.80.4 Respect for the appearance of adjoining properties and the local neighbourhood, by the use of high-quality design and natural local materials, will be supported. The appearance of natural materials, with low embodied energy, if well detailed, can bring variety, local distinctiveness and vibrancy and will improve in appearance as materials weather.

7.80.5 New development within the traditional, historic streetscapes should respond positively to the Cotswold vernacular and to the distinctive Cirencester context. Proposals for new development (both residential and commercial) in the Plan area should demonstrate architectural design standards of the highest quality and maintain and enhance local character.

7.80.6 New development should reflect the local building forms and traditions, material and architectural detailing that are significant in the local area, and maintain or, where appropriate, enhance local character.

7.80.7 The use of imaginative, innovative, and contemporary designs and materials which

enable buildings to achieve net zero construction performance and promote sustainability, without harming the character of the Conservation Areas, will be supported.

7.80.8 The size, proportion, materials and detailing of replacement windows should reflect the original within Conservation Areas and those listed as Non-Designated Heritage Assets.

7.80.9 The removal of historic architectural details including chimneys, which could detract from the appearance of the original structure will not be supported within Conservation Areas and Non-Designated Heritage Assets.

7.80.10 Shop fascias and hanging signs, including illumination and size, within Conservation Areas and Non-Designated Heritage Assets, should be of a design in keeping with the character of the area.

7.80.11 Windows and doors should be setback behind the wall face to create a 100mm reveal, and stone cills with a 50mm overhang. This creates a shadow to the reveal and creates a sense of solidity.

7.81 RESOURCE EFFICIENCY

7.81.1 All new developments should be built to net-zero construction and energy efficient building methods.

7.81.2 The design of a new development should minimise its embodied energy used within the provision of its materials and construction. The sourcing of local materials, and the reuse and recycling of existing materials will be encouraged.

7.81.3 Existing buildings should be retained and upgraded to the same high energy efficient standard as new build, only where there is a saving in the use of embodied energy.

7.81.4 All development should increase the potential for ecological biodiversity, not only through the design of the buildings but also through its external materials, organic plant selection and varied landscaping.



7.81.5 On-site generation, such as solar PV (photovoltaics) and heat pumps, should be considered from the outset of the design process.

7.81.6 Measures to conserve and recycle water should be demonstrated by all new developments. Sustainable urban drainage design should be included within all development to ensure that the project does not increase the risk of flooding adjoining properties.

7.82 STREETS & SPACES

7.82.1 Development proposals should create layouts and alignment of streets which both curve and vary in width, to form a staggered building line and protected areas at street level.

7.82.2 The layout of streets, courtyards and building footprints should allow glimpsed views of the St John Baptist Parish Church tower, or where

appropriate, incorporate open vistas to the tower.

7.82.3 Provide sufficient space for trees to develop and properly mature. Select species for approval by the Cotswold District Council Tree Officer and include root barriers, permeable tree guards, irrigation pipes and a commitment to on-going maintenance.

7.82.4 The streets are to be designed to allow the free movement of pedestrians prioritised over cyclists who in turn are prioritised over vehicles. In addition, there should be segregated (or areas delineated by bollards) that exclude vehicles altogether to allow the temporary and informal use of space for seating, vendors, and performance.

7.82.5 Designated cycle routes will be incorporated into developments to contribute to the linking of established Sustrans cycle routes with the town. The width of allocated land for these routes should

be sufficient to allow native hedgerows and trees to establish and thus provide the additional benefit of a wildlife corridor to connect pockets of biodiversity.

7.82.6 The spatial arrangement of differing but complementary surface materials, channels and edgings will be arranged to form a shared space, that is to delineate the traditional carriageway pattern in order to discourage any sense of vehicle 'ownership' and therefore any assumption of priority. Where car access and parking is required, vehicle speeds will be restricted. On-street parking within the public realm will be time limited with private parking within communal courtyards located to the north of the built development.

7.82.7 Buildings will incorporate publicly accessible passageways leading to footpaths, the location of which will be led by the natural desire lines between destinations.

7.82.8 Public art, typically interpreted as sculptural, has the potential to express and communicate important cultural and social concepts. The form that it takes, be it literal and figurative or

more abstract can be divisive. It differs from the design language of other street furniture in that contemporary pieces are often seen successfully within more historic settings. The inclusion of public art should be considered from the outset of the design process.

7.82.9 Incorporate designated locations for future public art commissions including raised empty plinths.

7.82.10 External public street lighting should ensure the safety and security of pedestrians and cyclists. It should be as unobtrusive as possible and integrated into the landscape. Doors and windows facing the street, when lit at night, can reduce the need for external lighting and ensure that people feel safe.

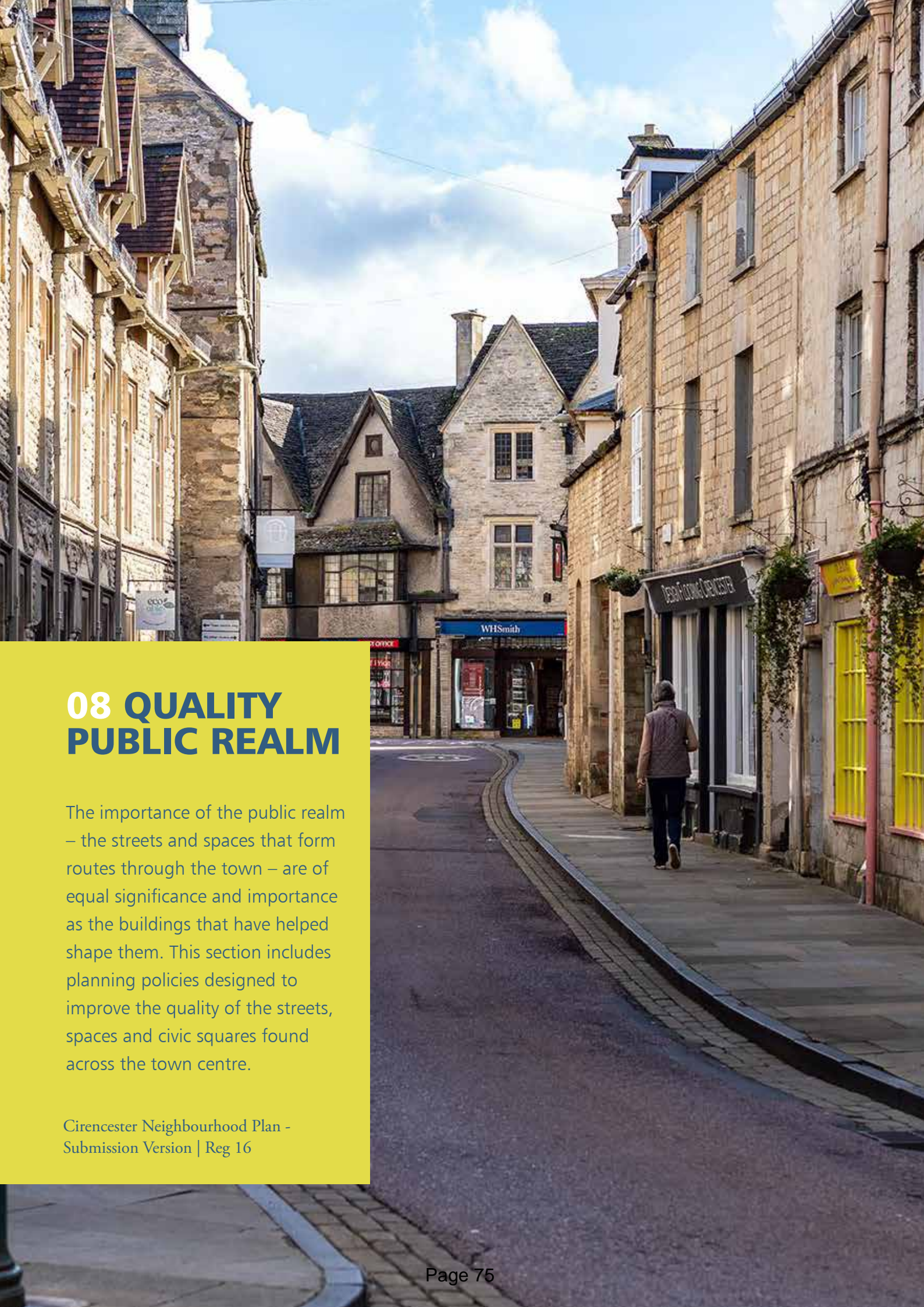
7.82.11 Pedestrian routes should be prioritised with open spaces, and wild areas should be left unlit to avoid pollution, light spillage, and harm to wildlife.

7.82.12 Street furniture, benches, bollards, cycle stands, bins, signage, and lighting should be sympathetic to the contextual architecture and any existing retained furniture and respond to the needs of those who have a visual impairment or are less mobile.

7.83 Cirencester's need for new housing and its contribution to the district's housing need to 2033, already has a grant of outline permission. Whilst recognising that this cannot be achieved retrospectively through the planning regulatory framework, it is a community ambition that the design, construction and operation of such housing should also be net-zero.

7.84 It is acknowledged that on-site renewable energy may not meet all the needs of occupants due to high demand, this is a community aspiration.





08 QUALITY PUBLIC REALM

The importance of the public realm – the streets and spaces that form routes through the town – are of equal significance and importance as the buildings that have helped shape them. This section includes planning policies designed to improve the quality of the streets, spaces and civic squares found across the town centre.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY QPR1 – ILLUMINATED SIGNAGE

Unless it can be demonstrated that the introduction of free standing and wall mounted structures with digital or illuminated advertisements have no detrimental visual or acoustic impact on the town centre Conservation Areas i.e. that they are contained discreetly within the fabric of buildings, proposals to introduce these or similar structures will not be supported.

POLICY QPR2 – QUALITY STREETS & SPACES

- a) Development proposals that protect and enhance the network of historic streets, parks, gardens, and public open spaces across the Plan area will be supported.
- b) Development proposals within the town centre boundary and areas of distinctive character as identified within Policy TC1 which use the palette of heritage materials outlined in the Cirencester Town Centre Public Realm Design Code will be supported.

POLICY QPR3 – SOCIAL & CIVIC SPACES

Where appropriate, new developments will be supported where they provide a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town.

POLICY QPR4 – HERITAGE TRAILS & WAYFINDING SYSTEMS

Insofar as planning permission is required, proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged.



8.1 The importance of the public realm, the streets and spaces that form routes through the town, are of equal significance and importance as the buildings that have helped shape them. Their value transcends the mere functional aspect of creating links between destinations. They provide the principal infrastructure for social engagement within the town, from large formal gatherings such as the Remembrance Day Parade and Mop Fair to the Charter Markets and chance meetings that occur between friends and acquaintances.

8.2 The current arrangement of streets and open spaces belong to three distinct phases of development: the Medieval, the Victorian & Edwardian and the Modern 20th Century streets (Source: Cirencester Town Centre Public Realm Design Code – a Cirencester Town Council commissioned document through Portus and Whitton):

8.2.1 MEDIEVAL STREETS: these form the town historic core and the streets to the north. They are typically narrow winding streets, with Cotswold stone buildings. There are, nevertheless, a number of notable Georgian buildings within this medieval core.

8.2.2 VICTORIAN & EDWARDIAN STREETS: many of these developed following the arrival of the railways. As a consequence, the materials are more varied with the widespread use of red brick evident in some streets. They are mostly located to the south of the town centre, closer to the railway sidings and wharfs. These streets typically adopt a rectilinear street pattern and are wider sometimes including formal street tree planting.

8.2.3 20TH CENTURY STREETS: these have been developed during the interwar and post Second World War periods. This includes peripheral areas of redevelopment around the edges of the town centre as well as larger swathes of development that took place following the closure of the railways in the 1960s.

- 8.3 All three streetscapes were established before the meteoric rise in private car ownership post 1945. The prevailing sentiment within highway departments was to re-engineer town centres and maximise capacity for vehicle movements.
- 8.4 In Cirencester, this resulted in four lanes of traffic within the Market Place including areas of deterrent paving to dissuade pedestrians from crossing the road. Continuing growth in car ownership resulted in the creation of the ring road. The legacy of this within the town centre was a predominance of tarmac surfacing, concrete kerbs and narrow pavements which are unattractive to look at, less accommodating for public events, particularly problematic for buggies, mobility scooters and wheelchairs and unworthy of the many listed buildings.
- 8.5 To remedy this, two main schemes in the town centre have taken place, the re-surfacing works to Park Street and Silver Street and the regeneration of the Market Place as a pedestrian priority space, whilst providing less dominant vehicular access to local amenities.
- 8.6 The success of these schemes, set the template for further enhancements within the wider town centre. The aims of which are set out in the Access and Movement section of the Plan under Policy AM 3, which relate to the dynamics of pedestrian movement, in contrast to the experience as outlined in this section of the Plan.

8.7 With changes to the one-way system, the latter reduced the volume of regional cars within the town, created significant areas of pedestrian space using high quality street furniture and surface materials and was detailed in a way to respond to and enhance the setting of the buildings. Since its completion in 2017, awareness of the impact of car exhausts and particulates has increased, strengthening the case for the reduction of vehicles in town centres.

8.8 In referring to these aims, the principal objectives are to:

8.8.1 reduce further the volume of regional traffic that uses the town centre as a short cut;

8.8.2 widen pavements and thereby reduce carriage way widths to favour pedestrian space and inhibit traffic speeds;

8.8.3 implement a programme of resurfacing which creates a pedestrian priority environment;

8.8.4 remove unnecessary street clutter and introduce additional tree planting and seating within these areas that follows an agreed design language appropriate to its context.

8.9 The selection of street furniture in style, colour and material can complement, strengthen, and enhance the contextual architectural character. This applies to features such as seating, litter bins, cycle racks and bollards. Where wider uniformity is helpful, i.e. to signage and heritage trails, a more neutral functional appearance will be supported. This applies to the font, the base colour, and absence of period embellishment.

8.10 Cirencester’s gateways, the ‘points of arrival’, are described as the location where, on approaching the town centre, the viewer becomes aware of crossing the threshold into the historic core. This awareness is often heralded by the view of the St John Baptist Parish Church tower, situated in the Market Place. The gateways into the town strengthen the sense of place and where they coincide with a 20mph zone, they act as a signal to car drivers that they are entering an area where pedestrians and cyclists are more likely to be crossing or sharing the road space.

8.11 Public art can be sculptural, figurative, literal, or abstract, floor, mounted or set on a plinth. It can be built in stone or wrought from metal, engraved statements in paving or pictorial as a mural. Each medium has the potential to express and communicate important cultural and social concepts. It differs from the design language of other street furniture in that contemporary pieces are often seen successfully within more historic settings.

8.12 The National Planning Policy Framework states that planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments. They provide habitats and biodiversity particularly in built up areas with increased recognition of benefits that the visual presence provides to mental wellbeing. Urban landscapes that incorporate trees have been shown to encourage walking whilst enhancing social cohesion and connectivity. Trees also soften the lines of buildings and are increasingly being recognised as an important tool in the challenge of climate change.

8.13 A tree strategy is particularly required in new developments where trees are not only seen as having a role in landscaping design, helping new buildings blend into existing areas, but absorbing water and reducing flood risk, filtering air pollution and mitigating climate change, as they play an important part in atmospheric carbon capture. Suitably positioned they can also help keep buildings sheltered and cool so reducing energy costs. The Woodland Trust recommends 30% of the site of a new development is given to trees.

8.14 In addition to the important role that trees play in terms of biodiversity net gain and carbon sequestration, they also make a vital contribution in terms of health and wellbeing. For trees to fulfil this potential and generate meaningful, healthy growth, the following criteria are important and need to be approved prior to installation:

8.14.1 the frequency in rows, avenues, and blocks;

8.14.2 their proximity to buildings, kerbs, and driveways;

8.14.3 the size at which it is planted;



8.14.4 the size and depth of the tree pit and the root barrier protection to avoid conflicts with existing services;

8.14.5 the quality of backfill material and the inclusion of ameliorants and permeable irrigation pipework;

8.14.6 the permeability of adjacent surfacing;

8.14.7 the robustness and style of the ground level grid and tree guard;

8.14.8 the initial maintenance regarding irrigation and feeding to achieve establishment and the longer-term maintenance to ensure growth is balanced and free from disease and dieback.

- 8.15 An inherent part of Cirencester's character is the use of indigenous limestone for buildings. This is the predominant material used throughout the town centre and its mellow appearance greatly enhances the public realm.
- 8.16 Intrinsic to these qualities and to help facilitate the free movement of pedestrians, is the removal and avoidance of unnecessary street clutter. This applies particularly to the use of free-standing structures which are designed to maximise their visual impact.
- 8.17 Illuminated and digital wall mounted and free standing signs distract from and commercialise the immediate environ. This is contrary to policies within existing legislation, the purpose of which are to protect the special character and appearance of buildings within Conservation Areas or the setting of Listed Buildings.
- 8.18 Cirencester has a wide range of different outdoor activities and events happening at any one time. It is therefore important to maintain and enhance this vitality through the protection of the public realm. Pedestrian routes and crossings need to be improved in accessibility, safety, and drainage. Any new development should encourage this and make footpaths wide enough for people to pass each other safely, where feasible. Introducing more seating throughout the town and achieving the correct balance between historic street surfaces and accessibility will help residents and visitors to discover and enjoy the heritage of Cirencester. Installation and maintenance of street trees and street furniture will be supported.
- 8.19 Specific areas that include proposals for improvements for example pedestrianisation in Cricklade Street and the Dyer Street area around Catalpa Square, will be supported. Whilst the alleyway between Dyer Street and The Waterloo [between Argos and The Salvation Army] has recently been enhanced it feels unsafe and is in poor repair compared to the Woolmarket. Improvements to Brewery Court will also be supported, including the courtyard with the mosaic which in the past has been neglected. There are also poor urban townscapes adjacent to car parks including the Forum and Sheep Street.
- 8.20 Cirencester has a good network of social and civic spaces. New development should help enhance and expand this network. This policy will apply to large residential and commercial proposals such as town centre redevelopment (see Policy TC1) which will be developed over the Neighbourhood Plan period. Such proposals will present appropriate opportunities to incorporate social and civic spaces within their layouts.
- 8.21 Known colloquially in Cirencester as 'bumping spaces', urban spaces that encourage spontaneous or unexpected positive social interactions, the urban street pattern of the town is generally connected, permeable and attractive. Castle Street, Black Jack Street and Coxwell Street are some of the best examples. This policy aims to maintain and enhance these qualities across the town and ensure that new developments take on the same positive attributes.
- 8.22 The areas of green space on the edge of the town centre are used for sport and recreation and should not be lost. Equally, the green spaces that are enclosed in the centre of Cirencester are vital 'breathing spaces' for the town and unique to the local character. These spaces have been designated as Local Green Spaces to ensure their long-term protection.
- 8.23 Cirencester has an important tourism economy but has no standardised town-wide welcome or signage strategy nor sufficient high-quality signage to the key heritage sites. Therefore, an improved and consistent signage strategy, including maps with directions to the cultural and heritage sites of Cirencester, is encouraged.
- 8.24 The term 'wayfinding' describes the processes people go through to find their way round an environment. The wayfinding process is fundamentally problem-solving and is affected by many factors such as people's perception of the environment, the information available, their ability to orientate themselves spatially and the cognitive and decision-making processes they go through. A system of signs, information boards, ground surface marking, and other interventions in the urban environment can greatly assist with the understanding of the town and the ability to navigate from place to place.



09 THE 20 MINUTE NEIGHBOURHOOD

The 20 Minute Neighbourhood model of urban planning is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day such as shopping, school, community and healthcare facilities, places of work, green spaces, and more. This chapter describes the concept and explains how, through planning policy, it will be applied to Cirencester.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY TMN1 – 20 MINUTE NEIGHBOURHOODS

Development proposals which in proportion to size and scale, support and extend the 20-minute neighbourhood model, will be supported where the following land use features are integrated or delivered:

- a) diverse and affordable homes;
- b) well-connected paths, streets, and spaces, with safe, direct, street level (at grade) cycle ways and footpaths;
- c) key local daily facilities;
- d) sports, well-being and community health facilities.

Proposals which enhance the provision of Key Local Daily Facilities across the Plan area will be supported, where they address a deficit shown by the Key Local Daily Facility Deficits Map or other evidence.

Planning applications which remove barriers to walking and cycling in residential neighbourhood areas and across the town will be supported.

CONCEPT AND BENEFITS

- 9.1 The Town and Country Planning Association (TCPA) says a 20 Minute Neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day such as shopping, school, community and healthcare facilities, places of work, green spaces, and more.
- 9.2 These places need to be easily accessible on foot, by cycle or public transport and accessible to everyone, whatever their budget or physical ability, without having to use a car.
- 9.3 The TCPA goes on to say that the 20 Minute Neighbourhood idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all, empowering communities to have a direct say in how their neighbourhoods change, and about doing all this in ways that create places that meet the needs of the least healthy and least well-off.
- 9.4 The report of the Director of Public Health 2021-22 'Sources of Strength – Securing Gloucestershire's Health and Wellbeing through an Anchor Institutions Approach' outlines how anchor institutions have a significant long-term stake in their local area. They have sizeable assets that can be used to support their local community's health and wellbeing and tackle health inequalities.
- 9.5 Interest in the 20 Minute Neighbourhood model to shape towns and cities is growing. The model has been adopted by cities and towns around the world. In Melbourne, Australia, it is a 'twenty-minute city', a 20-minute return walk being the time a Melburnian is prepared to walk from home to their destination. For Parisians, it is 15 minutes one way, that is an ambition to move to a model where residents are within a 15-minute walk of services. Closer to home, some London boroughs have adopted a 20-minute return walk.
- 9.6 Other towns such as Kendal focus more on a complete, compact, and connected place. Winchester has adopted 15-minutes one way from home to destination, that is a 30-minute town. The centre of Cirencester developed as, and largely remains, a 20-minute neighbourhood with what it offers within a short walk or cycle ride. Many areas on the periphery of the town are missing key local facilities. The Key Local Daily Facilities Deficit Plans within this chapter set out those areas of the town where key facilities are missing. Key Local Daily Facilities have been identified within this Plan as: a primary school, grocery shop, green space and public meeting place (Appx 02).
- 9.7 The TCPA, which has arranged seminars and produced reports on this subject, suggests a well-designed 20 Minute Neighbourhood features the following:
 - 9.7.1 diverse and affordable homes;
 - 9.7.2 well-connected paths, streets, and spaces;
 - 9.7.3 schools at the heart of communities;
 - 9.7.4 good green spaces in the right places;

9.7.5 local food production;

9.7.6 keeping jobs and money local;

9.7.7 community health and wellbeing facilities;

9.7.8 places for all ages.

9.8 The benefits of the 20 Minute Neighbourhood model, for example safe, sustainable, liveable communities with good access to jobs and essential services and effective integration of the outlying residential areas, were strongly supported during consultation and engagement.



MODEL INTO PRACTICE

9.9 While the 20 Minute Neighbourhood model is a straightforward concept, putting it into practice in an existing town is more complex and takes time. The plans for a 20 Minute Neighbourhood are based on community needs and not about following a generic model; it's based on a total 20-minute walk, to the key local facility and back.

9.10 This Plan promotes the 20 Minute Neighbourhood Model, and the benefits it brings across the whole of Cirencester. This will aim to ensure that the facilities residents use each day or frequently are within a short walk or cycle ride. All new development should be in accordance with the 20 Minute Neighbourhood model.

9.11 The Neighbourhood Plan promotes better connections and opportunities for safe, direct, street level walking and cycling. Importantly, it does not restrict how residents and visitors travel around, into and out of Cirencester. Everyone can continue to travel as they do now, if they choose and need to.

9.12 Through the policies of this Plan, new developments are expected to support and strengthen the 20 Minute Neighbourhood model by intelligent design and layout. The priority is to provide missing key local facilities and improve connections from residential properties to existing and proposed facilities.

9.13 Other funding to support and strengthen the 20 Minute Neighbourhood model should also be

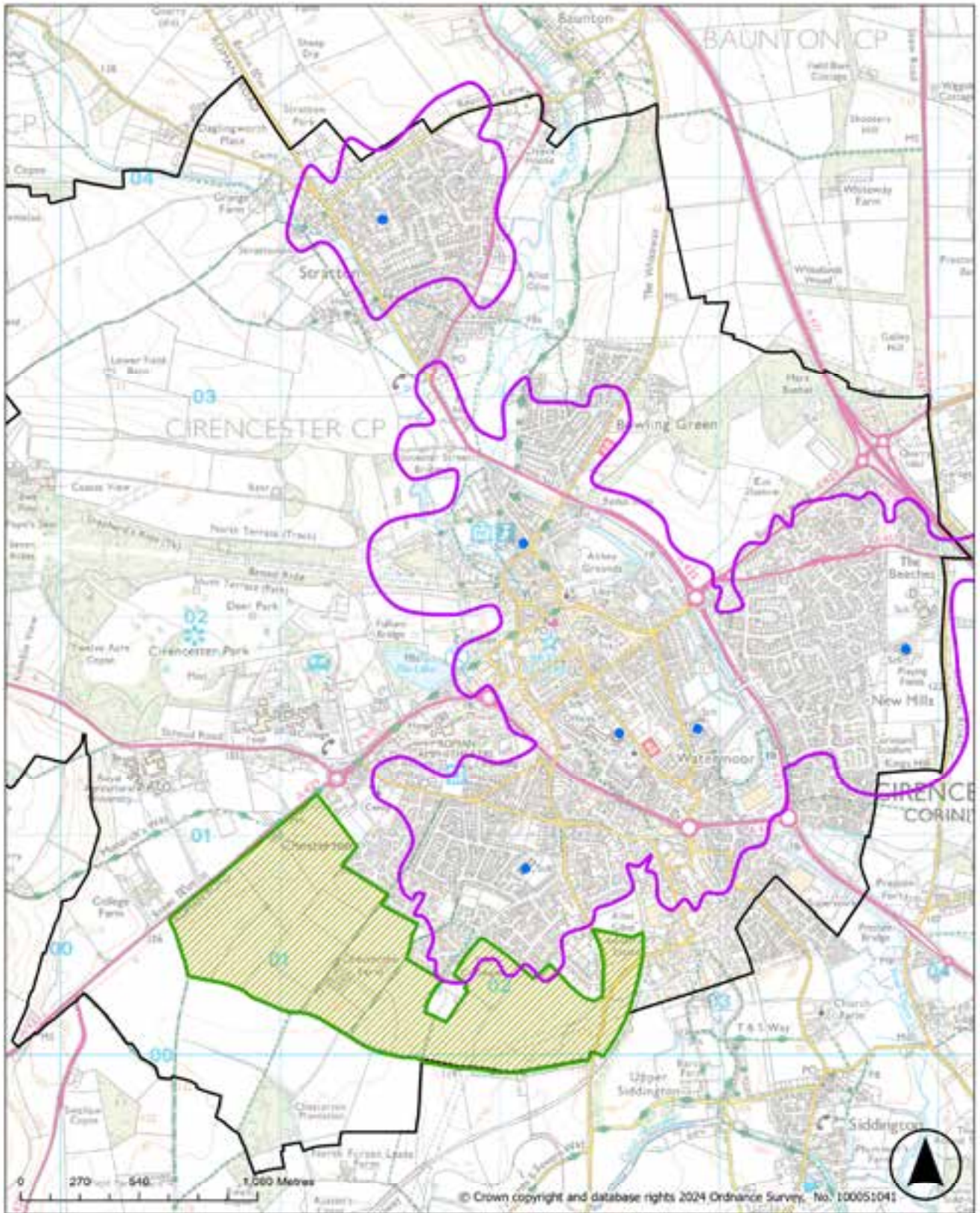
actively sought and/or allocated by Cirencester Town Council and Cotswold District Council.

9.14 The theory behind the model, recognises that town centres play host to a range of services which are not used daily, but more infrequently, such as on a monthly or annual basis, for example hospitals and cultural facilities. It is unreasonable to expect such destinations that play a regional or sub-regional role to be a key feature in every 20 Minute Neighbourhood.

9.15 The town centre of Cirencester can rediscover its historic role as a commercial, community and cultural hub through the 20 Minute Neighbourhood model as a basis for future development.

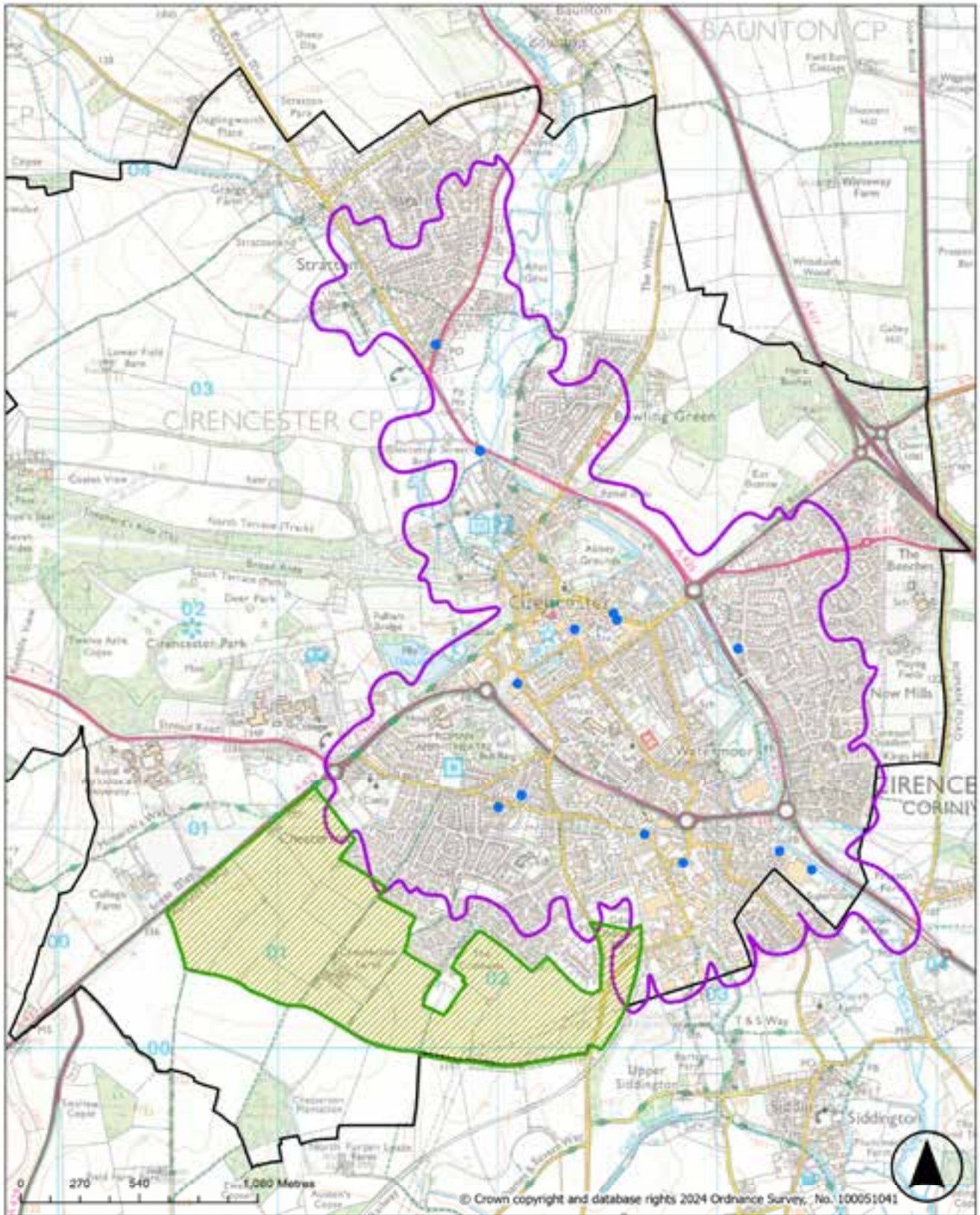
9.16 The centre of Cirencester, developed as a walking neighbourhood already exhibits many of the recognized characteristics of a 20 Minute Neighbourhood. The challenge today is to overcome the barrier effect of local highway infrastructure through the provision of direct, safe, street level walking and cycling routes. This will extend the central walking neighbourhood bringing more homes within a 10-minute walk of frequently used key facilities and reconnect the centre to its surroundings to deliver the full benefits of the 20 Minute Neighbourhood model.

9.17 Most of the outlying residential neighbourhoods of Cirencester are not within a 10-minute walk of the town centre to enable everyday use. Improving the



PRIMARY SCHOOLS

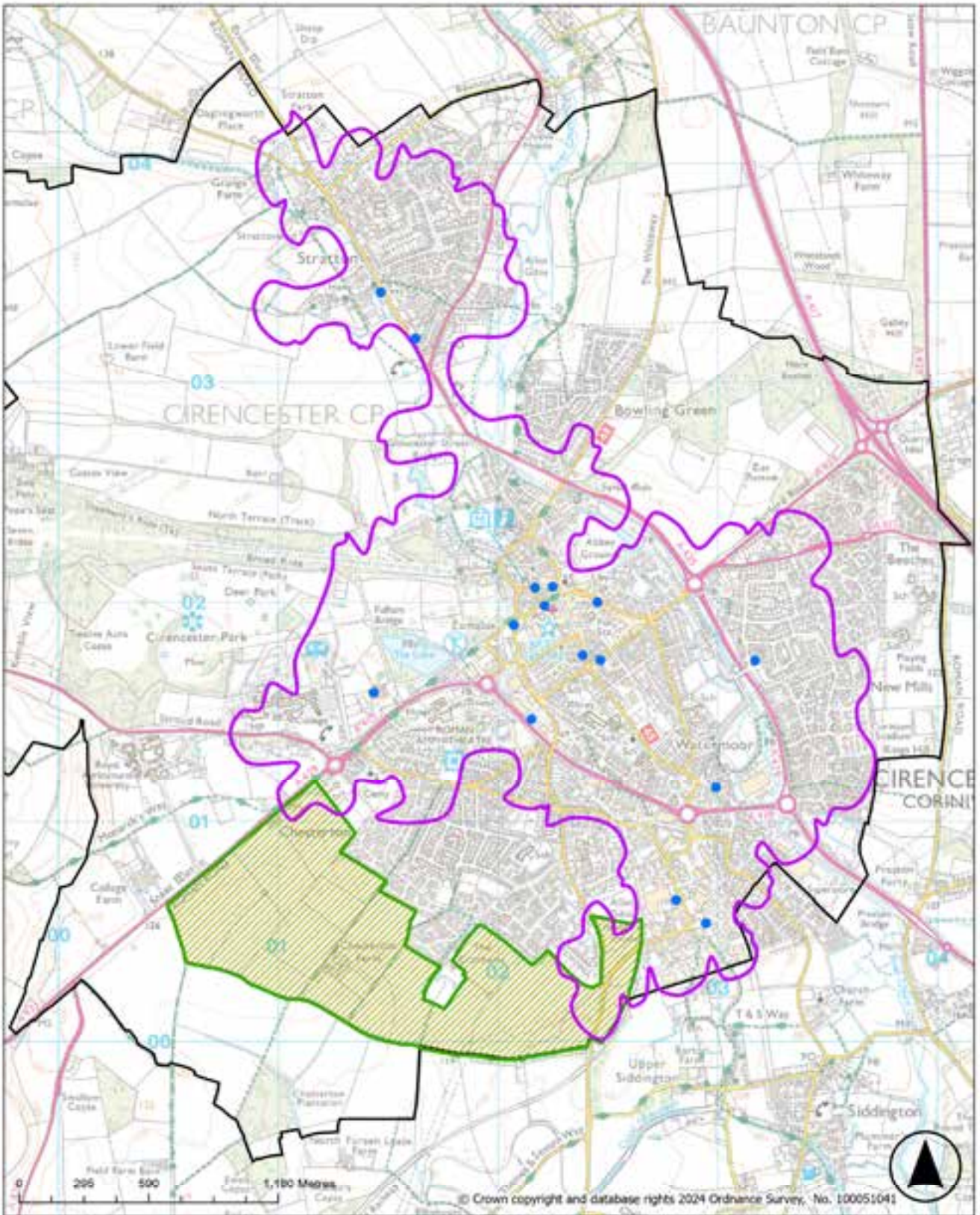
- Legend
- Primary Schools
 - ▨ Steadings Strategic Development site
 - ▭ Area covered within a 10 minute walking speed of 5km per hour to a primary School
 - ▭ Cirencester Parish



GROCERY SHOPS

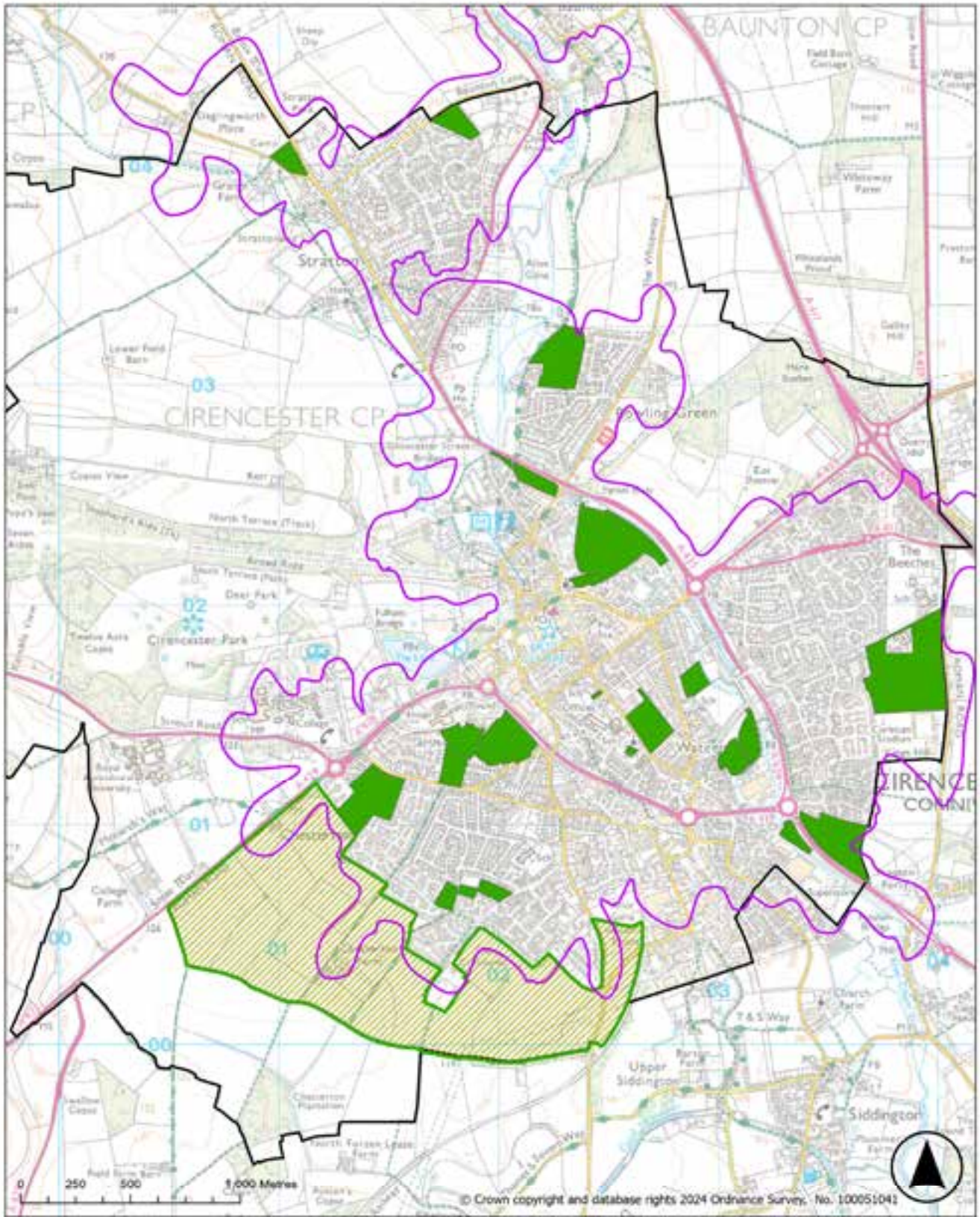
Legend

- Grocery Shops
- Steadings Strategic Development site
- Area covered within a 10 minute walking speed of 5km per hour to a Grocery Shop
- Cirencester Parish



PUBLIC MEETING PLACES

- Legend
- Public Meeting Places
 - ▭ Steadings Strategic Development site
 - ▭ Area covered within a 10 minute walking speed of 5km per hour to a public meeting place
 - ▭ Cirencester Parish



GREEN SPACES

- Legend
- Green Spaces
 - Steadings Strategic Development site
 - Area covered within a 10 minute walking speed of 5km per hour to a green space
 - Cirencester Parish

- provision of key facilities used daily or frequently within residential neighbourhoods will provide residents with an alternative that can be reached within a 10-minute walk. These key local daily facilities have been identified within this Plan as: a primary school, grocery shop, green space and public meeting place (Appx 02).
- 9.18 This Plan promotes, strengthens and protects key facilities across residential neighbourhoods. Where such facilities are not within 10-minute walk new viable facilities should be provided and/or existing facilities better connected.
- 9.19 Ideally, a 20 Minute Neighbourhood should include the full range of Local Key Facilities and therefore policies to provide such facilities which are missing in a residential neighbourhood will be supported.
- 9.20 The 20 Minute Neighbourhood model integrates, and should be read in conjunction with the Plan chapters on ‘Design and Built Environment’ (diverse and affordable homes refers), ‘Access and Movement’ (well-connected, safe, direct and level paths, cycle ways and travel hierarchy refers) and ‘Wellbeing and Community’ (sports and community health facilities).
- 9.21 Provision of key local daily facilities is important for the quality of life in helping to create a sense of community and belonging. A neighbourhood lacking such facilities can have long-term financial and social costs as well as forcing residents to be car dependent. Providing such facilities in a timely manner, and where they are well integrated with development, is important to good planning.
- 9.22 Policies in this Plan include a requirement for new development to provide such facilities where they are missing, in the most convenient location; where existing facilities are at risk, the Assets of Community Value and Community Right to Bid legislation provides the local community with an opportunity to protect them. This is also covered under Chapter 12, Policy WBC4.
- 9.23 As part of the preparation of this Plan, an audit of existing key local daily facilities was carried out to ascertain which parts of the town are ‘complete’ 20 Minute Neighbourhoods and which have a deficit of key local daily facilities.
- 9.24 These facilities are categorised as follows (Appx 02):
- 9.24.1 primary schools, defined as state schools for primary education Years 1 to 7 which are non-selective;
- 9.24.2 grocery shops, defined as supermarkets, newsagents and convenience stores open throughout the day;
- 9.24.3 green spaces, defined as accessible to the public throughout the day including cemeteries, excluding permissive rights of way, open spaces which are chargeable to access, allotments and residential amenity land;
- 9.24.4 public meeting places, open during the day, defined as a pub or café.
- 9.25 The audit measured a walking distance of 800 metres from the identified key local daily facilities which allowed for a maximum journey time of 10 minutes from residential areas. This was based on a speed of 5km per hour (Source: British Heart Foundation), allowing for slower walking capacity, steep gradients and inclement weather. Walking journeys were measured using existing public footpaths and not measured on an ‘as the crow flies’ basis.
- 9.26 Using this information, deficits maps were produced to support the policies within this Chapter.
- 9.27 Good connectivity across the town allowing the population to walk and cycle from where they live to their daily needs is a key component of the policies which support and promote the 20 Minute Neighbourhood model.
- 9.28 Within Chapter 6 ‘Access and Movement’, Policy AM1 includes the LCWIP, Gloucestershire County Council’s Local Cycling and Walking Infrastructure Plan (LCWIP) for Cirencester which identifies 33 primary and secondary routes and 23 walking routes. Cirencester Town Council will work actively with Gloucestershire County Council and Cotswold District Council to strengthen, upgrade and create these routes within the town boundary where they improve the connectivity for residents in accessing key local daily facilities and where barriers are removed in accessing other vital services and facilities not used as frequently.



10 THE NATURAL ENVIRONMENT

Conservation of our natural environment has never been more important. The delicate balance of land, air, and water to provide the ecosystems that facilitate food production, carbon capture and wildlife habitats provide the natural capital that supports social, environmental, and economic benefits to humans.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY NE1 – NATURAL AND SEMI-NATURAL HABITAT SCHEMES

Support will be given for the extension of natural and semi-natural habitat areas of the town, particularly on the periphery of green spaces, verges and edges of footpaths combined with the retention of hedgerows.

POLICY NE2 – WILDLIFE CORRIDORS

a) Development proposals should maintain the integrity of existing wildlife corridors whilst creating new opportunities to connect areas of habitat through planting and links.

b) Existing wildlife corridors within the town should not be separated or fragmented by changes to green infrastructure and habitats without justification and compensation with new connections.

POLICY NE3 – GREEN INFRASTRUCTURE PROTECTION & ENHANCEMENT

a) Development proposals should protect the existing green infrastructure of Cirencester and remove barriers to connectivity, creating new opportunities, connections, and extensions.

b) Green infrastructure opportunities and requirements, as defined by the Building with Nature Standards, should be considered at the earliest stages of all new development planning proposals, as an integral part of the town's provision, taking into account the most suitable locations and types.

c) The removal of existing green infrastructure within the town will be resisted and should be justified and compensated for, with appropriate replacement if permitted.

d) Development proposals will be resisted on designated biodiversity sites and core ecological networks as defined by the Gloucestershire Nature Recovery Network.



POLICY NE4 – LOCAL GREEN SPACE DESIGNATIONS

Local Green Spaces in Cirencester identified on the Map and scheduled in Table 2 will be protected from development except in very special circumstances.

POLICY NE5 – GREEN GAPS

Proposals that result in the loss of current boundaries and buffers of undeveloped land between Cirencester and its adjacent settlements should compensate for this loss through appropriate replacement landscaped areas.

- 10.1 Conservation of our natural environment has never been more important. The delicate balance of land, air, and water to provide the ecosystems that facilitate food production, carbon capture and wildlife habitats provide the natural capital that supports social, environmental, and economic benefits to humans.
- 10.2 Cirencester is a town sitting on the fringes of the Cotswolds National Landscape (AONB), a Special Landscape Area (SLA) particularly rich in areas of natural habitat, alongside formal and informal recreational green spaces. Development over time has evolved around the vast private parkland of the Bathurst estate, the historic Abbey Grounds, and paths along the green and blue corridors, as they meander through and beyond the town.

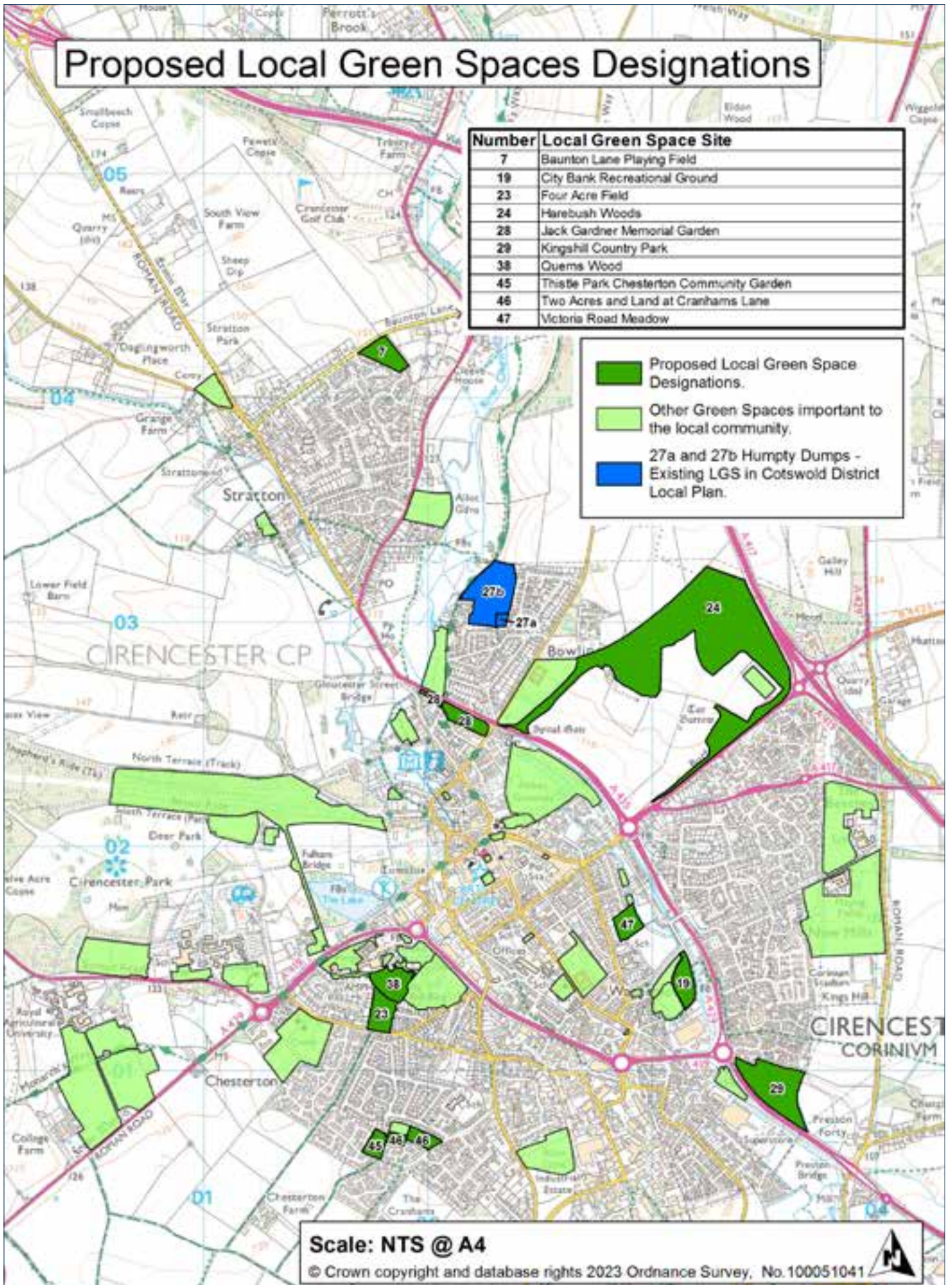
Proposed Local Green Spaces Designations

| Number | Local Green Space Site |
|--------|--|
| 7 | Baunton Lane Playing Field |
| 19 | City Bank Recreational Ground |
| 23 | Four Acre Field |
| 24 | Harebush Woods |
| 28 | Jack Gardner Memorial Garden |
| 29 | Kingshill Country Park |
| 38 | Querns Wood |
| 45 | Thistle Park Chesterton Community Garden |
| 46 | Two Acres and Land at Cranhams Lane |
| 47 | Victoria Road Meadow |

Proposed Local Green Space Designations.

Other Green Spaces important to the local community.

27a and 27b Humpty Dumps - Existing LGS in Cotswold District Local Plan.



Scale: NTS @ A4

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Table 2 – Local Green Spaces & Community Spaces

| Proposed Local Green Space Designations | | | | | | |
|---|--|---------------|---------|-------------|----------|------------|
| Site Name & Reference Number | | NPPF Criteria | | | | |
| | | Beauty | History | Tranquility | Wildlife | Recreation |
| 7 | Baunton Lane Playing Field | | | | ✓ | ✓ |
| 19 | City Bank Recreational Ground | | ✓ | ✓ | ✓ | ✓ |
| 23 | Four Acre Field | | | ✓ | ✓ | ✓ |
| 24 | Harebush Woods | ✓ | | ✓ | ✓ | ✓ |
| 28 | Jack Gardner Memorial Garden | ✓ | | ✓ | | ✓ |
| 29 | Kingshill Country Park | | | ✓ | ✓ | ✓ |
| 38 | Querns Wood | ✓ | | ✓ | ✓ | ✓ |
| 45 | Thistle Park Chesterton Community Garden | | | | ✓ | ✓ |
| 46 | Two Acres and Land at Cranhams Lane | | | ✓ | | ✓ |
| 47 | Victoria Road Meadow | | | | ✓ | |

- 10.3 Green gaps or buffers between Cirencester and nearby settlements have preserved the character and identity of the town. The woods of Querns and Harebush shelter small fragments of concentrated tree habitats whilst allotments and community gardens provide a place for residents' leisure. All of this contributes to the town's natural environment and beauty.
- 10.4 Growth requires the development of land but without strong planning policies can invade and compromise existing habitats and biodiversity, reduce carbon capture and potentially increase the impact of flood events.
- 10.5 Recognising the contribution this natural capital makes to wellbeing, sustainability and resources featured highly in the Neighbourhood Plan community engagement with 65% of respondents in the 2020 online survey stating protection of the Natural Environment was important.
- 10.6 Residents appreciate and want to protect the recreational and green open spaces but also value the informal nature of City Bank, the extension of habitats through wilding on the edges of Four Acre Field and the wildlife observed when walking along the River Churn, all of which add to the town's character and natural beauty.
- 10.7 There is also recognition that increasing summer temperatures will need better urban shade, and through the pandemic lockdown, a realisation of the positive mental health benefits of spending time in green spaces immersed in nature.
- 10.8 The 2021 flooding events in the town heightened the need for stronger water management strategies to deal with not only sudden heavy rainfall but rising ground water. Flood plains must be protected, river management maintained and improved with policies that resist, reduce, or limit the water capacity of the land or run off.
- 10.9 The National Planning Policy Framework paragraph 109 states that the planning system should contribute to, and enhance, the natural environment.
- 10.10 The environmental planning policies EN1 through EN9 within the adopted CDC Local Plan support this statement but the Neighbourhood Plan has an opportunity to strengthen and better protect the natural environment within planning policies, areas identified by stakeholders and the community.
- 10.11 Cotswold District Council declared an Ecological Emergency in 2020, putting ecology at the heart of climate emergency action. The Neighbourhood Plan Community Survey of 2019 and public engagement of 2021 both confirmed respondents highly valued the biodiversity value of areas of the town, whether within the parks and designated green spaces or informally as seen with recent wilding schemes. The Neighbourhood Plan can work alongside emerging policy and planting schemes to support recovery and extend this work.
- 10.12 The Government's 25-year Environment Plan defines biodiversity as the variety of ecosystems or habitats that can and do exist and the genetic diversity they contain. Apart from the support of lifecycles, such ecosystems also provide carbon capture that contribute to mitigating climate change, optimizing natural pest management, protecting threatened species such as bees and replenishing the land with nutrients (cross refer with Section 41 of the Natural Environment and Rural Communities (NERC) Act and the published list of habitats and species of principal importance in England).
- 10.13 The introduction of the 2021 Environment Act will now require all qualifying developments to deliver a minimum biodiversity net gain of 10% which should then be shown to be maintained for a period of at least 30 years. The use of the DEFRA (Department for Environment, Food and Rural Affairs) published Statutory Biodiversity Metric to assess the baseline and improvement recognises the potential negative impacts on habitats arising from developments and calculates how much new or restored habitat, and of what types is required to deliver sufficient net gain.
- 10.14 The RSPB (Royal Society for the Protection of Birds) has shown a 41% decline in bird species populations during the last fifty years particularly the house sparrow, starlings, and skylarks with one of the most significant drivers being urbanisation and the decline in the habitats that support their lifecycles. Other wildlife in decline includes a 95% reduction in hedgehogs and 68% loss of the common toad since the 1950s.

- 10.15 There is a critical need to maintain and enhance these delicate balances long term and stop further decline with the threats from pollution, development, and invasive species. Research has indicated a target of 90% biodiversity within a land mass is needed to avoid wildlife extinction and the sustainability of food production, the UK currently has 50% remaining, the lowest of any G7 nation (Source: Natural History Museum).
- 10.16 Alongside this, areas of wildlife habitat are known to contribute to wellbeing and health, especially during times such as the recent pandemic when lockdown reportedly escalated people's awareness of the benefits of the natural environment. A Natural England survey of 2020 stated many adults felt happier in nature and they were worried about its loss.
- 10.17 At a national level the National Planning Policy Framework paragraphs 109-119 currently state planning should contribute to, and enhance, the natural and local environment by minimising the impact on biodiversity including establishing coherent ecological networks that are resistant to current and future pressures.
- 10.18 Cirencester has a rich natural landscape of biodiversity supported by the urban street trees and vegetation of the river corridor which supports insects and amphibians. In recent years there has been wilding of the boundaries of open areas such as Cirencester College, the wildlife meadows of Victoria Road and along the paths and margins of Four Acre Field.
- 10.19 Existing biodiversity must be protected, maintained, enhanced and extended where possible and could be replicated in development in place of plain grassed areas or with wilding along the edges of play spaces.
- 10.20 This habitat-based approach supports foraging and life cycles and as such excludes items such as bird and bat boxes. Natural England considers this the most important strategy for determining current ecological value versus net gain. Ecological reports would then need to be consistent with BS 42020 Biodiversity code of practice for planning and development.
- 10.21 In conjunction with the emerging Local Nature Recovery Strategy, green infrastructure and biodiversity net gain, new developments should contribute towards the enhancement of green spaces and green corridors within the town for biodiversity and people as identified within the Cirencester Neighbourhood Plan (cross refer with the Gloucestershire Nature Recovery Network and mapping at www.naturalcapital.gcerdata.com).
- 10.22 The inclusion of biodiversity policies within the Neighbourhood Plan therefore seeks to further strengthen in development a requirement to protect, extend and enhance biodiversity, supporting the new net gain requirement and reflects the importance placed on biodiversity as a feature of the local environment by residents.
- 10.23 Key biodiversity principles which should be considered in development are:
- 10.23.1 the greater use of natural features such as trees and hedgerows with potential extensions such as green roofs and water bodies such as ponds in new development;
 - 10.23.2 native and diverse enhancement projects to support nature's recovery, sympathetic to the site and using naturalised pollinator friendly species;
 - 10.23.3 best practice landscaping;
 - 10.23.4 linked and connected habitats and biodiversity planting;
 - 10.23.5 wilding of green spaces currently predominately grass;
 - 10.23.6 best practice in maintaining verges and hedgerows.
- 10.24 The benefit will be the protection and extension of the current biodiversity combined with a requirement development achieves the 10% net gain, avoid fragmentation, and only use native planting.
- 10.25 A wildlife corridor links the habitats and spaces that facilitate the maintenance of ecological processes that include movement, feeding, and breeding.

- 10.26 While encouraging and enhancing biodiversity within the town is desirable, isolated wildlife habitats and ecosystems are stressed and less robust with reduced chance of survival. Links between habitats that allow wildlife to move freely are essential, for example, gaps in boundary walls and under fences to allow hedgehogs to move between gardens to shelter or dark corridors for bats to forage (cross refer with the Gloucestershire Wild Towns report published by the Gloucestershire Wildlife Trust and Cotswold District Council's Green Infrastructure Strategy).
- 10.27 In the education quarter, for example, the Wild Campus Cirencester Project has created and extended wildlife corridors to provide safer passage for endangered species between Cirencester Park and the farmland towards Coates. Active management and enhancement of these habitat connections are essential.
- 10.28 The NPPF states development should seek to identify and map habitat networks particularly if proposals could fragment or interrupt a landscape corridor and isolate species while the Environment Act of 2021 requires the need to protect these nature recovery networks.
- 10.29 Cirencester has many areas that currently link together to essentially form wildlife corridors, all of which mingle and merge to support the extensive local network of species and wildlife activity. These are important landscape features and amenity spaces, to be maintained and enhanced through linkage and extension.
- 10.30 Wildlife corridors provide recreational and relaxation spaces important for mental and physical wellbeing, contributing to the character of the town and educating on the delicate interaction between humans and the natural world, whilst providing routes for wildlife to migrate.
- 10.31 The Neighbourhood Plan aims to maximise all green and water course wildlife corridors by strengthening and supporting the adopted Local Plan Policy EN8 that proposals affecting significant habitat fragmentation should not be permitted while using developer contributions for the reversal of any existing fragmentation.
- 10.32 Development should maintain the nocturnal integrity of all corridors through the avoidance of new and extended light pollution where darkness is an existing characteristic.
- 10.33 The planting of additional native species trees and new hedgerows will be encouraged and supported in development which connect to existing wildlife corridors. New footpaths and access points into developments must have native and appropriate linked boundary planting (cross refer with species records from the Gloucestershire Centre for Environmental Records (GCER) to inform landscaping proposals).
- 10.34 The benefit of this approach will be the protection and extension of wildlife corridors in development or within the town, correcting existing and avoiding new fragmentation whilst using only native planting.
- 10.35 The key objectives within the town are:
- 10.35.1 to protect the important natural corridors for people and wildlife to move easily between open spaces or along water courses within the town and beyond without breaks;
- 10.35.2 to identify and support opportunities for enhancements and connection of missing or fragmented areas to the existing network through features such as bridges, raised fences or natural boundaries, particularly on the side of footpaths and open spaces;
- 10.35.3 to maintain the visual integrity and amenity value of all wildlife corridors;
- 10.35.4 to enhance connectivity for priority species, such as hedgehogs through the creation of gaps in boundary walls and under fences.
- 10.36 Green infrastructure includes all the spaces and assets that provide environmental and leisure benefits within an area such as parks and playing fields, woodlands, allotments, gardens, and water courses. Alongside these are incidental natural areas and features such as meadows, hedgerows, and verges and all these individual spaces create a green infrastructure network with benefits for all. It is this natural capital identified by the NPPF 2021 as capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities.

10.37 For towns such as Cirencester these include:

10.37.1 wellbeing through access to outdoor recreational spaces for social interaction and sport, urban ambience, and tranquility;

10.37.2 enhanced and better ecological resilience;

10.37.3 wildlife habitat connectivity;

10.37.4 food production in allotments and community gardens;

10.37.5 urban cooling;

10.37.6 management of flood risk and water absorption;

10.37.7 reduction in climate impact through carbon storage;

10.37.8 filtering pollutants;

10.37.9 attractive roads and paths;

10.37.10 town character and quality of the public realm urban greenery;

10.37.11 verges that soften highways.

10.38 The UK Government 25-year Environment Plan focuses on enhancing the natural capital of the country, and the town's urban green infrastructure underpins this vision. The pandemic heightened appreciation and awareness of the 'natural' over the 'built' environment of the town, allowing social connections at a time of lockdown and stress, and raising in engagement the desire to protect for future generations.

1039 In addition to the City Bank Local Nature Reserve (LNR), which is a statutory designation of the site by Natural England for people and wildlife under Section 21 of the National Parks and Access to the Countryside Act 1949, the green infrastructure of Cirencester contributes to the quality and distinctiveness of the town. From the private Bathurst estate open to residents for recreational use and public parks such as St Michael's and the Abbey Grounds with its lake and much appreciated bevy of swans, the historic Amphitheatre and Querns



Wood, City Bank Nature Reserve alongside the many formal and informal recreational fields and parks. Aside from recreation, green infrastructure contributes to local food production, active travel connections, fitness, and education.

10.40 Verges also act as a visual buffer between roads, paths, and buildings and within Cirencester can be the remnants of old meadows bounded by species-rich hedgerows with refuges for wildlife whilst acting as corridors connecting species and habitats across the town. They are particularly important during the spring and summer when a huge range of wildflowers and grasses provide a rich habitat for wildlife including insects, spiders, snails, small mammals, and birds.

10.41 While management of verges within the public highway is the responsibility of Gloucestershire Highways, who have adopted a mid-summer cutting strategy to facilitate biodiversity gain, their removal or encroachment by households or commercial premises extending car access to the road should be avoided without strong justification.

10.42 Cotswold District Council's Green Infrastructure Strategy identifies key themes and aims for development, but the Neighbourhood Plan takes this further. The benefit will be the protection, maintenance, and extension of the current and potential green infrastructure within Cirencester, its contribution to wildlife, wellbeing, and landscape.

10.43 The key requirements will include:

10.43.1 development proposals must contain within the planning application material proposals for new sustainable long-term green infrastructure such as green open spaces, its management and maintenance;

10.43.2 avoid any removal of green infrastructure within the town without justification or replacement;

10.43.3 urban ambience and tranquility to be better recognised as a benefit of retaining and enhancing green infrastructure and support will be given for an 'urban tranquility strategy' for Cirencester.

10.44 Cirencester has become more vulnerable to flooding in recent years. The valley location and high groundwater levels have always been factors but significantly increased run-off, declining river management, old sewers with inadequate capacity and more extreme weather have made things worse. With increased development and climate change, the risks will grow. The town should develop a water management strategy that addresses all the contributory factors of flood events including river management, sewer capacity and the use of flood wardens.

10.45 The local river system drains the Cotswold Hills north of the town and flows south to the Thames. At Barton Mill part of the River Churn is joined by the Dunt or Duntisborne Stream and feeds the Gumstool Brook which returns via culverts to the part of the Churn which feeds the lake in the Abbey Grounds. Other culverts, some Roman in origin, also carry water under the town. The main Churn course runs east of the Abbey Grounds and is re-joined by the rest beyond Watermoor.

10.46 The river used to be actively managed by the ancient water meadows upriver towards Baunton and Stratton and the mills around Cirencester, but this no longer happens. To the south, meadows at Watermoor and Kingsmeadow have been built on, creating areas of flood vulnerability.

10.47 A complex range of factors are responsible and differ in their impact in each locality. For example, the Churn being overwhelmed by highway runoff above

Spitalgate while in Chesterton lack of capacity in foul water sewers is key.

10.48 Problems are associated with high volumes of water coming down river after prolonged heavy rain. Changes in agricultural practice in the catchment area make this more likely and the situation is worsened by rapid run off in the town due to increased hard surface area and the inability of storm drains and sewers to cope.

10.49 Another risk factor is the lake in Cirencester Park which last overflowed following storms in 2007. Climate change models suggest future increases of between 15% and 30% in rainfall intensity which will magnify risk in urban areas. The sewer system is already beyond its intended capacity and any additional hard surfaces will increase the pressure.

10.50 A range of measures are already being taken to alleviate flooding and increase resilience including sewer replacement and an overflow area at Barton Mills, but others will require funding. These could potentially involve work to use the water meadows as a flood reservoir and work in the upper reaches of the Churn to reduce the speed of run off by creating wetlands, planting hedges and deep-rooted plants and building wooden dams. River restoration projects have been shown to reduce flooding including restoration of banks and meanders.



- 10.51 The inadequacy of the current sewer system means that during storms raw sewage is pumped into the river to continue to provide waste-water services to homes.
- 10.52 Even in good weather, the town is at capacity with water treatment, Shorncliffe sewage works already serves a population of 34,000.
- 10.53 New developments should provide additional sewer capacity their building will require, including increasing treatment capacity and incorporate design features to reduce storm run-off. These might include blue roofs, SuDS (Sustainable Drainage System), ponds, and ditches. Where possible, hard external surfaces should be permeable, including new driveways.
- 10.54 However, for much of Cirencester, ground water levels are too high for soak-aways to be effective and other measures should be used. Additionally, development should not take place on flood meadows and should leave an 8m buffer strip to allow for additional capacity.
- 10.55 Aside from sewage and other pollution, Cirencester's waterways also suffer from drying up during the summer months. As a result, the diversity of wildlife has declined.

- 10.56 During the last decade the Gumstool Brook has lost its population of water voles while numbers of fish have declined. Some of this is due to abstraction by Thames Water but leakage and rapid run off also contribute. Many of the natural measures to reduce flooding will also keep our waterways running all year and bring back wildlife.
- 10.57 The Neighbourhood Plan looks to strengthen water management in development with the key requirements to:
- 10.57.1 incorporate into new developments water mitigation strategies such as run offs and SuDS;
 - 10.57.2 consultation on improvements to river management of the Churn and support for a town flood strategy and better river management with the restoration of banks;
 - 10.57.3 households to be encouraged to avoid further hard landscaping of front gardens to retain water run-off and be encouraged to use permeable paving where appropriate.
- 10.58 The benefit of these measures will be to strengthen the towns resilience to heavy rainfall, its consequence, damage, and cost with the requirement that new residential developments must integrate features to accommodate future events.

10.59 Cirencester has a network of green and open spaces that the community use for recreation, social interaction, and rest. They also create physical breaks within the built environment, urban structures, roads, and walkways. Some already benefit from protective policies and others are informal open areas or part of the urban environment. See map on page 82.

10.60 The private Bathurst Estate parkland dominates the town with its richness of recreational green space, and whilst it has restricted public access is included for the extensive relationship between its use and town life with extensive pathways and connections to the town through and within. Access for individuals and families with a Community Pass, Day Pass or Annual Pass to Cirencester Park is valued and enjoyed by residents and visitors to the town.





10.61 Alongside this sits other areas such as the protected historic Abbey Grounds, St Michael’s Park with its tennis courts and play areas with smaller pockets of open space such as the Four Acres field in Chesterton.

10.62 Smaller green spaces such as those within housing estates can also be just as valued by the community who live within the immediate vicinity, and as such are equally recognised.

10.63 Open spaces that may be predominately hard landscaped with small areas of urban greenery include recent seating at the end of Watermoor Road, developed by the local community with informal planting.

10.64 These spaces are unique and contribute to the local character of the town and are places of wellbeing, socialising, and recreation. Less obviously, these spaces include cemeteries, often maintained by volunteers which offer places for reflection, such as the quiet garden at the Quaker Meeting House.

10.65 Local green spaces designated within the Cirencester NDP will be protected from development except where there is an existing building/structure within

the space and the works are needed to maintain its viability/use into the future (e.g. a sports pavilion); or where the proposed development will be for the benefit of the community and will preserve the particular local significance of the space for which it was designated.

10.66 Essential small scale utility infrastructure will be supported where the existing use and community value of the space is not detrimentally affected. Proposals for the development of new green infrastructure to assist with flood protection and/or to contribute towards public enjoyment and health, and/or to create corridors for wildlife will be supported.

10.67 The National Planning Policy Framework introduced Local Green Space designation to provide special protection against development for green areas of importance to communities and to ensure their permanence and quality.

10.68 The designation can be used where:

10.68.1 the green space is in reasonable proximity to the community it serves;



10.68.2 the green area is demonstrably special to a local community and holds a local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife;

10.68.3 the green area is local in character and is not an extensive tract of land.

10.69 Designated local green spaces do not have to be publicly accessible, and do not need to be in public ownership. The Cirencester NDP Steering Group, acting on behalf of Cirencester Town Council, has identified 10 sites that it believes are worthy of designation as Local Green Spaces, these 10 sites have been described and mapped in Appendix 03.

10.70 Cirencester is growing significantly and the green gaps that define its boundaries and prevent coalescence with its nearby settlements are increasingly under threat. Even small peripheral developments can lead to urban sprawl and diluted distinction of communities. A community aspiration is that development proposals should maintain the distinction between adjacent settlements and Cirencester by maintaining existing green gaps and/or creating new landscaped areas.

10.71 The town's relationship with its surrounding landscape was a key feature of community engagement in 2021, a reason many like living in the town.

10.72 As Cirencester expands, encroachment compromises the distinct nature of the town and should be supported by a strategy to avoid diluting the landscape character and identity. It also preserves the distinct identities of the nearby communities of Siddington and particularly Preston, where the green buffer is small.

10.73 Therefore, developers must show through appropriate landscape visual impact assessment that any planning proposals would not diminish the visual distinction between the town and nearby settlements, nor compromise approaching gateways into the town.

10.74 The benefit will be the retention of the distinct settlement character of Cirencester from its neighbours, avoiding urban sprawl and prioritising less sensitive development land.



11 THE LOCAL ECONOMY

This chapter contains policies that: are designed to protect and enhance economic activity; will encourage the development of innovative work spaces for new and small businesses; and will develop skills and training.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY

a) In so far as planning permission is required, existing economic activity (including employment, tourism, and retail uses) and premises across the town centre will be protected and enhanced.

b) In so far as planning permission is required, existing economic activity in the neighbourhoods, particularly key local daily facilities identified as community assets within Appendix x and associated information, will be protected, and enhanced.

c) Subject to permitted development rights, any loss of employment uses, or premises, will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises has been actively marketed for employment use and is not currently viable.

d) Introduction of new low carbon economic uses and activities will be encouraged.

POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES

a) Development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses will be supported.

b) Support will be given for developments on sites that provide accommodation for start-up businesses by enabling low-cost facilities in cooperative clusters and microbusinesses.

POLICY LE3 – SKILLS DEVELOPMENT

a) Development proposals will be supported where they provide opportunities for training, the obtaining of skills, and education.

b) Proposals that provide enhancements to existing skills and training facilities will be supported, including the encouragement of local apprenticeships, T-Level and other work related placements.

POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY

a) Proposals for new employment development outside existing industrial and employment areas should through its design, scale, and materials provide an attractive business environment which takes account of the character and appearance of Cirencester.

b) New employment and industrial proposals should demonstrate through a Design & Access Statement how they respect the character and appearance of the neighbourhood area. Where their scale and location provides practical opportunities to do so, development proposals will be supported where they provide clear and convenient connections with the town centre and create public access to the surrounding areas.

- 11.1 Cirencester residents want a vibrant town centre and are concerned about the loss of shops and pubs. There is also a desire for a larger evening-economy.
- 11.2 Hospitality and tourism are important to Cirencester. There is potential for growth and to be more of a year-round destination linked to heritage and proximity to the Cotswold Lakes (formerly the Cotswold Water Park) but also a desire for tourism to be manageable and sustainable, which requires the preparation of a sustainable tourism strategy.
- 11.3 In respect of recruitment and employment surveys, conducted by GFirst LEP and Business West, show that local employers struggle to recruit staff at all levels. Meeting these needs goes beyond the scope of this Plan although transport and affordable housing have crucial roles to play particularly in retaining more of our young people. Census data shows lower than average proportions of 21 to 30-year olds, living in Cirencester. Improving skills for young people but also those changing careers or re-entering the job market is important.
- 11.4 Attracting more high skill companies, particularly in digital, green technology, and agri-tech is key to Gloucestershire's strategy to be a magnet county that keeps and attracts young people. Maintaining a strong local tradition of innovation and start-ups is also part of this and together, will ensure a strong tax-base and growth in local spend.



11.5 Successful delivery of this strategy means ensuring we have the right kind of communication infrastructure and employment space available whether that is co-working hubs, small retail start-up units or more flexible space on industrial estates.

11.6 Employment land is designated within The Steadings development and proposed Innovation Village on University land as well as pockets in the town centre. If local people are to benefit from future industries, it means we need to have the right kind of skills training provided locally. Employers should be encouraged to take on apprentices and provide the T Level placements that students need to acquire and develop workplace skills alongside gaining vocational qualifications.

11.7 Innovative use of new employment space within the town centre is required, including redevelopment, to attract high-value business and enable new start-ups; ensuring that infrastructure is in place to support them.

11.8 Cirencester does not have a high profile in economic plans at County and District level, so it's important that local authorities responsible for the town ensure its interests are promoted effectively. This includes early engagement with organisations providing capital funding for infrastructure and the Local Skills Improvement Plan (LSIP) for skills development.

11.9 Key assets identified by GFirst LEP including Farm491, the Growth Hub and Gloucestershire

Digital Skills Centre should be supported. The public transport infrastructure priorities identified in the Access and Movement section will also be important to our local economy.

11.10 Developing an economic voice for Cirencester will be vital. This voice will promote the historic centre but also enhance local economic links, ensure a thriving town centre, and secure enabling infrastructure investment.

11.11 The key outputs of this voice will include:

11.11.1 developing a Sustainable Tourism Strategy which exploits the town's historic and archaeological assets and provides increased access to and information about sites such as the Amphitheatre, to enhance the visitor economy and the town's 'brand';

11.11.2 actively seeking to attract businesses which provide career opportunities for local people with priority given to high value, digital, STEAM (science, technology, engineering, the arts and mathematics), agri-tech and finance businesses;

11.11.3 actively lobbying for infrastructure investment to underpin the future economy of the town;

11.11.4 articulating and developing links between the town, Cotswold Lakes and the Cotswolds National Landscape (AONB) to enhance Cirencester as an all-weather, all-year destination;

11.11.5 to encourage an enhanced, but managed and sensitively located, evening and night-time economy;

11.11.6 creating a Town Centre Business Development Manager post to coordinate and seek funding for measures to sustain and enhance the vitality of the economy.

11.12 Plans and policies are needed to ensure the vitality of the town centre with proactive measures to support business, retail and hospitality.

11.13 Proposals that protect and enhance economic activity across the town centre will be supported. This includes proposals that introduce active street level uses, such as retail employment, leisure, food/drink, commercial

use, social spaces, and entrepreneurial activity.

11.14 Town centres are at the heart of communities, providing accessible shops and services, employment, and leisure facilities. Vital and viable centres not only provide economic and social benefits but also help to foster civic pride, promote local identity, and contribute towards the aims of sustainable development. The dispersal of commercial activities to out of town locations will not be supported to protect the vitality of the town centre.

11.15 Innovative new models of economic activity, such as hybrid or mixed- use spaces that support start-ups, co-working, and community activity will be supported across Cirencester.

11.16 Increasingly, the changes to town centres and high streets have resulted in them needing to be adapted and redefined to support a greater diversification of uses and bring back active street level uses, as the retail dominant function diminishes.



12 WELLBEING & COMMUNITY

Wellbeing is a term that embraces the many factors that an individual feels contributes to their state of physical, social, and mental health. The quality of buildings, streets and spaces are a critical influence on a person's state of wellbeing and this section seeks to positively influence development proposals to improve people's wellbeing.

Cirencester Neighbourhood Plan -
Submission Version | Reg 16

POLICY WBC1 – AIR QUALITY

- a) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will not be supported.
- b) Developers will be required to monitor air quality, including particulates, to ensure that an Air Quality Neutral standard is achieved throughout site development for building and construction traffic emissions, and if necessary, to instigate mitigation.
- c) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.

POLICY WBC 2 – EQUAL ACCESS TO PUBLIC OPEN SPACES FOR ALL

- a) Development proposals should accommodate the needs of all users, including those with mobility needs, in the design and landscaping of public open spaces.
- b) Access to new and existing public open spaces should be provided through well-connected paths of appropriate widths, smooth non-slip surfaces, and navigation aids such as signs.

POLICY WBC 3 – ACCESS TO PLAY SPACES

- a) Developments of greater than 10 houses should provide or enhance nearby play spaces for the site size, easily accessible to all users.
- b) Provision of new publicly accessible play spaces should be maintained by the Town Council or a local community management trust.
- c) The development of new fitness trails and outdoor gyms in open green spaces, where appropriate, will be supported, especially those that connect to the cycling 'spoke and wheel' network of the town.

POLICY WBC 4 – COMMUNITY FACILITIES

- a) The loss of existing community buildings (Use Class D1) will not be supported unless it can be demonstrated that the facility is no longer viable.
- b) Flexible multi-functional spaces that allow for the widest possible use and activity, particularly daily community needs which are missing, will be supported.

POLICY WBC 5 – DESIGNING OUT CRIME

- a) Development plans should demonstrate in the design and access statement how principles that deter crime have been incorporated.
- b) Support will be given for the development of upper floor empty town centre premises to residential use to increase crime vigilance and create less opportunity for unobserved crime and anti-social behaviour.
- c) Support will be given for prevention of crime opportunities in the urban built environment by improvements to hidden or dark pedestrian footpaths.

POLICY WBC 6 – LIGHT POLLUTION

- a) Insofar as planning consent is required, developments should mitigate through design, minimising night blight by using lower lumen lighting suitably positioned in a downwards direction and avoiding reflections onto surfaces.
- b) New commercial and external light signage will only be permitted with justification for operational, safety or security reasons, designing in such a way to minimise spillage beyond the application site using guidance on lighting by the Institute of Lighting Professionals (ILP) GN01, the reduction of obtrusive light.

POLICY WBC 7 – NOISE POLLUTION

Developments will be encouraged at the design stage to consider measures that reduce vehicle noise and noise insulation with features such as trees and hedges in landscaping, and wall insulation.

- 12.1 Wellbeing is a term that embraces the many factors that individuals feel contributes to their state of physical, social, and mental health and while it recognises the aspects that are determined by people themselves, for example smoking, the potential to support individual wellness comes mainly from where they live and the quality of their local area. This includes enjoying a safe and pleasant environment, access to facilities for leisure, affordable and varied local services and being part of a cohesive community.
- 12.2 When people think about what makes a healthy place, they often naturally think about primary health care and hospitals, the services provided by the NHS, this is to be expected and is certainly important.
- 12.3 However, health care services have much less influence on people's health and general wellbeing than is often assumed. The NHS is good at treating people once they get ill. However, in terms of helping people stay happy and well, some of the most important factors are the neighbourhoods in which they live. In 2017 Public Health England acknowledged that a decent home, a job, and friends are more important to good health than the NHS.
- 12.4 The links between wellbeing and the environment around us shape our daily life by creating neighbourhoods where people have a sense of belonging and feel they are thriving. Such neighbourhoods include places to relax or play sport, opportunities to connect and socialise, access to nature and tranquility with walkable neighbourhoods that are clean with good air quality and safe, not isolated.
- 12.5 Within Cirencester, the population of approximately 20,000 at the last census shows a town with a quarter of its residents aged 65+ an age band that may be more dependent on their primary health care and local services being easily accessible, not requiring a car.
- 12.6 Intermittent or poor public transport can add to frustrations, anxiety and feelings of loneliness and social isolation. In addition, community assets and communal places to go and socialise are increasingly under threat. Community clubs, essential to many, need buildings to exist and are reliant on volunteers, yet are often vulnerable to budget cuts and justify strong policies on maintaining their venues. There is an ongoing loss of public houses, historically one of the most common socialising environments, now threatened by changing consumer behaviour and viability. Cirencester has now lost most of its neighbourhood public houses.
- 12.7 The changing retail scene has also accelerated the numbers of vacant central empty ground floor premises which, with change of use, could become future hubs for recreational and social activity, hybrid working and community clubs, even the modern church.
- 12.8 Planners recognise vacant ground floor spaces could add to or replace non-viable community assets, providing flexible venues that could change throughout the day, for example a toddler soft play area during the day and a martial arts club in the evening. Protecting such spaces is essential.
- 12.9 Similarly, children need good socialising facilities near their homes, not requiring transportation to access if they are to develop independence and life skills. Scouts and Guides, youth clubs, gym and dance clubs all need places to use, easy to access and well maintained.
- 12.10 Young adults, as they move away from formal education, can feel their community no longer provides age-appropriate facilities near their homes resulting in less meaningful opportunities to spend time with peers and declining mental health. Cirencester particularly lacks indoor facilities for the 16-18 age group unless in an organised activity such as Air Cadets.
- 12.11 All of these create a picture of the community infrastructure needed to facilitate the elements of wellness for all ages.
- 12.12 The Neighbourhood Plan has the opportunity to strengthen the community infrastructure and improving the environment that contributes to helping people within the town flourish, providing opportunities for enrichment, encouraging physical health and ensuring wellness is supported through the following policies.

- 12.13 Air quality is the largest environmental risk to public health in the UK. Long term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases, leading to reduced life expectancy. Even short-term elevation of air pollution can also cause a range of health impacts including the exacerbation of asthma. Vulnerable groups such as children, people with chronic diseases and the elderly, are particularly sensitive to the dangerous effects of air pollution which also affects the fabric of our buildings, acidification of our ecosystems and the loss of biodiversity.
- 12.14 Air quality is not only affected by the carbon and nitrogen oxide from vehicle emissions but by particulate matter, small compounds that are gaseous and consisting of many chemical compounds, some of which are known to be toxic. Research is showing children with their young lungs may be particularly affected by these particulates which are known to travel large distances. Some of these toxins are known to be able to enter the bloodstream and thus transported round the body, lodging in organs such as the heart. These particulates are known to travel large distances in the atmosphere, half of which we know come from wood burners but the rest, in the main, are from vehicle tyre and brake wear. The heavier the vehicle the greater the friction with the road surface and the greater the displacement from the vehicle.
- 12.15 Limiting traffic through the historic streets of Cirencester and near its educational establishments is an important aim of the Neighbourhood Plan alongside the support of active travel measures that enhance opportunities to walk, cycle or use public transport. Measures to limit emission pollutants will also have the further advantage of protecting the heritage of the town, its architecture and historic core, from the damaging effects of acid rain to which exhaust gases contribute.
- 12.16 Other measures to consider include the siting of drive-through food establishments, especially near housing and education, where idling engines create air health inequalities with any compulsory air monitoring from large scale developments. There are currently two sites with a drive through which are situated within the Plan boundary near housing.
- 12.17 The Neighbourhood Plan looks to strengthen and support maintaining and improving air quality through active strategies. New development proposals will be required to contain information on air and dust quality monitoring and mitigation.
- 12.18 Other strategies related to air quality issues include the support for active sustainable transport to encourage less frequent personal car use and restrictions on all vehicle movement through the central core of the town centre. Restrictions on vehicle movement near educational sites at peak times and a resistance to drive-through food outlets.
- 12.19 The benefit will not only be the maintenance of good air quality Cirencester currently has, but the mitigation of any deterioration or rise in particulates from any shift, domestically or commercially, to electric vehicles that use the core road network of the town.
- 12.20 The Covid-19 pandemic has highlighted more than ever the importance our immediate environment has on personal wellbeing such as the ability to walk easily and safely, access local food stores, enjoy green and open spaces and develop strong community cohesion. Planning decisions can unfairly impact upon vulnerable groups creating social isolation, limited food choices, poor transport links and lack of access to local services.
- 12.21 The Royal Town Planning Institute recognises that town planners have an important role in tackling public health issues from making streets safer and more attractive for walking creating new green spaces and locating housing where there are services, reducing car dependency.
- 12.22 However, whilst the NPPF recognises that health as a parameter in planning decisions is useful, it makes no requirement for their use and inclusion as a tool despite stating planning should enable and support healthy lifestyles, especially where this would address identified health and wellbeing needs. The use of Health Impact Assessments (HIA) would address this anomaly and are being considered as part of a Local Plan review by Cotswold District Council.
- 12.23 HIAs, recognised by the World Health Organisation as a tool that puts health at the heart of the planning process, may require wider consultation

and collaboration with implications for partnerships, money, and timetable. In doing so they can give local communities the voice to empower how and where housing is built, creating sustainable communities that do not unfairly affect disadvantaged groups. Support will be given to the future development of Integrated Impact Assessments (IIAs) for town planning decisions which include health and environment.

12.24 The Neighbourhood Plan supports the use of HIAs with progression towards IIAs to ensure that development holistically supports all parameters of health through active connections, community infrastructure and recreation, food stores and the principles of the 20 Minute Neighbourhood model.

12.25 The population of Cirencester is generally healthy. However, this status conceals the existence of some that experience poor health outcomes or have health-limiting living conditions. The 2021 census shows 1% of the town still live without central heating. These conditions are usually associated with socio-economic deprivation and occur in some wards of Cirencester. Children living in poverty within the town account for 10.9% of all children under the age of 16, a figure that has remained relatively unchanged for the last decade. To reduce these vulnerabilities, future housing and infrastructure must address employment access, social cohesion, and opportunities for physical health.

12.26 Equal access to public and green open space is a right protected by the Equality Act of 2010 which prohibits direct and indirect discrimination meaning Local Authorities managing urban green and blue spaces have a duty to advance equality of opportunity in access, ensuring that disabled people can use them to the same standard as everyone else.

12.27 Similarly, developments must accommodate movement around and from residential buildings to the outside although proposals and outcomes may be silent on how the landscaping relates to all residents, for example, how safe females feel walking along the footpaths to onward destinations, or how those with visual impairments can navigate obstacles and links.

12.28 The main physical, psychological and organisational features for accessing outdoor space include:

12.28.1 easy and well signposted alternatives to steps;

12.28.2 accessible toilet and changing spaces facilities;

12.28.3 accessible links to outdoor spaces from disabled parking bays;

12.28.4 flat, wide and well-lit footpaths, easily seen by other members of the public supporting the perception of safety;

12.28.5 accessible visitor guides for all.

12.29 In development these may extend to how planting is arranged, ground level or some raised, use of fragrant landscaping with benches in shade for rest and the avoidance of dense high shrubs.

12.30 The Neighbourhood Plan has the key requirement that quality of landscape design in new development is high to improve equality and enjoyment of the environment with appropriate access requirements for all users. Better accommodation for those with disabilities will allow them to enjoy green and open spaces through signage and improved access provision and the benefit will be the green and open spaces within Cirencester can be enjoyed by all.

12.31 Physical exercise, which is accessible, easy to use and free has never more been important at a time when life is increasingly distracted by screen time, staying inside over venturing out and socially connecting digitally rather than face to face. The result is rising obesity, heart disease, other life limiting diseases and children who are failing to play outside.

12.32 Outdoor play is especially crucial for a child's development although it benefits people of all ages. All children benefit from being outside, interacting with their environment, learning from nature, as part of a team on a sports field or using a playground.

12.33 These experiences can be powerful for children with disabilities and why accessible inclusive playground equipment provided in all play areas is important. A variety of equipment can accommodate not only inclusivity but sensory play or calm areas for those with autism who are sensitive to noise.

- 12.34 Play through sport for any age can relieve stress, supercharge learning, and make work more productive whilst connecting with others. Cirencester has benefited from the installation of recent free for use outdoor gym equipment in Four Acre Field, Thistle Park, City Bank and Kingshill Sports Complex. It is hoped more can be added at other sites. Comments collected through community engagement showed protection of town play spaces was very important.
- 12.35 Support will be given to improving existing play spaces, including at the Abbey Grounds and St Michael's Park, and to creating new facilities in neighbourhoods where these facilities are lacking, particularly identified in the Beeches ward. Design and equipment specifications should pay due diligence to inclusivity and mobility access particularly the appeal to all genders, girls have been shown to prefer areas of quiet seating and avoid environments that focus on only one activity alone such as the skateboard park at the Kingshill Sports Complex.
- 12.36 Support will also be given to extending access to sports fields in the town, particularly when not being used by sports clubs and educational establishments.
- 12.37 In new developments, play spaces should:
- 12.37.1 be easily accessible and not difficult to access behind any physical barrier;
 - 12.37.2 be accessible to the general public and be designed so as to feel that it is part of the public and not private realm;
 - 12.37.3 create a safe environment, appropriately considering lighting and layout to reduce the fear of crime;
 - 12.37.4 be inclusive and gender neutral.
- 12.38 The benefit of this approach will be to provide accessible and inclusive playgrounds and outdoor fitness spaces for all ages.
- 12.39 'Play on the Way' interventions as a method of encouraging children to walk are supported by the Neighbourhood Plan. These should be integrated into the streetscape on different street levels to create interest and diversity and can include unique paving elements such as hopscotch grids, steppingstones, and items to navigate.
- 12.40 Community assets or the infrastructure that enable members of the community to meet are defined as buildings or facilities, as opposed to organisations and services; typically, these include pubs, community halls, churches, and venues in public ownership, for example the Bingham Library in The Waterloo.
- 12.41 They can also be privately owned, used regularly as places for worship or on an ad hoc basis for events and activities such as scouts and gym clubs, providing space for socialising, cultural activity or as an affordable space for private hire.
- 12.42 Some buildings provide for one type of activity whilst others offer diverse facilities in response to the needs of the local community. For example, Cirencester Baptist Church, a relatively new building, offers room hire for non-religious meetings and clubs and the Bingham Hall regularly hosts theatre productions and dance groups. All contribute to the wellbeing and social cohesion of the town, typically enhancing and maintaining quality of life.
- 12.43 Venues such as the Barn Theatre, exhibitions at the Coronium Museum and craft workshops at New Brewery Arts are much loved and used, although the town lacks a permanent dedicated cinema facility, the original having been demolished and never replaced.
- 12.44 Live music is enjoyed during the annual Phoenix Festival with regular events at the Sundial Theatre based at Cirencester College, but within the core of the town centre there is limited capacity to enjoy regular live music. A strong cultural scene attracts support of the local economy by residents and visitors alike, compensating in part for the changing retail economy by increased use of hospitality and the night economy.
- 12.45 The retention of public houses post pandemic has become particularly poignant as the public regain the confidence to return to social indoor spaces.

- Some neighbourhoods have either lost their local pub to new residential housing or only saved after a change of ownership, such as the Plough at Stratton.
- 12.46 These community facilities within Cirencester provide an important resource for all residents and responses from community engagement show there was strong support for the protection and retention.
- 12.47 The viability of a community asset proposed as being removed will therefore require a report, prepared by an independent professional, justifying financial and marketing evidence for the sale or change of use. This should include evidence that the asset has been marketed for sale or to rent at local and regional level for a minimum of 12-18 months with the applicant covering the cost of the assessment before any planning application is submitted for change of use.
- 12.48 Ground floor town centre retail space that has become redundant will also be viewed as having the potential to extend community space for hybrid working or as a shared facility for local activities or groups.
- 12.49 The Neighbourhood Plan therefore seeks to resist the loss of ground floor redundant town space to residential usage and will support its retention as a community facility. It will also require viability assessment for the loss of a community asset while extending where possible current community provision particularly for live music, indoor sport, youth provision and a cinema. The benefit will be to protect and where possible extend community assets and their contribution to physical and mental wellbeing.
- 12.50 Crime, fear of crime and anti-social behaviour can all have negative impacts upon community wellbeing and the quality of life. As well as the direct costs of crime experienced by its victims, the fear of crime contributes to social exclusion, particularly for vulnerable groups such as women, the elderly, children, and ethnic minorities. Crime also threatens the success and vitality of town centres and employment areas by acting as a hindrance to economic activity and particularly night-time prosperity.
- 12.51 Research shows crime is less likely to occur where there is a perception of being seen, alongside a strong sense of public pride when anti-social behaviour is more likely to be challenged.
- 12.52 Promoting good design and layout in a development is one of the most important ways in which policy can address community safety issues. They can make crimes more difficult to commit, increase the likelihood of detection and improve public perceptions of safety. Conversely, poor landscaping and urban design can directly compromise the safety and security of people and properties.
- 12.53 Poorly positioned trees and shrubs or the use of inappropriate species close to buildings, lighting, pedestrian routes, and public areas can increase crime and anti-social behaviour by obscuring vision or providing hiding places. Planting shrubs with thorns or sharp spines in front of vulnerable boundaries or buildings can deter potential intruders whilst enhancement projects to support nature's recovery should consider growth rates, heights and spread. There should also be the avoidance of potential climbing aids such as the poor placement of commercial bins, which may give easy access to properties.
- 12.54 Other design approaches include:
- 12.54.1 having the main access to a building at the front, facing the street or communal entrance courtyard;
- 12.54.2 making sure doors and windows face onto the street and other places where surveillance is needed;
- 12.54.3 avoiding blank walls that enclose public areas;
- 12.54.4 private areas being clearly defined through appropriate boundary treatment, and care taken to limit opportunities for intruders to gain easy access to the rear of buildings;
- 12.54.5 car parking being open and clearly observed close to occupied buildings.
- 12.55 Mixed residential developments also have many benefits but significantly encourage different lifestyle patterns of activity, another deterrent. Developments that house diverse demographics with different lifestyle patterns better deter opportunistic crime. Cul-de-sacs and dead ends should be avoided with their reduced pedestrian movements and opportunities for unobserved crime.

- 12.56 Town centre criminal activity and anti-social behaviour can also be reduced through the mixed use of its buildings, particularly change of use to upper floors for residential, essentially 'living over the shop' as supported elsewhere in this Plan. This increases the diversity and inclusiveness of the area and thus increases natural surveillance throughout the night. This in turn can alter people's existing perceptions and reduce the fear of crime.
- 12.57 National planning policy (NPPF refers) makes clear that crime prevention can be a material consideration in determining planning applications and the Neighbourhood Plan looks to support crime avoidance in design. The benefit will be the limitation of opportunist crime and improved public perception of safety and feeling safe.
- 12.58 The benefits of reducing light pollution and gaining darker skies are wide ranging and include astronomy education, mental health, benefits to wildlife, sleep patterns, energy saving and carbon targets.
- 12.59 Aside from humans, plants and animals depend on earth's daily cycle of light and dark rhythm to govern life-sustaining behaviours such as reproduction, nourishment, sleep, and protection from predators. Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects, and plants. The impact of light pollution on wildlife corridors is particularly detrimental to nocturnal animals, who sleep during the day and are active at night, radically altering their night-time environment by turning night into day. According to researchers for nocturnal animals the introduction of artificial light probably represents the most drastic change human beings have made to their environment that is detrimental to wildlife.
- 12.60 Glare from artificial lights can also impact wetland habitats such as the River Churn that is home to amphibians such as frogs and toads whose night-time croaking is part of the breeding ritual. Artificial lights that disrupt this nocturnal activity, interfering with reproduction can reduce populations with reports the common toad has declined by two thirds since the 1950s.
- 12.61 Humans also adhere to a circadian rhythm; this is our biological clock, a sleep-wake pattern governed by the day-night cycle. Artificial light at night can disrupt that cycle. An increased amount of light at night lowers melatonin production, which results in sleep deprivation, fatigue, headaches, stress, anxiety, and other health problems. Melatonin helps keep us healthy. It has antioxidant properties, induces sleep, boosts the immune system, lowers cholesterol, and helps the functioning of the thyroid, pancreas, ovaries, testes, and adrenal glands. Reduced production of melatonin and particularly its consequence on sleep quality has therefore enormous implications for physical wellbeing.
- 12.62 Alongside this, the natural beauty of the environment is diminished through glare, shown in a 2016 survey by the Council for the Preservation of Rural England (CPRE).
- 12.63 Compiled from interactive satellite maps it shows the extending skyglow within the town, each pixel shows the levels of radiance to the night sky, the darker the colour the higher the concentration of light pollution.
- 12.64 According to the Cotswold Conservation Board statement of 2019 (Dark Skies and Artificial Light) there has been a significant decline in the darkest of dark skies within the Cotswold's since the 1990s.
- 12.65 Planning policies and guidance do make some provision to control light pollution. The NPPF in 2019 states planning policies and conditions should limit the impact of light pollution from artificial light with no further requirement. The Cotswold District Local Plan references external signage, mainly in a commercial capacity, but is less detailed in how. On a practical level, where lighting is required, better spectrums of 3000 kelvins or less with shielding of upward glare and a downward orientation would go some way in the first instance to improving the situation.
- 12.66 Beyond this, measures could involve passive infrared motion sensors, orientation and position of glazing/windows and dimming measures. This will become particularly important where residential development will extend the currently green boundaries of the town.



12.67 The Neighbourhood Plan therefore has the key requirement that developments consider lighting intensity, height and angle, shields, control mechanisms and timers or motion sensors and that reflective building materials are avoided especially large areas of glazing near water bodies and wildlife corridors. This will support a dark skies strategy for the town that limits new external unjustified lighting, protecting areas of recreational dark sky with street lights that are orientated downwards, limiting upward spillage. The benefit will be better protection of the dark night sky and the wellbeing of nocturnal wildlife.

12.68 Hearing as a sense evolved to alert humans to changes in their environment whether foraging for food or warning of nearby danger. Modern life has filled ears with considerably more sounds than our ancestors, many useful still but they become 'noise' when they are unwanted, interfering with concentration, working, talking, listening, or sleeping. Unwanted noise can go on to cause serious long-term harm to health.

12.69 Today, noise is the second largest environmental cause of ill health after air pollution and a WHO (World Health Organisation) study found that at least one million healthy life years are lost every year in Western Europe as a result of exposure to excessive environmental noise. Furthermore, a UK

focused study by the Science for Environment Policy showed that exposure to noise above recommended levels resulted in additional cases of dementia, stroke, and heart attacks.

12.70 Towns such as Cirencester are noisier places than the surrounding rural countryside. Travel networks particularly create sound, even with a greater use of the quieter electric vehicles. Typically, housing growth extends the population movement in cars.

12.71 Other noise disturbance can come from construction, the night economy, haulage vehicles cutting through local streets and anti-social behaviour taking the opportunity to use the quieter traffic conditions for speeding or racing.

12.72 WHO defines a daytime noise threshold that minimises health impact as 55 dba, moderate traffic is typically 75 dba. At this level research has shown the noise from this moderate level of road traffic impairs cognitive functioning in children, including attention, concentration, sound discrimination, memory, and reading ability. Some children as a result, develop deficits in reading ability and suffer lower school performance.

12.73 Similarly, WHO also stated a night-time level of 40 dba is conducive to quality sleep. Noise above this can make it difficult to fall asleep, and abrupt noises

can cause awakenings, which the sleeper may not sense or recall but still affects the sleep rhythm. Even at levels below which awakening may occur, noise produces measurable physiological reactions, such as an increase in heart rate and body movements and can cause disturbances of natural sleep patterns by causing shifts from deep or REM (rapid eye movement) to lighter stages.

12.74 People affected by noise may get up tired or not rested in the morning. For the level of noise produced by a busy road, the proportion affected by sleep disturbance becomes significant. Chronic or repeated exposure to sounds at or above 85 db can also cause hearing loss.

12.75 While urban noise may seem inevitable and unavoidable, especially in an environment like Cirencester, even the most dense and active places can take steps to limit noise within the urban environment or mitigate in design. Town landscaping can look to increase the extent and height of evergreen landscaping and street trees which absorb traffic noise and act as a buffer to residential areas. Additionally, trees will benefit carbon capture, add character and ambience especially where urban layout is dense.

12.76 Traffic calming measures can act as a deterrent to car speed and support consequent noise prevention through needless acceleration or the ability to use road networks as rat runs.

12.77 Local community engagement showed residents valued the relative tranquility of Cirencester and want it protected as much as they value other reasons for enjoying living here. Growth will bring an unavoidable increase in the level of movement and noise, the Neighbourhood Plan will support mitigation measures that minimise the unnecessary extension of current levels.

12.78 The Neighbourhood Plan therefore requires at the design stage, that all proposals should provide adequate wall acoustic insulation to protect households from external noise, combined with better or less glazing or reduced window space and improved ventilation that limits the need to open windows.

12.79 Landscaping noise transfer buffers, combined with

reduced or better hard ground surface barriers, that are near the source of noise will help minimise urban noise pollution, alongside visual greenery and soil mounds, which can reduce the perception of noise.

12.80 Throughout the process of preparing the Plan, the following community aspirations were identified:

12.80.1 measures that reduce traffic volume near educational establishments, particularly at peak times;

12.80.2 measures that reduce vehicle movement in the town centre's historic streets, particularly Park Street, Dyer Street, Thomas Street, and the Market Place;

12.80.3 monitoring of air quality, including particulates, within the town being increased through locations identified as having greater risk of deterioration and particularly near educational establishments.



APPENDIX 01

NEIGHBOURHOOD PLAN PROJECTS

ENVIRONMENT & SUSTAINABILITY

1. Develop a multi-agency flood mitigation town strategy including river management and flood warden activity.
2. Establish a strategy for the location and provision of vehicle re-fuel stations (to include electric and hydrogen fuel) and photovoltaic arrays in appropriate locations across the town.
3. Audit mapping of natural habitats and wildlife corridors including riverine to enable protection, enhancement and to identify for public enjoyment.
4. Seek to ban single use plastics across the Plan area through a town centre policy.
5. Document key habitats, wildlife corridors and plan enhancements.

ACCESS & MOVEMENT

6. Establish a series of connected cycle and walking paths around the edge of town ('the wheel') that connect to routes into the town centre ('the spokes'). This will help address the physical barrier caused by the inner ring road.
7. Establish longer distance walking and cycle paths as follows: from Cirencester to Kemble; from Cirencester to South Cerney; from Siddington to Stratton (improving the current inadequate shared space along the Gloucester Road); and from Cirencester to Sapperton.
8. Develop enhanced regular, all-week (including late evening) rapid and frequent public transport connections to key regional centres (e.g. Cheltenham), rail interchanges, hospitals, and local destinations (e.g. Fairford and Tetbury).
9. Research and locate potential site for new Park & Stride car parks.

10. Create an updated walking map for Cirencester and its countryside connections that includes the wheel and spokes and identifies small spaces for social encounters, together with green and pleasant routes to link where people live with the town centre.
11. Changes to the A419 and A429 dual carriageways to create direct, convenient, safe, street level, priority pedestrian and cycle crossings on desire lines to allow Cirencester's most important active travel routes to cross the dual carriageways and access the town centre. Seek reduced speed limits on the A419 and A429 on the approaches to the new crossings.

WELLBEING

12. A project to encourage the opening up of education buildings and grounds for community and public use during holidays, weekends, and evenings.
13. Increase the number of neighbourhood community assets (e.g., halls and similar spaces, play areas etc) in The Beeches, outer Watermoor, Kingshill, Kingshill Meadow and Chesterton.
14. Audit of all social, sports and recreational facilities to ensure the type, distribution, and quantity is appropriate for a growing population and that they are inclusive of gender, age, and disability. Create an action plan to meet shortfalls.
15. Raise awareness, locate, and develop potential sites for Community Supported Agriculture projects and allotments within the peri urban areas of the town and linked to the 'wheel' and 'spoke' cycle route system. This will increase the economic resilience and sustainability of the town.

TOWN CENTRE

16. Establish a Business Improvement District (BID) for the town centre.
17. Establish a Town Centre Business Manager to develop a stronger economic voice for the town, to enhance the night-time economy, the promotion of the town to more employers and to lobby infrastructure investment.



18. Reconnect the Roman Amphitheatre to the town centre core, the Old Kennels car park, and other neighbourhoods, working with AQIVA and Gloucestershire Highways to identify a new connection location, funding, and type, to be supported by brown heritage signage and improved maintenance.
19. Identify a town centre site/building and an operator for a new cinema project, to possibly be part of a venue that can also support live music.
20. Research, map, and audit for potential residential accommodation over retail within the town centre.
21. Proposals for the transformation of the town centre car parks. To enhance the townscape and urban form to create quality public open space of the Forum, Brewery Sheep Street and Station car parks closer to the traditional northern quarter of the town. To enhance walkability and connectivity and create potential capacity for residential and commercial accommodation and community assets.
22. Create a cultural strategy and map of the town including a digital walking app.
23. Digital walking app for the Amphitheatre and its connection to other areas of Roman Corinium.
24. Support for a heritage trail, new wayfinding systems and quality signage.
25. Create a Cirencester Sustainable Tourism Strategy, to enhance the visitor experience separate but linked to a Cotswold-wide strategy that includes the Water Park.
26. Establish better links with regional/Gloucestershire business and skills bodies and exploit Cirencester's education cluster reputation to attract new businesses to add placements for digital, agri-tech, finance and other high value skills and to provide routes into local work.
27. A cyber strategy to better facilitate hybrid working and improve facilities for tourists and townspeople by upgrading broadband connectivity, providing Town Centre Wi-Fi and improving mobile phone data signal.
28. Draw up a model for developers to support local construction skills development for A-Level students on long placements at Cirencester College through to T-Level placements and taking on apprentices.
29. Encourage businesses to offer placements for young people to develop skills which the town needs for the future and to provide routes into work locally.
30. Research and locate a site for a replica 'Roman Garden'.
31. Promote the establishment of cultural festivals within the town, such as music, fine art, craft, and literature.

VISITOR ECONOMY, CULTURE & SKILLS

APPENDIX 02

COMMUNITY ASSETS - KEY LOCAL DAILY FACILITIES

As part of the preparation of this Plan, an audit of existing Key Local Daily Facilities was carried out to ascertain which parts of the town are 'complete' 20 Minute Neighbourhoods and which have a deficit of Key Local Daily Facilities.

These facilities are categorised as follows:

- **primary schools** - defined as state schools for primary education Years 1 to 7 which are non-selective
- **grocery shops** - defined as supermarkets, newsagents and convenience stores, open throughout the day
- **green spaces** - defined as accessible to the public throughout the day including cemeteries and public open space with permissive rights; excludes private land with permissive rights of way, open spaces which are chargeable to access, allotments and residential amenity land
- **public meeting places** - defined as pub's or café's open during the day

1. Primary Schools

- 1.1 Powell's School, Gloucester Street, GL7 2DJ
- 1.2 Cirencester Primary School, Victoria Road, GL7 1EX
- 1.3 Chesterton Primary School, Apsley Road, GL7 1SS
- 1.4 Stratton Primary School, Thessaly Road, GL7 2NG
- 1.5 Watermoor Primary School, Kingshill Lane, GL7 1JU
- 1.6 Paternoster School, Watermoor Road, GL7 1JR

2. Grocery Shops

- 2.1 Stratton SPAR Convenience Store and Post Office, Cheltenham Road, GL7 2HU
- 2.2 Abbey Way Services SPAR, Gloucester Street, GL7 2DR
- 2.3 Tesco Express, Cricklade Street, GL7 1HY
- 2.4 M&S Simply Food, Dyer Street, GL7 2PF
- 2.5 Morrisons Daily, Dyer Street, GL7 2PP
- 2.6 Waitrose, Sheep Street, GL7 1SZ

APPENDIX 03

LOCAL GREEN SPACES DESIGNATION

7. BAUNTON LANE PLAYING FIELD



Full size football pitch and recently renovated children's playground with tunnels, slides and climbing frame, accessed off Baunton Lane. Also used for community gatherings and maintained by volunteers. Owned by Cirencester Town Council.

19. CITY BANK RECREATIONAL GROUND



Flat open recreational field of 1.56 hectares bordered and enclosed by City Bank Park and City Bank View, with footpath access through to the adjacent nature reserve. Used mainly for leisure it also connects, by footpaths, the Beeches area of the town to Watermoor, and is well used by dog walkers. Access has been

improved with the addition of a wood bridge over the River Churn which meanders along its edge. Fitness equipment sits near the remains of a sluice gate to one of the towns former mills. Ownership with Cirencester Town Council.

23. FOUR ACRE FIELD



Four Acre field covers 1.7 hectares in the Chesterton area of Cirencester and is bordered by Querns Wood, Chesterton Lane, Cotswold Close and the rear gardens of Chesterton Park. Used by dog walkers, weekend footballers and for other recreational activities, it contains a small playground and some outdoor fitness equipment. Recent re-wilding has extended its biodiversity and wildlife value with footpaths connected walkers through Querns wood to the town centre. Owned by Cirencester Town Council.

24. HAREBUSH WOOD



Harebush Wood was created in the 1820's by Jane Chester Master as a working 26.8 hectares wood with active timber production and remains privately owned by the family. It is open to the public as a circular walk on the edges of the town, home to bluebells and wildlife, accessible opposite the Norman Arch on the A417 Grove Lane or through the Burford Rd allotments. Owned by the Chester-Masters.

28. JACK GARDNER MEMORIAL GARDEN



Named after former Cirencester UDC Councillors John Edward Gardner and Graham Jack Brookes, the garden is a linear strip of recreational parkland, 1.87 hectares in size fronted by the A417 Abbey Way, bordered by Spitalgate Lane, Gooseacre Lane and the housing of Trafalgar Road. It contains a stretch of the River Churn and within has had the recent addition of rewilding areas with further tree planting to support others including a memorial tree to the actor Robert Adie. Appreciated by dog walkers, it also connects by footpath over Gooseacre Lane bridge, the East or Stratton area of the town with the town centre. Ownership with Cirencester Town Council.

29. KINGSHILL COUNTRY PARK



On the site of an old water meadow this 2.34 hectare Country Park sitting alongside a recent large housing development bordering the A419 Swindon Rd bypass and hosts an outside gym with a running/walking track. There are benches for picnics and a community orchard. Well used by local residents with access from Griffiths Close, it provides a circular recreational space alongside acting as a green buffer between residences and a major highway. Located within are 50 allotment plots. Owned by Cirencester Town Council.

38. QUERNS WOOD



Querns Wood, accessed from and bordered by the hospital grounds, the Amphitheatre and Four Acre field, is an area of woodland with the NHS hospital grounds which includes a network of footpaths used by walkers to connect Chesterton to the town centre and for recreational use. Originally an arboretum established

by the owner of Querns House, now the hospital, the site is believed to be part of the Quarry area that became the Amphitheatre. Mainly maintained by volunteers several new trees have been donated by local businesses. Owned by Cirencester Town Council.

45. THISTLE PARK CHESTERTON COMMUNITY GARDEN



Thistle park community garden is set within a green open space landscaped with flowers and benches in the Chesterton estate, accessed along Springfield Rd. It contains a playground, open gym equipment and allotments owned and managed by Cirencester Town Council.

46. TWO ACRES



Two Acre field covers 2.2 hectares in the Chesterton area of Cirencester is bordered by Cranhams Lane on which there is gated access and the rear gardens of Foxes Bank Drive and Countess Liliat Rd. Used by dog walkers and for other recreational activities it connects by footpath

to Thistle Park and onwards to the Thistle Park Community garden. Owned by Cirencester Town Council.

47. VICTORIA ROAD MEADOW



Located to the rear of Cirencester Junior School on Victoria Road, this former playing field has been restored to a meadow of wild flowers through the Wild Town rewilding scheme. Access from a passageway off Victoria Rd, a footpath connects through the meadow to City Bank nature reserve and the Beeches area of town. Well used by walkers.

APPENDIX 04

NON-DESIGNATED HERITAGE ASSETS

Using the criteria outlined by Historic England's local heritage listings advice, the Neighbourhood Plan has identified the following as non-designated heritage assets (NDHAs). This is not an exhaustive list and further NDHAs may be identified in the future that meet the criteria provided. Evidence for the justification is included and state of repair is not considered a relevant consideration.

CRITERIA

- A** ARCHITECTURAL – age and locally distinct in material retaining significant structure
- B** ARCHAEOLOGICAL – that there is clear evidence
- C** GROUP VALUE – having association through use or design
- D** RARITY – as judged against other features
- E** LANDMARK – striking and strong association with location, event, or community
- F** DESIGNED LANDSCAPE – garden setting, structured landscapes, and parks
- G** EVIDENTIAL – documentation of past historical use or history
- H** COMPLETENESS – enough fabric and features to be understood
- I** SOCIAL HISTORY – illustrative of historic local life
- J** ECONOMIC HISTORY – illustrative of historic commercial activity
- K** COMMUNAL VALUE – connected with collective local memories



1. Open Air Swimming Pool at Riverside Walk



In the Conservation Area but unlisted as there are no heritage structures on the land (English Heritage) although some argue the pool is one. Could be vulnerable for development if deemed unviable. Historic documentation of establishment and use from 1869 including membership, ownership, and funding. Land currently owned by the Town Council with a peppercorn rent paid.



2. Council Offices on Trinity Road



Site of the Cirencester Union workhouse from 1837 although a parish workhouse existed on the site from 1724 as a different structure. The cruciform design remains, designed by Sampson Kempthorne to keep genders separated in newly constructed workhouses following the poor law amendment act of 1834. This significant layout remains and is evident and consistent with a 1902 map of the site (workhouses.org.uk). Later used as Watermoor Hospital from 1948 before becoming the Cotswold District Council offices. Listed lock-up (relocated) in the grounds but the building and site is unlisted and outside the conservation area.



3. Wall-Mounted Red GR Royal Mail Post Boxes in Five Locations



There are four wall mounted GR post boxes installed, three during the period 1910-36 for King George V, one later 1936-52 for King George VI. There was a massive expansion of wall mounted post boxes from

1900 to extend the mail service, wall mounted boxes were cheaper and frequently used in more rural areas. Given how difficult they are to remove from boundary walls they have remained and remain in use. Group value in five locations:

- Beeches Car Park on London Road
- Junction of The Avenue and Victoria Road
- Ashcroft Road
- Lewis Lane
- Coxwell Street



4. Army Reserve Centre at 55 Somerford Road



Currently the home of the Royal Gloucestershire Hussars squadron of the Royal Wessex Yeomanry, the main building was built as Hampton House in 1868, later a school then used during WW2 for an anti-aircraft regiment defending the docks of Bristol, Cardiff, and Gloucester. Post war the Hussars moved in and remained. Now expanded as an active base, the original home remains and can be clearly seen. Unique to the area representing military presence in a market town post war.



5. Blue Enamel Street Signs in Eight Locations



A group of surviving in-situ examples of early street signs made by Garnier and Co of London and erected by the then Urban District Council post 1894. Uniform in style, colour, size, fixtures they are set at the wall quoin or close by, a particular characteristic. Legal ownership is suggested as being with the owner of each property not the Highways Authority. Not currently protected by any heritage or planning legislation. Locations are:

- Ashcroft Road and Cricklade Street junction
- Gloucester Street and Barton Lane junction
- Castle Street and Park Lane junction
- Cecily Hill
- Spitalgate Lane and Dollar Street junction
- Lewis Lane and Cricklade Street junction
- Queen's Street and Victoria Road
- Mount Street and Somerford Road junction

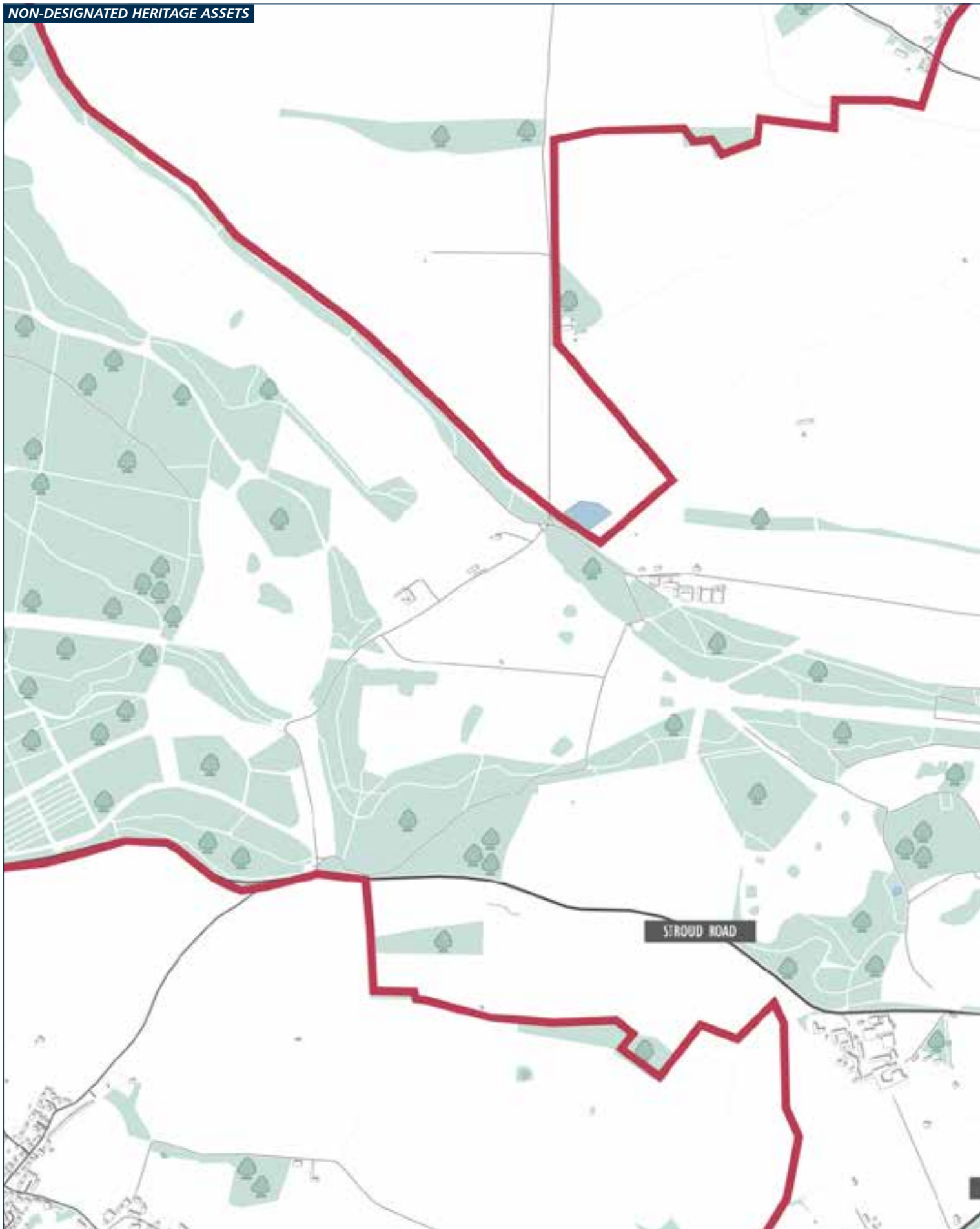


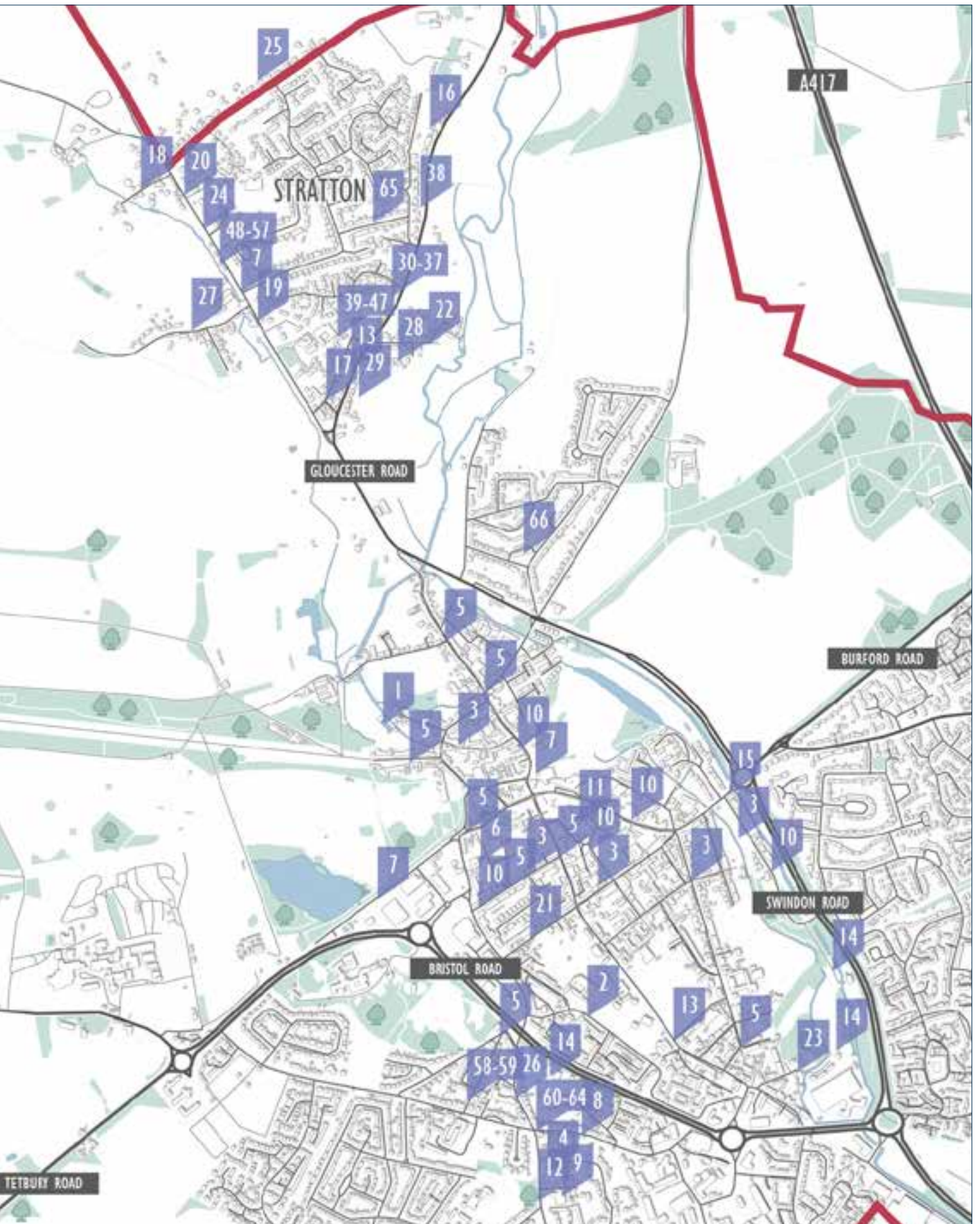
6. Air Raid Shelter within Sheep Street Car Park and Associated Museum at Sheep Street



Museum housed in former hospital cottage which shows home front artefacts from WW2 with the associated former Memorial Hospital air raid shelter. The air raid shelter has been previously proposed for protection which was denied by the Secretary of State (2016) as it was not 'under threat'. The former hospital site has recently been developed by Cotswold District Council with potential future review of nearby land currently occupied by a supermarket. There is now a vulnerability to the site which would be best retained with the associated museum. An important part of the wartime history of the town.

NON-DESIGNATED HERITAGE ASSETS







7. Commemorative Enamel Street Benches in Three Locations



Made from iron, painted green and all commemorate a Jubilee event:

- Tetbury Road opposite the Leisure Centre, the Silver Jubilee of King George V 1910- 1936
- Abbey Grounds near Monk's Garden, the VR Jubilee of 1887
- Gloucester Road north of Overhill Road, the Silver Jubilee King George V 1910-1936



8. Former Oakley Hall Prep School Entrance Gate on Chesterton Lane



Confirmed in communication by the former school owner's son and pupil Quentin Letts as one of several entrances, although not the main, to Oakley Hall School, formerly Oakley Hall House 1890. Later occupied by Pelham House Prep School which relocated from Folkestone following bombing in 1914. Pelham prep became Oakley Hall School in 1928. Following closure of the School, the site was sold for housing in 1994. The unlisted gate on Chesterton Lane remains a public right of way through to the new housing. Metal gate brackets remain on the side walls showing evidence of use possibly through to the playing fields of the time.



9. Former Oakley Hall Prep School Chapel War Memorial Highfield Lane



Now located on the exterior garden wall of the former Oakley Hall School Chapel, which is now a private house, the memorial was commissioned and laid in 1919 when the chapel was built to commemorate the former headmaster of the school with those lost 1914-18, 48 names in total. Previously on the interior wall of the chapel towards the rear door, it was designed by Leonard Barnard FRIBA, a Cheltenham architect.



10. Commercial Shop and Business Signage



Evidence of previous commercial activity in various parts of the town remain on walls and pavements, contributing to the historical record of Cirencester as a market town with a diverse economy. Most are on walls of currently occupied buildings in the Conservation Area, despite which they currently afford no protection during renovation or alteration, two are embedded into pavements as mosaics.

- Gloucestershire Dairy Co. signage The Old Dairy building late 19th Century on Ashcroft Road
- Cabinet maker signage on 52 Lewis Lane
- Café Tariff menu signage on the wall at 17 Gosditch Street
- Preston's doorway mosaic (a grocer from the 1950s) on 69 Cricklade Street
- Ovens & Sons pavement mosaic (former furniture retailer) on Dyer Street
- Golden Farm Pub freestanding metal sign Beeches Road



11. Remains of Roman Pedestal West Way



Relocated to its current position and unprotected despite being archaeological evidence of Roman architecture.



12. Chesterton House Gate on Somerford Road



Former carriage entrance to Chesterton House on Somerford Road, home of Sir Charles Vyner Brooke, the gate was restored by the Civic Society and hosts a blue plaque and whilst the house, now flats, is listed not the gate.

13. Boundary Walls on Watermoor and Albion Street



Boundary walls on Watermoor Road and Albion Street are representative of the distinct features of these two areas, both of which are outside any conservation boundary. Materials, design, and workmanship are evidenced in various locations as having group value:

- Watermoor Road various parts



- Albion Street various parts



The following have group value as evidence of the former railway line

14. GWR Railway Track Beds and Bridge



The railway station and its lines out from the town closed in 1964 but evidence of this past transport remain:

- End of Meadow Rd path to Sheep St Cirencester to Kemble track bed 1841-1964



- City Bank track bed



- Beeches track bed former line to Andoversford
- Bridge City Bank



- Chesterton Lane, remains of brick wall





15. Former Chapel at 14 London Road



Former Catholic Chapel shown on the OS map of 1844-1888, later a garage with commercial wall signage still showing. Unlisted and distinct in architecture as a former church with distinct window design.



16. Numbers 143 and 145 Cheltenham Road



Mid-19th Century and possibly associated with the former Vale Yard commercial site shown on the 1939 OS map.



17. The Old Post Office 25 Albion Street



Former Post office from the early 19th Century, the red brick architecture is unusual for the area.



18. The Old Schoolhouse School Lane Stratton



Former association with education as a School House (OS map 1844-88) with its location on School Lane. Victorian architecture, Pevsner architectural guide to buildings in the Cotswold's references a national school here in 1858.



19. The Plough Inn at 5 Gloucester Road and The Drillmans Arms 34-38 Gloucester Road



Two of the remaining public houses in this area, unlisted, the other being the closed Salutation Arms now lost, all near a former brewing site and representative of commercial and social activity 19th Century with associated cottages on a major highway for trade and travel.



20. The Old Barn 33 Gloucester Road

A B C D E F G H I J K

Rare example of former 19th century agricultural barn within a town boundary now residential, thatched roof replaced but architecturally still representative of its previous use with low roof line and length of the building.



21. Former Hope Inn Public House Querns Lane

A B C D E F G H I J K

Closed in 1975, the former Hope Inn originates from the 19th Century but is unlisted. Advertising signage of Simonds Brewery Ales, now hidden behind the current retailer's sign, shows this evidence of previous commercial activity. Architecturally plain, it is 19th Century architecture as a simple beer house is evident near what was the canal basin.



22. Stratton Mill

A B C D E F G H I J K

Former Corn Mill with some structure from the early 19th Century with later additions.



23. Former New Mills Sluice Gate City Bank Nature Reserve

A B C D E F G H I J K

Built about 1530 New Mill was a cloth mill until about 1830 when it became a flock mill. Demolished in 1912/13 some parts remain of which this sluice gate is one, used to control the water level in the adjacent mill stream.



24. Tudor Cottage at 25 Gloucester Road

A B C D E F G H I J K

Rare and the only remaining example of a thatched roof in the town.



25. Copelands Baunton Lane Stratton

A B C D E F G H I J K

Modernist design by Arthur Saint, architect, and the owner, built in 1948.



26. Numbers 38-40 Somerford Road

A B C D E F G H I J K

Neo-Gothic Architecture.



27. 3 and 7 Barnway



Formerly known jointly as the Alma buildings, number 3 remains intact. 19th century architecture refers.

The following have group value (C) for 19th Century architecture (A) on the Cheltenham Road



28. 5 Cheltenham Road

29. Heathfield House ,31 Cheltenham Road

30. 33 Cheltenham Road

31. Spinnet Cottage, 35 Cheltenham Road

32. Rosemary Cottage, 37 Cheltenham Road

33. 39 Cheltenham Road

34. Claremont, 41 Cheltenham Road

35. Hill House, 43 Cheltenham Road

36. Old Quarry Cottages, 51 - 83 Cheltenham Road



37. Owl Cottage, 93 and 95 Cheltenham Road
38. Hillside Villas, 131-133 and 135-141 Cheltenham Road

The following have group value (C) for 19th Century architecture and early 20th Century architecture (A) on Albion Street



A **B** **C** **D** **E** **F** **G** **H** **I** **J** **K**

- 39. 9 Albion Street
- 40. 12-16 Albion Street
- 41. Orbel Cottages, 24-32 Albion Street
- 42. 27-31 Albion Street
- 43. 33-37 Albion Street
- 44. 53-57 Albion Street
- 45. Peartree House, 61 Albion Street
- 46. 63 Albion Street
- 47. 65 Albion Street

The following have group value (C) for 19th Century architecture (A) on the Gloucester Road



A **B** **C** **D** **E** **F** **G** **H** **I** **J** **K**

- 48. 6-16 Gloucester Rd (also qualifies as a Landmark E)
- 49. 19-21 Gloucester Road
- 50. 22-25 Gloucester Road
- 51. Thessaly Croft, Gloucester Road
- 52. Thessaly Lodge, 62 Gloucester Road
- 53. Thessaly Cottage, 64 Gloucester Road
- 54. 66 Gloucester Road
- 55. 72-74 Gloucester Road
- 56. Wheel Cottage, 90 Gloucester Road
- 57. 94 Gloucester Road

The following have group value (C) for 19th Century architecture (A) on the Mount Street



A B C D E F G H I J K

58. 4-6 Mount Street

59. 11-17 Mount Street

The following have group value (C) as distinct post-war architecture (A) on the Gloucester Road



A B C D E F G H I J K

After WW2, Britain was faced with a housing crisis causing a board of local people including the 8th Earl Bathurst to form the Cirencester Housing association. Land was donated by the Chester-Master family of which land on Shepherds Way was used, in the early 1950s, to build numerous Easi-form houses and the flats known as Beresford House. The houses on Chesterton Lane are in the same style as Park View, Stratton.

64. 53-87 Chesterton Lane with 37-47 Somerford Road

65. 1-15 and 2-16 Park View in Stratton

66. Beresford House Shepherds Way

The following have group value (C) for 19th Century architecture and early 20th Century architecture (A) on the Somerford Road



A B C D E F G H I J K

60. 2-14 Somerford Road

61. 4-10 Somerford Road

62. 20 Somerford Road

63. 21 and 23 Somerford Road

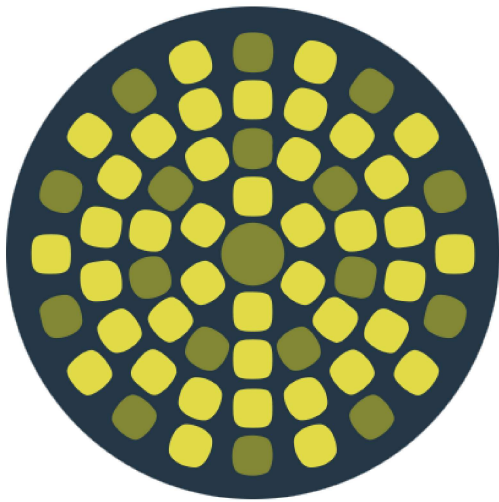


Cirencester Neighbourhood Plan



cirencester
· town council ·

CIRENCESTER NEIGHBOURHOOD PLAN



BASIC CONDITIONS STATEMENT

November 2024

CIRENCESTER NEIGHBOURHOOD PLAN

BASIC CONDITIONS STATEMENT

Introduction

This Basic Conditions Statement (BCS) has been prepared by Cirencester Town Council to accompany its submission of the Cirencester Neighbourhood Plan to Cotswold District Council (CDC) under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended).

The Neighbourhood Plan has been prepared by the Town Council, which is the 'Qualifying Body' as defined by the regulations. The designated Neighbourhood Area covers the entire parished area of Cirencester as approved by CDC in October 2018.

Context

The Cirencester Neighbourhood Plan sets out a vision for the town from 2011 to 2031 and includes a range of policies on the development and use of land. These policies have been developed through extensive consultation with the local community and stakeholders, ensuring that the plan reflects the aspirations and needs of the town.

Legislative Framework

The preparation of the Cirencester Neighbourhood Plan has been guided by the following national and local regulations and policies:

National Regulations

1. *Neighbourhood Planning (General) Regulations 2012 (as amended)*: These regulations set out the procedures for the preparation of neighbourhood plans, including the requirements for consultation, submission, and examination.
2. *National Planning Policy Framework (NPPF)*: The NPPF provides a framework within which local plans and neighbourhood plans are prepared. It emphasises the importance of sustainable development, community engagement, and the alignment of neighbourhood plans with strategic policies. NPPF has recently been revised and a draft version is currently being consulted upon. For the purposes of this BCS, the adopted version, dated December 2023 has been used.

Local Plan Policies

1. *Cotswold District Local Plan 2011-2031*: The Local Plan, adopted on 3 August 2018, provides the strategic context for the Neighbourhood Plan. It includes policies on housing, employment, environment, and infrastructure that the Cirencester Neighbourhood Plan must be in general conformity with.
2. *Supplementary Planning Documents (SPDs)*: These documents provide additional guidance on specific topics such as affordable housing and design, which have been considered in the preparation of the Cirencester Neighbourhood Plan. Key documents in this category include a Design Code for the public realm of Cirencester, as prepared by Cirencester Town Council (2017) and the Cotswold Design Code, which is Appendix D in the adopted Cotswold Local Plan (2018).

The Basic Conditions

The Neighbourhood Plan must meet the following basic conditions as set out in paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990:

1. *Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Neighbourhood Plan.*
2. *The making of the Neighbourhood Plan contributes to the achievement of sustainable development.*
3. *The making of the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).*
4. *The making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations.*

Community Engagement

Community engagement has been a cornerstone of the Cirencester Neighbourhood Plan process. The Town Council has undertaken a comprehensive programme of consultation to ensure that the views and needs of local residents, businesses, and stakeholders are fully reflected in the plan. Key activities included:

1. *Public Meetings & Workshops*: A series of public meetings and workshops were held to gather initial ideas and feedback on draft policies.
2. *Surveys & Questionnaires*: Residents were invited to complete surveys and questionnaires to provide detailed input on specific issues and priorities.
3. *Focus Groups*: Focus groups were conducted with key stakeholder groups, including local businesses, community organisations, and youth representatives.
4. *Consultation Events*: Drop-in sessions and exhibitions were organised to present draft proposals and gather further feedback.

5. *Online Engagement:* A dedicated website and social media channels were used to share information and updates, and to collect comments and suggestions from the wider community.

The feedback received from these activities has been instrumental in shaping the Cirencester Neighbourhood Plan, ensuring that it addresses the key concerns and aspirations of the local community. Full details of all the consultation activities can be found in the accompanying Consultation Statement.

Incorporation of Community Engagement Results

The results gathered from community engagement activities was reviewed and analysed to ensure that the Cirencester Neighbourhood Plan accurately reflects the priorities and concerns of residents. Here are some examples of how policy areas were shaped by community input:

1. Environment & Green Spaces:

- *Community Feedback:* There was significant support for the protection and enhancement of local green spaces and biodiversity.
- *Policy Response:* Policies were developed to safeguard existing green spaces, promote the creation of new ones, and enhance biodiversity through specific measures such as tree planting and habitat restoration.

2. Transport & Infrastructure:

- *Community Feedback:* Concerns were raised about traffic congestion and the need for improved public transport and cycling infrastructure.
- *Policy Response:* The Cirencester Neighbourhood Plan includes policies aimed at improving public transport links, enhancing cycling and walking routes, and implementing measures to reduce congestion and improve road safety.

3. Local Economy:

- *Community Feedback:* Residents highlighted the importance of supporting local businesses and creating job opportunities within the town.
- *Policy Response:* Policies were introduced to encourage the development of small business units, support home-based businesses, and promote local markets and events to boost the local economy.

4. Heritage & Design:

- *Community Feedback:* The community emphasised the need to preserve the town's historic character and ensure new developments are in keeping with the local architectural style.
- *Policy Response:* Design guidelines were established to ensure that new developments respect the historic character of the town, with specific criteria for building materials, styles, and layouts.

By incorporating this feedback, the Cirencester Neighbourhood Plan aims to create a balanced and sustainable framework for the future development of the town, ensuring that it meets the needs and aspirations of the community.

Schedule of Planning Policies contained in the Submission Plan

- POLICY TC1 – TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER
- POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE AND FOOTPATH NETWORK
- POLICY AM 2 – TOWN & COUNTRY CONNECTIONS
- POLICY AM 3 – THE PEDESTRIAN EXPERIENCE
- POLICY AM4 – INTEGRATED MOBILITY HUB
- POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS
- POLICY AM6 – SUSTAINABLE AND ACTIVE TRAVEL
- POLICY DBE1 – DESIGN QUALITY
- POLICY DBE2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS
- POLICY DBE3 – REDEVELOPMENT AND CONVERSION OF EXISTING PROPERTIES
- POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS
- POLICY DBE5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS
- POLICY DBE6 – ENERGY USE IN NEW BUILDINGS
- POLICY DBE7 – HOMES IN MULTIPLE OCCUPATION
- POLICY QPR1 – ILLUMINATED SIGNAGE
- POLICY QPR2 – QUALITY STREETS & SPACES
- POLICY QPR3 – SOCIAL & CIVIC SPACES
- POLICY QPR4 – HERITAGE TRAILS & WAYFINDING SYSTEMS
- POLICY TMN1 – 20 MINUTE NEIGHBOURHOODS
- POLICY NE1 – NATURAL AND SEMI-NATURAL HABITAT SCHEMES
- POLICY NE2 – WILDLIFE CORRIDORS
- POLICY NE3 – GREEN INFRASTRUCTURE PROTECTION & ENHANCEMENT
- POLICY NE4 – LOCAL GREEN SPACE DESIGNATIONS
- POLICY NE5 – GREEN GAPS
- POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY
- POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES
- POLICY LE3 – SKILLS DEVELOPMENT
- POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY
- POLICY WBC1 – AIR QUALITY
- POLICY WBC2 – EQUAL ACCESS TO PUBLIC OPEN SPACES FOR ALL
- POLICY WBC3 – ACCESS TO PLAY SPACES
- POLICY WBC4 – COMMUNITY FACILITIES
- POLICY WBC5 – DESIGNING OUT CRIME
- POLICY WBC6 – LIGHT POLLUTION
- POLICY WBC7 – NOISE POLLUTION

Set out over the following pages, is the relationship between the 35 Cirencester Neighbourhood Plan policies (above) and as contained in the submission version of the plan, and the NPPF (December 2023) and the adopted Cotswold District Local Plan (2018).

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY TC1 – TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER

National Planning Policy Framework (NPPF) December 2023

1. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Focuses on defining a network and hierarchy of town centres, promoting their long-term vitality and viability by allowing them to grow and diversify.
2. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Supports economic growth and productivity, which includes the role of town centres in providing employment and business opportunities.
3. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of community facilities and services within town centres to support social interaction and community well-being.
4. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in town centres to create attractive, accessible, and functional spaces.

Cotswold District Council Local Plan (2018)

1. **Policies EC7 and EC8: Town and Local Centres**
 - Supports the development and enhancement of town and local centres, ensuring they remain vibrant and viable.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy, including the role of town centres in providing a mix of uses and supporting economic growth.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments in town centres to be of high quality and contribute positively to the character and appearance of the area.
4. **Policy INF2: Social and Community Infrastructure**
 - Supports the provision of social and community infrastructure within town centres to enhance their role as community hubs.

These policies and paragraphs ensure that town centres in Cotswold District, such as Cirencester are supported and enhanced, maintaining their role as vibrant and sustainable hubs for the community.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE AND FOOTPATH NETWORK

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises pedestrian and cycle movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking and cycling infrastructure to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking and cycling to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking and cycling routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan (2018)

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking and cycling networks to reduce reliance on car travel and support sustainable transport.
2. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking and cycling routes within green infrastructure networks to enhance accessibility and recreational opportunities.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking and cycling infrastructure, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians and cyclists in their design, promoting safe and convenient access.

These policies and paragraphs aim to promote walking and cycling as sustainable and healthy modes of transport, ensuring that new developments are designed to support these activities.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY AM 2 – TOWN & COUNTRY CONNECTIONS

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritizes pedestrian and cycle movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking and cycling infrastructure to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking and cycling to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking and cycling routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan (2018)

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking and cycling networks to reduce reliance on car travel and support sustainable transport.
2. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking and cycling routes within green infrastructure networks to enhance accessibility and recreational opportunities.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking and cycling infrastructure, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians and cyclists in their design, promoting safe and convenient access.

These policies and paragraphs ensure that connections are integral parts of the planning and development process, promoting healthier and more sustainable communities, even in rural areas.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY AM 3 – THE PEDESTRIAN EXPERIENCE

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises pedestrian movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking infrastructure to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking networks to reduce reliance on car travel and support sustainable transport.
2. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking routes within green infrastructure networks to enhance accessibility and recreational opportunities.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking infrastructure, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians in their design, promoting safe and convenient access.

These policies and paragraphs aim to promote walking as a sustainable and healthy mode of transport, ensuring that new developments are designed to support pedestrian movement.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY AM4 – INTEGRATED MOBILITY HUB

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises the development of high-quality public transport systems and encourages layouts that maximise the catchment area for bus or other public transport services.
 - Supports the integration of public transport facilities into new developments to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of public transport options to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating public transport facilities into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of public transport networks to reduce reliance on car travel and support sustainable transport.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for public transport infrastructure, ensuring it is integrated into new developments and accessible to residents.
3. **Policy INF7: Green Infrastructure**
 - Encourages the integration of public transport routes within green infrastructure networks to enhance accessibility and reduce environmental impact.

These policies and paragraphs aim to promote public transport as a sustainable and efficient mode of transport, ensuring that new developments are designed to support and enhance public transport options.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Emphasises the importance of strategic transport links to support sustainable development and economic growth.
 - Encourages the development of transport infrastructure that connects key economic areas and supports the movement of goods and people efficiently.
2. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Highlights the role of strategic transport links in enhancing productivity and supporting economic growth.
3. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the development of transport infrastructure that contributes to reducing greenhouse gas emissions and managing climate change impacts.

Cotswold District Council Local Plan

1. **Policy INF1: Strategic Infrastructure Delivery**
 - Focuses on the delivery of strategic transport infrastructure to support sustainable development and economic growth.
2. **Policy INF3: Sustainable Transport**
 - Promotes the development of strategic transport links to reduce reliance on car travel and support sustainable transport options.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for strategic transport links, ensuring they are integrated into new developments and accessible to residents.

These policies and paragraphs aim to ensure that strategic transport links are developed to support sustainable growth, enhance connectivity, and contribute to environmental sustainability.

POLICY AM6 – SUSTAINABLE AND ACTIVE TRAVEL

National Planning Policy Framework (NPPF) December 2023

4. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises pedestrian and cycle movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking and cycling infrastructure to promote sustainable transport choices.
5. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking and cycling to enhance community health and well-being.
6. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking and cycling routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan (2018)

5. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking and cycling networks to reduce reliance on car travel and support sustainable transport.
6. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking and cycling routes within green infrastructure networks to enhance accessibility and recreational opportunities.
7. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking and cycling infrastructure, ensuring they are integrated into new developments and accessible to residents.
8. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians and cyclists in their design, promoting safe and convenient access.

These policies and paragraphs aim to promote walking and cycling as sustainable and healthy modes of transport, ensuring that new developments are designed to support these activities.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE1 – DESIGN QUALITY

National Planning Policy Framework (NPPF) December 2023

1. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of high-quality, beautiful, and sustainable design in new developments.
 - Encourages the preparation of design guides and codes to set clear design expectations.
 - Highlights the role of effective community engagement in the design process.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe, inclusive, and accessible environments through good design.
3. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Encourages well-designed commercial and industrial developments to support economic growth.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to be of high quality and to respect the character and appearance of the area.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy, including design quality considerations for new developments.
3. **Policy EN4: The Wider Natural and Historic Environment**
 - Ensures that new developments contribute positively to the natural and historic environment through good design.
4. **Cotswold Design Code**
 - Provides detailed guidance on achieving good design in the district, covering architectural styles, materials, and green infrastructure.

These policies and paragraphs aim to ensure that new developments are well-designed, enhancing the quality of life for residents and contributing positively to the character of the area.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS

National Planning Policy Framework (NPPF) December 2023

1. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in protecting and enhancing valued landscapes and views.
2. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Focuses on protecting and improving the natural environment, including the protection of important views and landscapes.
3. **Conserving and Enhancing the Historic Environment** (Paragraphs 195-208)
 - Highlights the need to protect views that contribute to the significance of heritage assets.

Cotswold District Council Local Plan (2018)

1. **Policy EN4: The Wider Natural and Historic Environment**
 - Ensures that new developments do not adversely affect important views and landscapes.
2. **Policy EN5: Cotswold Area of Outstanding Natural Beauty (AONB)**
 - Protects the scenic beauty and views within the Cotswold AONB.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include considerations for protecting important views and landscapes.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to respect and enhance the character and appearance of the area, including the protection of key views.

These policies and paragraphs aim to ensure that important views and landscapes are protected and enhanced through careful planning and design.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE3 – REDEVELOPMENT AND CONVERSION OF EXISTING PROPERTIES

National Planning Policy Framework (NPPF) December 2023

1. **Making Effective Use of Land** (Paragraphs 123-130)
 - Encourages the conversion of existing buildings to support the efficient use of land and meet housing and economic needs.
2. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Supports the conversion of existing properties for business use to enhance economic growth and productivity.
3. **Conserving and Enhancing the Historic Environment** (Paragraphs 195-208)
 - Promotes the sensitive conversion of historic buildings to maintain their significance while allowing for adaptive reuse.

Cotswold District Council Local Plan (2018)

1. **Policy EC6: Conversion of Rural Buildings**
 - Supports the conversion of rural buildings for employment, tourism, and community uses, ensuring that conversions are sympathetic to the character of the building and its surroundings.
2. **Policy H4: Housing Development and Conversion**
 - Encourages the conversion of existing buildings to residential use, particularly where it contributes to meeting local housing needs.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires that conversions respect the character and appearance of the existing building and its setting.
4. **Policy EN10 & EN13: Historic Environment**
 - Ensures that the conversion of historic buildings preserves their significance and contributes positively to the historic environment.

These policies and paragraphs aim to facilitate the conversion of existing properties in a way that supports sustainable development, economic growth, and the preservation of historic and rural character.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Historic Environment** (Paragraphs 195-208)
 - Specifically addresses the protection of non-designated heritage assets, emphasising their conservation and enhancement.
 - Paragraph 209 highlights that non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Cotswold District Council Local Plan (2018)

1. **Policy EN12: Historic Environment**
 - Focuses on the protection and enhancement of non-designated heritage assets, ensuring that their significance is taken into account in planning decisions.
2. **Policy EN10: Historic Environment**
 - Ensures that the conservation of non-designated heritage assets is considered in the planning process, promoting their retention and appropriate reuse.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires that new developments respect and enhance the character and appearance of the area, including the protection of non-designated heritage assets.

These policies and paragraphs aim to ensure that non-designated heritage assets are protected, and their significance is considered in planning decisions.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS

National Planning Policy Framework (NPPF) December 2023

1. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Emphasises the importance of planning for climate change mitigation and adaptation, including the promotion of energy efficiency and the transition to a low-carbon future.
 - Paragraph 164 specifically requires local authorities to give significant weight to the need to support energy efficiency and low carbon heating improvements.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Encourages the integration of energy efficiency measures into the design of new developments to create sustainable and resilient communities.
3. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Supports the development of green industries and technologies, including energy-efficient construction practices.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to incorporate sustainable design principles, including energy efficiency measures.
2. **Policy INF10: Renewable Energy**
 - Supports the development of renewable energy projects and the integration of renewable energy technologies into new developments.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for energy efficiency and sustainable construction practices.
4. **Policy INF10 & Net Zero Carbon Toolkit (Cotswold District)**
 - Provides detailed guidance on achieving net-zero carbon homes, covering all stages of the build process from pre-planning to construction.

These policies and paragraphs aim to promote energy efficiency and support the transition to a low-carbon future through sustainable design and construction practices.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE6 – ENERGY USE IN NEW BUILDINGS

National Planning Policy Framework (NPPF) December 2023

1. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Emphasises the importance of planning for climate change mitigation and adaptation, including the promotion of energy efficiency and the transition to a low-carbon future.
 - Paragraph 164 specifically requires local authorities to give significant weight to the need to support energy efficiency and low carbon heating improvements.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Encourages the integration of energy efficiency measures into the design of new developments to create sustainable and resilient communities.
3. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Supports the development of green industries and technologies, including energy-efficient construction practices.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to incorporate sustainable design principles, including energy efficiency measures.
2. **Policy INF10: Renewable Energy**
 - Supports the development of renewable energy projects and the integration of renewable energy technologies into new developments.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for energy efficiency and sustainable construction practices.
4. **Policy INF10 & the Net Zero Carbon Toolkit (Cotswold District)**
 - Provides detailed guidance on achieving net-zero carbon homes, covering all stages of the build process from pre-planning to construction.

These policies and paragraphs aim to promote energy efficiency and support the transition to a low-carbon future through sustainable design and construction practices.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY DBE7 – HOMES IN MULTIPLE OCCUPATION

National Planning Policy Framework (NPPF) December 2023

1. **Delivering a Sufficient Supply of Homes** (Paragraphs 60-80)
 - Encourages the provision of a range of housing types, including homes in multiple occupancy (HMOs), to meet the diverse needs of the community.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of inclusive and mixed communities, which can include HMOs as part of the housing mix.
3. **Making Effective Use of Land** (Paragraphs 123-130)
 - Promotes the efficient use of land, including the conversion of existing buildings into HMOs to meet housing needs.

Cotswold District Council Local Plan (2018)

1. **Policy H4: Housing Development and Conversion**
 - Encourages the conversion of existing buildings to residential use, including HMOs, particularly where it contributes to meeting local housing needs.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Requires that conversions to HMOs respect the character and appearance of the existing building and its setting.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for HMOs, ensuring they are integrated into the community and meet local housing needs.

These policies and paragraphs aim to support the provision and integration of homes in multiple occupancy within the community, ensuring they contribute positively to meeting housing needs and maintaining the character of the area.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY QPR1 – ILLUMINATED SIGNAGE

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Specifically addresses the need to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.

Cotswold District Council Local Plan (2018)

1. **Policy EN8: Biodiversity and Geodiversity**
 - Includes measures to minimise light pollution to protect wildlife and natural habitats.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the impact of light pollution and incorporate design measures to mitigate it.
3. **Policy INF7: Green Infrastructure**
 - Promotes the creation and enhancement of green infrastructure, which includes considerations for reducing light pollution to protect dark skies.

These policies and paragraphs aim to manage and reduce light pollution, ensuring that new developments are designed to protect the natural environment and local amenity.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY QPR2 – QUALITY STREETS & SPACES

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the creation of safe, accessible, and high-quality public spaces that promote social interaction and community well-being.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in creating attractive, functional, and inclusive streets and civic spaces.
3. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Supports the development of vibrant town centres with high-quality public spaces that enhance the user experience.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality design principles that enhance the character and appearance of streets and civic spaces.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to ensure that new developments contribute to the creation of high-quality public spaces.
3. **Policy INF2: Social and Community Infrastructure**
 - Supports the provision of social and community infrastructure, including high-quality public spaces, to enhance community well-being.

These policies and paragraphs aim to ensure that streets and civic spaces are designed to be attractive, functional, and inclusive, enhancing the quality of life for residents and visitors.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY QPR3 – SOCIAL & CIVIC SPACES

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the creation of safe, accessible, and high-quality public spaces that promote social interaction and community well-being.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in creating attractive, functional, and inclusive streets and civic spaces.
3. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Supports the development of vibrant town centres with high-quality public spaces that enhance the user experience.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality design principles that enhance the character and appearance of streets and civic spaces.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to ensure that new developments contribute to the creation of high-quality public spaces.
3. **Policy INF2: Social and Community Infrastructure**
 - Supports the provision of social and community infrastructure, including high-quality public spaces, to enhance community well-being.

These policies and paragraphs aim to ensure that streets and civic spaces are designed to be attractive, functional, and inclusive, enhancing the quality of life for residents and visitors.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY QPR4 – HERITAGE TRAILS & WAYFINDING SYSTEMS

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises pedestrian movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking infrastructure to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking networks to reduce reliance on car travel and support sustainable transport.
2. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking routes within green infrastructure networks to enhance accessibility and recreational opportunities.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking infrastructure, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians in their design, promoting safe and convenient access.

These policies and paragraphs aim to promote wayfinding systems, ensuring that new developments are designed to support pedestrian movement.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY TMN1 – 20 MINUTE NEIGHBOURHOODS

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Prioritises pedestrian and cycle movements within new developments and connections to neighbouring areas.
 - Encourages the provision of high-quality walking and cycling infrastructure to promote sustainable transport choices.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Supports the creation of safe and accessible routes for walking and cycling to enhance community health and well-being.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating walking and cycling routes into the design of new developments to create attractive and functional spaces.

Cotswold District Council Local Plan (2018)

1. **Policy INF3: Sustainable Transport**
 - Promotes the development of walking and cycling networks to reduce reliance on car travel and support sustainable transport.
2. **Policy INF7: Green Infrastructure**
 - Encourages the integration of walking and cycling routes within green infrastructure networks to enhance accessibility and recreational opportunities.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for walking and cycling infrastructure, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the needs of pedestrians and cyclists in their design, promoting safe and convenient access.

These policies and paragraphs aim to promote walkable neighbourhoods and ensure that new developments support walking and cycling as sustainable and healthy modes of transport.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY NE1 – NATURAL AND SEMI-NATURAL HABITAT SCHEMES

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Emphasises the importance of protecting and enhancing biodiversity, including the creation and maintenance of wildlife corridors and rewilding initiatives.
 - Paragraph 182 specifically supports the establishment of coherent ecological networks that are more resilient to current and future pressures.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of green infrastructure, which can include wildlife corridors and rewilding projects to support community health and well-being.
3. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the use of natural solutions, such as rewilding and the creation of wildlife corridors, to mitigate climate change impacts and enhance biodiversity.

Cotswold District Council Local Plan (2018)

1. **Policy EN8 & EN9: Biodiversity and Geodiversity**
 - Promotes the protection and enhancement of biodiversity, including the creation of wildlife corridors and support for rewilding projects.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to incorporate green infrastructure, such as wildlife corridors, to enhance biodiversity and support rewilding efforts.
3. **Policy INF7: Green Infrastructure**
 - Encourages the development and enhancement of green infrastructure networks, which can include wildlife corridors and rewilding areas.

These policies and paragraphs aim to support and enhance biodiversity through the creation of wildlife corridors and rewilding initiatives, contributing to the resilience and sustainability of natural environments.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY NE2 – WILDLIFE CORRIDORS

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Emphasises the importance of protecting and enhancing biodiversity, including the creation and maintenance of wildlife corridors and rewilding initiatives.
 - Paragraph 182 specifically supports the establishment of coherent ecological networks that are more resilient to current and future pressures.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of green infrastructure, which can include wildlife corridors and rewilding projects to support community health and well-being.
3. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the use of natural solutions, such as rewilding and the creation of wildlife corridors, to mitigate climate change impacts and enhance biodiversity.

Cotswold District Council Local Plan (2018)

1. **Policy EN8 & EN9: Biodiversity and Geodiversity**
 - Promotes the protection and enhancement of biodiversity, including the creation of wildlife corridors and support for rewilding projects.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to incorporate green infrastructure, such as wildlife corridors, to enhance biodiversity and support rewilding efforts.
3. **Policy INF7: Green Infrastructure**
 - Encourages the development and enhancement of green infrastructure networks, which can include wildlife corridors and rewilding areas.

These policies and paragraphs aim to support and enhance biodiversity through the creation of wildlife corridors and rewilding initiatives, contributing to the resilience and sustainability of natural environments.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY NE3 – GREEN INFRASTRUCTURE PROTECTION & ENHANCEMENT

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision and enhancement of green infrastructure to support community health and well-being.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating green infrastructure into the design of new developments to enhance the quality of life and environmental sustainability.
3. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Focuses on protecting and improving natural environments, including green infrastructure, for recreation and biodiversity.
4. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the use of green infrastructure to mitigate climate change impacts and manage flood risks.

Cotswold District Council Local Plan (2018)

1. **Policy INF7: Green Infrastructure**
 - Promotes the creation, protection, and enhancement of green infrastructure networks, ensuring that green spaces are accessible and beneficial to the community.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality green infrastructure that contributes to the natural environment and community well-being.
3. **Policy EN3: Local Green Spaces**
 - Designates specific areas as Local Green Spaces, protecting them from development and ensuring they remain accessible for community use.
4. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for green infrastructure, ensuring it is integrated into new developments and accessible to residents.

These policies and paragraphs aim to ensure that green infrastructure is an integral part of new developments, enhancing the quality of life for residents and supporting environmental sustainability.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY NE4 – LOCAL GREEN SPACE DESIGNATIONS

National Planning Policy Framework (NPPF) December 2023

- 1. Promoting Healthy and Safe Communities (Paragraphs 96-107)**
 - Encourages the designation of Local Green Spaces to protect areas of particular importance to local communities.
 - Paragraph 106 specifically states that Local Green Spaces should be consistent with the local planning of sustainable development and complement investment in homes, jobs, and other essential services.
- 2. Conserving and Enhancing the Natural Environment (Paragraphs 180-194)**
 - Supports the protection and enhancement of green infrastructure, which includes Local Green Spaces.

Cotswold District Council Local Plan (2018)

- 1. Policy EN3: Local Green Spaces**
 - Designates specific areas as Local Green Spaces, protecting them from development and ensuring they remain accessible for community use.
- 2. Policy INF7: Green Infrastructure**
 - Promotes the creation, protection, and enhancement of green infrastructure networks, which include Local Green Spaces.
- 3. Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for Local Green Spaces, ensuring they are integrated into new developments and accessible to residents.

These policies and paragraphs aim to ensure that Local Green Spaces are protected and enhanced, contributing to the well-being of the community and the natural environment.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY NE5 – GREEN GAPS

National Planning Policy Framework (NPPF) December 2023

1. **Protecting Green Belt Land** (Paragraphs 142-156)
 - Emphasises the importance of preventing urban sprawl by keeping land permanently open, which includes maintaining green gaps between settlements.
2. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Supports the protection of valued landscapes and the preservation of green gaps to prevent the coalescence of settlements.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Encourages the design of new developments to respect and enhance the character of the area, including the maintenance of green gaps.

Cotswold District Council Local Plan (2018)

1. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to prevent the coalescence of settlements and maintain green gaps.
2. **Policy EN4: The Wider Natural and Historic Environment**
 - Ensures that new developments do not adversely affect important landscapes and green gaps between settlements.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to respect the character and appearance of the area, including the preservation of green gaps.

These policies and paragraphs aim to prevent the coalescence of settlements and maintain green gaps, ensuring that new developments respect and enhance the character of the area.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY

National Planning Policy Framework (NPPF) December 2023

1. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Emphasises the importance of supporting economic growth and productivity, including the protection and enhancement of economic activity.
2. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Supports the role of town centres in providing employment and business opportunities, enhancing their economic activity.
3. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of community facilities and services that support economic activity and local businesses.
4. **Making Effective Use of Land** (Paragraphs 123-130)
 - Promotes the efficient use of land for economic purposes, including the redevelopment of underutilised sites.

Cotswold District Council Local Plan (2018)

1. **Policy EC1: Employment Development**
 - Supports the provision of new employment sites and the expansion of existing businesses to enhance economic activity.
2. **Policy EC2: Safeguarding Employment Sites**
 - Protects existing employment sites from being lost to other uses, ensuring spaces are available for economic activity.
3. **Policy EC3: Small-Scale Employment Development in Rural Areas**
 - Encourages small-scale employment development in rural areas, supporting local economic activity.

These policies and paragraphs aim to support and enhance economic activity through strategic planning and development.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES

National Planning Policy Framework (NPPF) December 2023

1. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Encourages the development of flexible workspaces to support new and growing businesses.
 - Emphasises the importance of supporting economic growth and productivity, especially in areas with high levels of deprivation.
2. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Supports the diversification of town centres to include a range of uses, including innovative workspaces and small business hubs.
3. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Highlights the role of planning in creating environments that support social interaction and community facilities, which can include spaces for small businesses and startups.
4. **Making Effective Use of Land** (Paragraphs 123-130)
 - Encourages the use of previously developed land and buildings for new business ventures and innovative workspaces.

Cotswold District Council Local Plan (2018)

1. **Policy EC1: Employment Development**
 - Supports the provision of new employment sites and the expansion of existing businesses, including innovative workspaces.
2. **Policy EC2: Safeguarding Employment Sites**
 - Protects existing employment sites from being lost to other uses, ensuring that there are spaces available for new and small businesses.
3. **Policy EC3: Small-Scale Employment Development in Rural Areas**
 - Encourages small-scale employment development in rural areas, supporting the growth of small businesses and innovative workspaces outside of urban centres.

These policies collectively aim to create a supportive environment for new and small businesses, fostering innovation and economic growth in both urban and rural areas.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY LE3 – SKILLS DEVELOPMENT

National Planning Policy Framework (NPPF) December 2023

1. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Emphasises the importance of supporting skills development to enhance productivity and economic growth.
2. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of community facilities and services that support skills development and lifelong learning.
3. **Promoting Sustainable Transport** (Paragraphs 108-117)
 - Highlights the role of transport infrastructure in providing access to education and training opportunities.
4. **Supporting High Quality Communications Infrastructure** (Paragraphs 118-122)
 - Supports the development of digital infrastructure to facilitate online learning and skills development.

Cotswold District Council Local Plan (2018)

1. **Policy EC1: Employment Development**
 - Supports the creation of employment opportunities that include training and skills development for local residents.
2. **Policy EC2: Safeguarding Employment Sites**
 - Ensures that employment sites are retained for uses that can provide training and skills development opportunities.
3. **Policy EC3: Small-Scale Employment Development in Rural Areas**
 - Encourages small-scale employment development that includes provisions for skills training and development in rural areas.

These policies aim to create an environment that supports skills development, enhancing the local workforce's capabilities and contributing to economic growth.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY

National Planning Policy Framework (NPPF) December 2023

1. **Building a Strong, Competitive Economy** (Paragraphs 85-89)
 - Supports the development of new employment premises to boost economic growth and productivity.
2. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Encourages the creation of diverse and vibrant town centres, including high-quality employment spaces.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in new developments, including employment premises, to create attractive and sustainable environments.
4. **Making Effective Use of Land** (Paragraphs 123-130)
 - Promotes the efficient use of land for new employment premises, ensuring that developments are sustainable and well-integrated into the existing urban fabric.

Cotswold District Council Local Plan (2018)

1. **Policy EC1: Employment Development**
 - Supports the provision of new employment sites and the expansion of existing businesses, with a focus on high-quality design.
2. **Policy EC2: Safeguarding Employment Sites**
 - Ensures that existing employment sites are protected and enhanced, maintaining their quality and suitability for business use.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Sets out design principles to ensure that new developments, including employment premises, are of high quality and contribute positively to the character of the area.
4. **Policy DS1: Development Strategy**
 - Guides the overall development strategy, including the location and design of new employment premises, to ensure they meet the needs of the community and economy.

These policies aim to create high-quality, well-designed employment spaces that support economic growth and enhance the local environment.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC1 – AIR QUALITY

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Specifically addresses the need to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones.
 - Encourages planning policies and decisions to ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions, and the natural environment.
2. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the development of green infrastructure to improve air quality and mitigate climate change impacts.

Cotswold District Council Local Plan (2018)

1. **Policy EN15: Pollution and Contaminated Land**
 - Requires new developments to minimise and mitigate air pollution to protect human health and the environment.
2. **Policy INF3: Sustainable Transport**
 - Promotes the development of sustainable transport options to reduce air pollution from vehicle emissions.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Ensures that new developments consider the impact of air pollution and incorporate design measures to mitigate it.

These policies and paragraphs aim to manage and reduce air pollution, ensuring that new developments are designed to protect the natural environment and local amenity.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 2 – EQUAL ACCESS TO PUBLIC OPEN SPACES FOR ALL

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision and enhancement of green spaces to support community health and well-being.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating green spaces into new developments to enhance the quality of life and environmental sustainability.
3. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-202)
 - Focuses on protecting and improving natural environments, including the provision of accessible green spaces for recreation and biodiversity.
4. **Meeting the Challenge of Climate Change, Flooding, and Coastal Change** (Paragraphs 157-179)
 - Supports the use of green infrastructure to mitigate climate change impacts and manage flood risks, enhancing access to green spaces.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality green spaces that are accessible to the community and contribute to the natural environment.
2. **Policy INF7: Green Infrastructure**
 - Promotes the creation, protection, and enhancement of green infrastructure networks, ensuring that green spaces are accessible and beneficial to the community.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for green spaces, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN3: Local Green Spaces**
 - Designates specific areas as Local Green Spaces, protecting them from development and ensuring they remain accessible for community use.

These policies and paragraphs aim to ensure that green spaces are an integral part of new developments, enhancing the quality of life for residents and supporting environmental sustainability.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 3 – ACCESS TO PLAY SPACES

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision of safe and accessible play spaces as part of creating healthy communities.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating play spaces into the design of new developments to enhance the quality of life.
3. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-202)
 - Supports the protection and enhancement of natural environments, including the provision of accessible play spaces for recreation and well-being.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality, accessible play spaces that contribute to the well-being of the community.
2. **Policy INF7: Green Infrastructure**
 - Promotes the creation and enhancement of green infrastructure networks, ensuring that play spaces are accessible and beneficial to the community.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for play spaces, ensuring they are integrated into new developments and accessible to residents.
4. **Policy EN3: Local Green Spaces**
 - Designates specific areas as Local Green Spaces, protecting them from development and ensuring they remain accessible for community use.

These policies and paragraphs aim to ensure that play spaces are an integral part of new developments, enhancing the quality of life for residents and supporting community well-being.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 4 – COMMUNITY FACILITIES

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages the provision and enhancement of community facilities to support social interaction and community well-being.
2. **Ensuring the Vitality of Town Centres** (Paragraphs 90-95)
 - Supports the inclusion of community facilities in town centres to enhance their vitality and viability.
3. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of integrating community facilities into the design of new developments to create attractive and functional spaces.
4. **Supporting High Quality Communications Infrastructure** (Paragraphs 118-122)
 - Highlights the role of digital infrastructure in supporting community facilities and services.

Cotswold District Council Local Plan (2018)

1. **Policy INF2: Social and Community Infrastructure**
 - Supports the provision and enhancement of social and community infrastructure, ensuring that facilities are accessible and meet the needs of the community.
2. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include provisions for community facilities, ensuring they are integrated into new developments and accessible to residents.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to include high-quality community facilities that contribute to the well-being of the community.
4. **Policy INF7: Green Infrastructure**
 - Promotes the creation and enhancement of green infrastructure networks, which can include community facilities such as parks and recreational areas.

These policies and paragraphs aim to ensure that community facilities are an integral part of new developments, enhancing the quality of life for residents and supporting community well-being.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 5 – DESIGNING OUT CRIME

National Planning Policy Framework (NPPF) December 2023

1. **Promoting Healthy and Safe Communities** (Paragraphs 96-107)
 - Encourages planning policies and decisions to aim for places that are safe, inclusive, and accessible, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
2. **Achieving Well-Designed and Beautiful Places** (Paragraphs 131-141)
 - Emphasises the importance of good design in new developments to create safe environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Cotswold District Council Local Plan (2018)

1. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to incorporate design principles that reduce opportunities for crime and fear of crime, ensuring that places are safe and secure.
2. **Policy INF2: Social and Community Infrastructure**
 - Supports the provision of community infrastructure that includes measures to design out crime, enhancing the safety and security of public spaces.
3. **Policy DS1: Development Strategy**
 - Guides the overall development strategy to include considerations for designing out crime, ensuring that new developments contribute to safe and secure environments.

These policies and paragraphs aim to integrate crime prevention measures into the planning and design process, creating safer and more secure communities.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 6 – LIGHT POLLUTION

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Specifically addresses the need to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.

Cotswold District Council Local Plan (2018)

1. **Policy EN15: Pollution and Contaminated Land**
 - Requires new developments to minimise and mitigate noise pollution to protect human health and the environment.
2. **Policy EN8: Biodiversity and Geodiversity**
 - Includes measures to minimise light pollution to protect wildlife and natural habitats.
3. **Policy EN2: Design of the Built and Natural Environment**
 - Requires new developments to consider the impact of light pollution and incorporate design measures to mitigate it.
4. **Policy INF7: Green Infrastructure**
 - Promotes the creation and enhancement of green infrastructure, which includes considerations for reducing light pollution to protect dark skies.

These policies and paragraphs aim to manage and reduce light pollution, ensuring that new developments are designed to protect the natural environment and local amenity.

CIRENCESTER NEIGHBOURHOOD PLAN

POLICY WBC 7 – NOISE POLLUTION

National Planning Policy Framework (NPPF) December 2023

1. **Conserving and Enhancing the Natural Environment** (Paragraphs 180-194)
 - Specifically addresses the need to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution.

Cotswold District Council Local Plan (2018)

1. **Policy EN15: Pollution and Contaminated Land**
 - Requires new developments to minimise and mitigate noise pollution to protect human health and the environment.
2. **Policy EN2: Design of the Built and Natural Environment**
 - Ensures that new developments consider the impact of noise pollution and incorporate design measures to mitigate it.
3. **Policy INF7: Green Infrastructure**
 - Promotes the creation and enhancement of green infrastructure, which can help mitigate noise pollution and improve the quality of life.

These policies and paragraphs aim to manage and reduce noise pollution, ensuring that new developments are designed to protect the natural environment and local amenity.

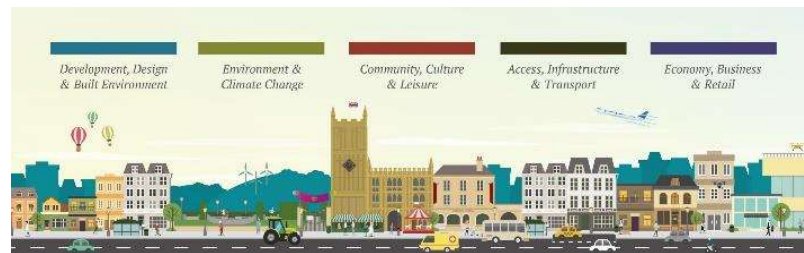
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Consultation Statement



Contents

| | | | |
|------|--|-----|---|
| Page | Contents | 19 | February 2024 Reg14 Consultation |
| 3 | Introduction | 22 | Preparation of the Reg 16 Neighbourhood Plan – Table 1 - Revisions Made Following Reg 14 |
| 3 | About This Document | | |
| 3 | Background to the Cirencester Neighbourhood Plan | 39 | Appx A - Initial Questionnaire Engagement March 2020, Table 2 - Views Captured by Theme |
| 6 | Acknowledgements | 50 | Appx B - Progress Report resulting from March 2020 and Spring 2021 Engagements |
| 7 | Timeline for Neighbourhood Plan Development and Engagement Events | 56 | Appx C - Summer 2021 Progress Report Engagement Results |
| 9 | Social Media and Communications | 59 | Appx D - Regulation 14 Consultation Responses |
| 10 | Initial Questionnaire Engagement March 2020 | 59 | * Table 3 - Responses from Statutory Consultees and other Organisations |
| 12 | Children and Young People Engagement Spring 2021 | 81 | * Table 4 - Responses from Members of the Public and other Organisations |
| 14 | Themed Digital Workshops Spring 2021 | 98 | * Sentiment Pie Charts – Members of the Public and other Organisations |
| 16 | Summer 2021 Engagement – Progress Report | 119 | * Local Green Space Designations |
| 18 | December 2021 Engagement – Ideas, Issues, Options | | |



Introduction

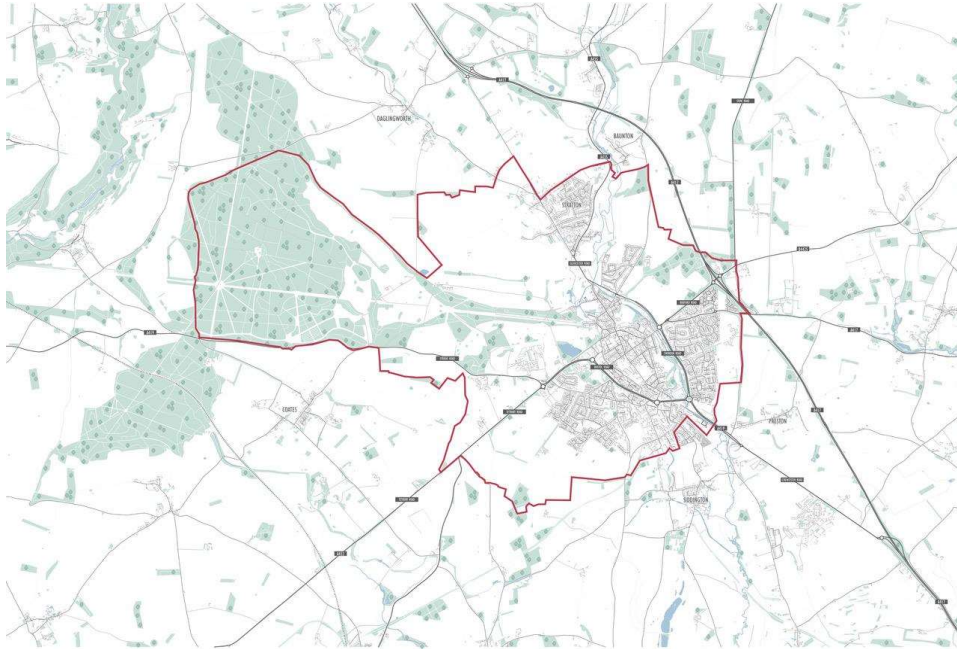
Cirencester Town Council has prepared a neighbourhood plan on behalf of those who live and work within the town of Cirencester, to build on previous place shaping work, such as the Community Plan 'Our Future Cirencester', the Public Realm Design Code and planning Concept Statement. The plan sets out a vision for the town through to 2041 and is supported by a set of planning policies and a series of specific projects. In accordance with the neighbourhood planning regulations, the plan has been prepared through extensive community consultation. This report records that consultation process and shows how the plan was revised as a result of the responses received.

About This Document

This consultation statement provides a summary of the engagement with the public, which generated the ideas and suggestions that led to the plan that has now been published for consultation. It also contains a detailed record of pre-consultation comments received.

Background to the Cirencester Neighbourhood Plan

On Tuesday 11th September 2018, Cirencester Town Council agreed arrangements for proceeding with the preparation of a Neighbourhood Plan, including an application to Cotswold District Council (CDC) to designate the whole of the Cirencester parish as a neighbourhood area. The preparation of a Neighbourhood Plan for Cirencester was subsequently commissioned by the Town Council, as the qualifying body, under provisions in the Localism Act 2011.



This Neighbourhood Plan represents the voice of our community, through its future vision for Cirencester and through planned sustainable growth, which meets community need and protects Cirencester's unique qualities. A Steering Group, including community representatives, was appointed to lead on the preparation of the Plan with Richard Eastham at FERIA Urbanism being appointed by Council as the lead planning consultant.

The original purpose of preparing the Neighbourhood Plan was to add detail relevant to Cirencester, to Local Plan policies and propose new planning policy on issues that the Local Plan was silent on. A further requirement was the necessity to maintain the unique quality of the town's heritage and architecture while developing a plan that sought to mitigate the impact of climate change and improve health and wellbeing.

Cirencester is a relatively large settlement to be a designated neighbourhood area, and with a population of circa 20,000 people, undertaking full engagement with all demographics and organisations presented a significant challenge.

In the autumn of 2018, the Town Council established a Steering Group consisting of community volunteers, Town Councillors and ex-officio appointments including the Lead Member for Climate and Environment, officers and an elected representative from Cotswold District Council.

In March 2020, after time researching how to develop a Neighbourhood Plan and preparing an outline of its necessary contents, the Steering Group engaged widely within

the community, including local groups and businesses, through its 'Have Your Say' consultation. This identified various issues which needed to be addressed.

Five thematic groups were established to research the issues facing Cirencester, these were:

- Access, Infrastructure and Transport
- Community, Culture and Leisure
- Development, Design and Built Environment
- Economy, Business, and Retail
- Environment and Climate Change

This research, carried out via Zoom during the first lockdown, created an excellent platform for subsequent phases of the project. It also highlighted the need for the appointment of a specialist Planning Consultant to lead and direct the work. In the Spring of 2021, the Steering Group through the Town Council engaged FERIA Urbanism, an urban design and urban planning consultancy.

The Steering Group consulted the public again via a series of themed digital workshops run by FERIA Urbanism, who also sought contributions from primary school pupils and held face-to-face workshops with Cirencester College students.

The results of the thematic work, digital workshops and student input were then pulled together in a Progress Report and published. Community feedback and comments were then collected during August and September 2021 via a series of pop-up stalls in the town centre and an on-line questionnaire.

In early December 2021, the Steering Group organised a three-day exhibition. This comprised display boards, interactive tasks, and a slideshow presentation, available online should any member of the public not be able to attend in person.

The next stage of the process was to prepare the Regulation 14 draft Neighbourhood Plan. With extensive research and public engagement, this was a complex process. To assist with reviewing the granular detail and start drafting policy, various sub-groups were established, including town centre connections and non-designated heritage assets. At the initial stage, the Town Centre Connection Sub-Group worked closely with officers at Cotswold District Council and their consultants on the development of the Town Centre Master Plan. The final iteration of the masterplan, both in concept and detail and which is referenced in Chapter 5 of the Plan, falls within the remit and responsibility of Cotswold District Council.

In 2023, the Regulation 14 draft Neighbourhood Plan document was published for formal consideration and statutory consultation. The Steering Group signed-off the draft document with minor updates on 10th October, the document was then approved in principle on 17th October by the Town Council's Planning Committee, subject to various revisions being made.

On 14th November 2023, Cirencester Town Council formally approved the Vision, Aims and Objectives, and Planning Policies for statutory consultation.

The Reg 14 statutory consultation took place between the 1st February 2024 and 17th March 2024. In addition to using the online Commonplace citizen engagement platform, a three-day drop-in event was held at the Corinium Museum in Cirencester; this included illustrative display boards, paper copies of the Reg 14 document and

questionnaire, and a presentation from Feria Urbanism, which was recorded and made available online.

The feedback and comments from the public and statutory consultees were collated and presented to the Steering Group in May 2024 and further analysis undertaken.

In consultation with Feria Urbanism and the Steering Group the Reg 14 document was revised between August and October 2024 and the Reg 16 Neighbourhood Plan was drafted.

The Town Council's Planning Committee reviewed the policies and basic conditions statement on the 27th August 2024 and 22nd October 2024 respectively, with the Steering Group endorsing the final draft on the 7th of November 2024 for recommendation to Council.

The Town Council considered approval of the Reg 16 Neighbourhood Plan for formal submission to Cotswold District Council on the 12th November 2024.

A detailed evidence base of consultation and engagement throughout the process of preparing the Neighbourhood Plan, including the response to the statutory consultation is included within the Consultation Statement.

Acknowledgments

Preparing the Neighbourhood Plan has been a community participative process with residents being appointed to the Steering Group and directly involved with shaping the Reg14 document.

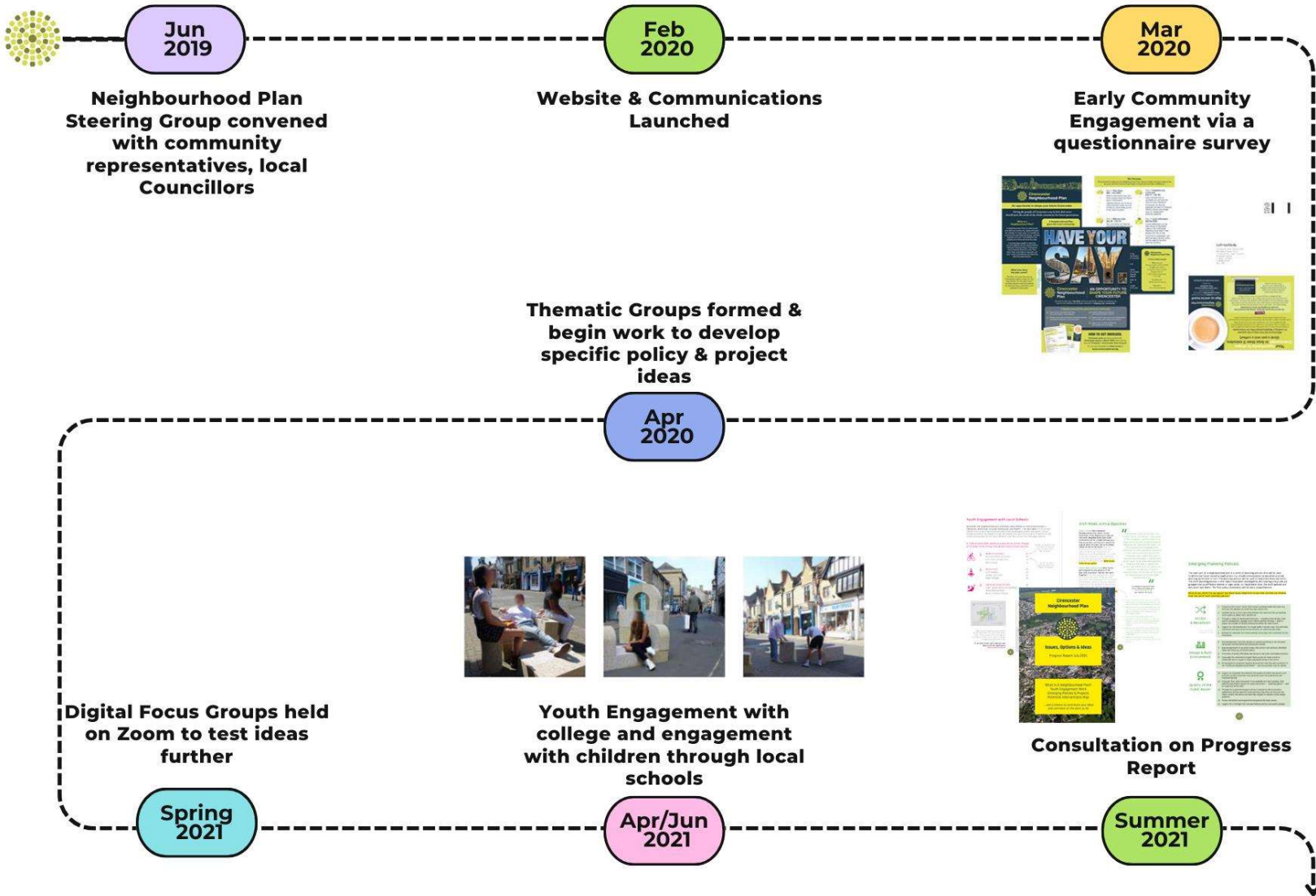
Cirencester Town Council wishes to thank the people of Cirencester whose responses and comments contributed to the Neighbourhood Development Plan policies and the dedicated group of community volunteers on the Neighbourhood Plan Steering Group, past and present, who went above and beyond to ensure the needs of the community are reflected in the Plan.

- Current members: Nicholas Arbuthnott, Tony Buxton and Martin Portus.
- Previous members: Christina Ibbotson, the late Jim Grant, Brian Hudson, the late Patrick Moylan, Marco Taylor, Jon Athawes, Meg Blumsom, Tristan Wilkinson, Carole Boydell, Anne Simpson and James Haestier.

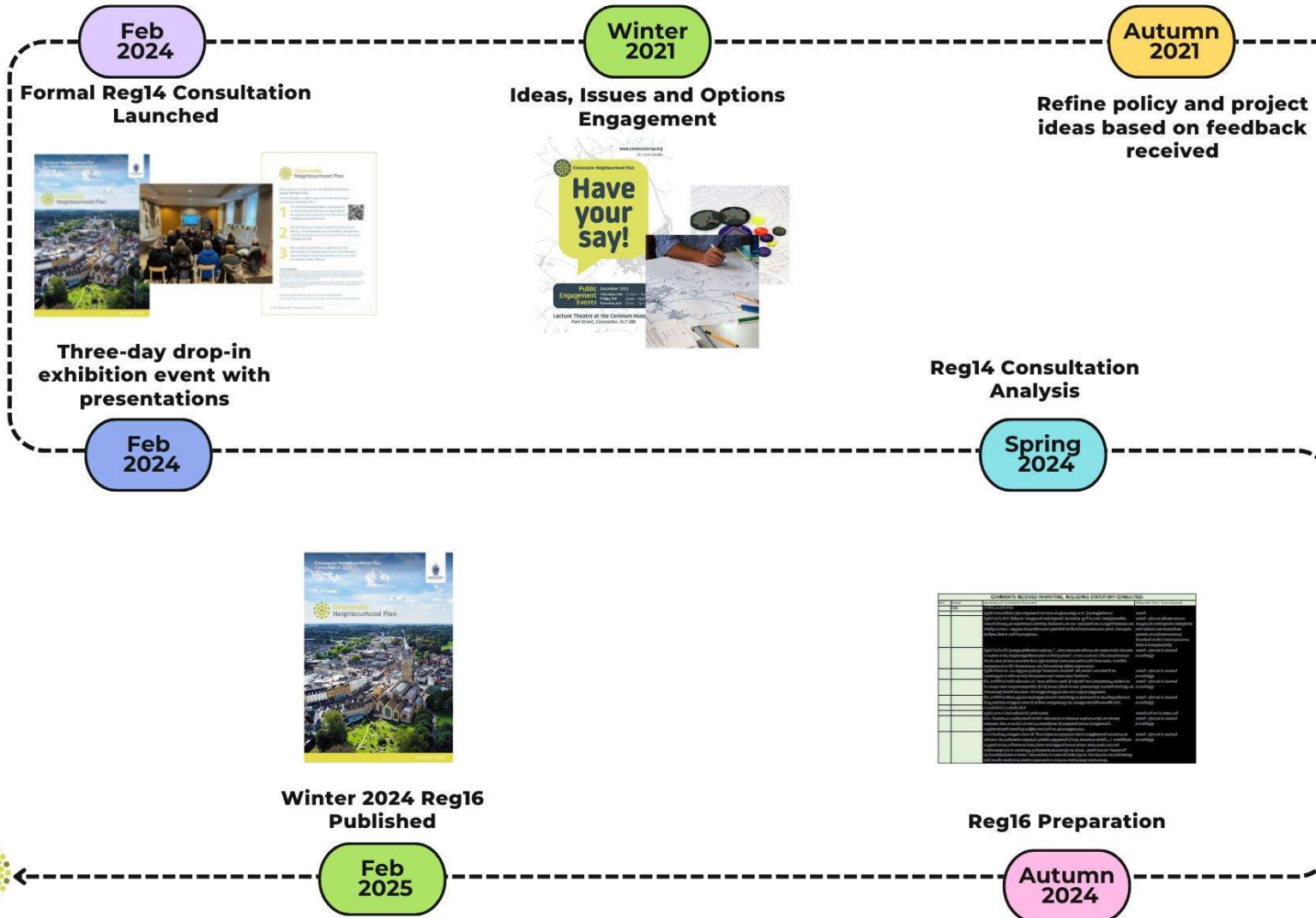
The Town Council would also like to acknowledge the input of Richard Eastham at Feria Urbanism and Forward Planning and Community Partnerships Teams at Cotswold District Council, with particular thanks to James Brain and Joseph Walker, respectively, who have provided invaluable advice and support throughout the process.

In addition to the community representatives, various elected representatives serve on the Steering Group, currently they are: Councillor Nigel Robbins, Councillor Andy Jopp and Councillor Patrick Coleman. Councillor Sabrina Dixon, Chair of the Town Council's Climate and Environment Committee and Andrew Tubb, Chief Executive Officer of the Town Council are also members of the Steering Group in a non-voting advisory capacity.

Cirencester Neighbourhood Planning Timeline



Cirencester Neighbourhood Planning Timeline



Social Media and Communications

The Steering Group recognised the importance of communication and providing local people the opportunity to engage and get directly involved in the decision-making processes which, through the Neighbourhood Plan, would make a difference in meeting the social, economic and environmental needs of the community. All members of the Steering Group were encouraged to play their part in engaging with the public; this was through providing updates to organisations they were members of, or in general discussions with family, friends and neighbours, which reinforced the importance of the more formal contact with public and stakeholders.

It was vital that we encouraged healthy debate and discussion, recognising that not everyone has the same point of view; if, for whatever reason, an individual member of the Steering Group had a different view to that of the Council or the Steering Group, they had the right to express that view.

In 2019, at a very early stage in the process a communication strategy was prepared for community engagement and involvement. Getting the social media and communications right was a key part in ensuring that the community had the opportunity to contribute to the preparation of the Plan.

The Cirencester Neighbourhood Plan Steering Group is conscious of the difference between community engagement and participation, and simple consultation. The intention was therefore to encourage an active dialogue with the community during the engagement stages, using a mix of approaches that would ensure the community had a clear understanding of the issues, opinions and ideas being discussed.

Community interest and engagement was also promoted through the encouragement of active participation in the work of producing the Neighbourhood Plan, through various workshops and events. The engagement and participation process also included measures to ensure that local commercial businesses, social enterprises, voluntary and community organisations and groups, schools, faith groups, official bodies and special interest groups had the opportunity to be involved. Social media and communication channels included:

- Cirencester Town Council Facebook
- Cirencester Town Council Instagram
- Cirencester Town Council Twitter
- Cirencester Town Council LinkedIn
- Cirencester Town Council YouTube
- Cirencester Town Council Website
- Cirencester Town Council Commonplace Citizen Engagement Platform
- Cirencester Neighbourhood Plan Website
- Cirencester Town Council Newsletter Contact List
- Cirencester Neighbourhood Plan Contact and Stakeholder List
- Community Noticeboards
- Community and Friends of Groups
- Cirencester Chamber of Commerce
- Cirencester College
- Cirencester Scene Magazine

Initial Questionnaire Engagement March 2020

Through early engagement we found out that of particular valued to residents was: open and green spaces, history and heritage of the town, an accessible town centre with good links to road networks and other towns/cities, rich array of architecture, beautiful town centre, range of individual and independent shops, the community spirit within the town, the Hospital and the range of cultural and educational institutions within the town.

The predominant concerns were: building on green land, pollution, inadequate infrastructure and parking, overdevelopment of housing leading to overcrowding and additional pressure on already pressurised key services, facilities and amenities, the abundance of shops closing and the amounts of empty retail space, the reduction in health and youth services and provision.

The changes most desired for Cirencester were: to tackle climate change and reduce pollution, further enhancement of the town's green spaces, resolve the parking issues and explore alternative transport links and services, control and manage future developments and undertake maintenance of town centre 'eye sores' for, support local businesses more and promote tourism to attract more visitors, provide a cinema and initiate further social events and activities, improve youth services and provision.

Opinions were encouraged and sought from a range of people with differing needs and usage including those who live, shop, work, or study in Cirencester and those who visit the town. Opinions were invited via an on-line survey which was completed between January and May 2020 (pre and during covid-19) which may have had some bearing on individual responses. Headline data on the quantitative responses was collated and shared with the Steering Group via a ppt file.

Respondents were also asked for 'write in' or open opinions on what they most valued about Cirencester, what their main concerns for the town were, and what changes they would like to see being made within the town, in and for the future. This data has been analysed as a whole and then drilled down further by age group and residency in order to understand what is important to the respondents and to assist in the development of the neighbourhood plan going forward.



All open responses were collated under the following themes – Please see Appendix A:

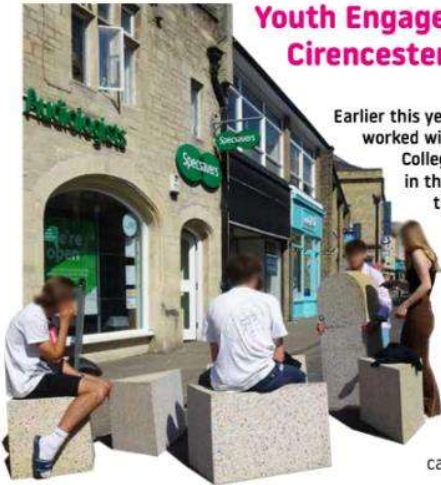
- Environment and Climate Change
- Access, Infrastructure and Transport
- Development, Design and Built Environment
- Economy, Business and Retail
- Community, Culture and Leisure

There were many and varied responses that were grouped by age as follows: 16-29; 30 – 64 and 65+, with some more pressing and prevalent than others, therefore there is a list for each of the write-in columns as above together with either major or minor alongside each issue to indicate the salience of that particular issue. Where there are discernible differences of opinions e.g. by age group, these are also included together with supporting quotes or other suggestions. Open responses on why people think the various issues are very important in the survey will be provided in a separate document in order to keep this report terse and concise. It is worth noting there were no discernible differences by residency nor were there significant deviations from the general view by sub group(s) although reasons why the various issues are very important to individuals were extremely varied.

Children and Young People Engagement Spring 2021

As part of the preparation of the Progress Report, the Neighbourhood Plan Team undertook engagement with local primary schools and Cirencester College:

Youth Engagement with Cirencester College



Earlier this year, the neighbourhood plan team worked with young adults from Cirencester College, who shared their experiences of life in the town and the things they would like to improve in the future.

With the support of the geography staff, the college students participated in a design workshop in Cricklade Street, using foam blocks light enough to move but strong enough to sit on. These blocks sparked illuminating conversations with the public about how the town can be better designed as a place to stay rather than a place to shop and how it can be more welcoming to young people.

What the college students said ...

"We come to town to meet up, to go to a café"

"We often meet in Abbey Grounds as it is a more open space"

"It would be good if there were fewer cars in town"

"We like Black Jack Street because there are lots of independent shops, there is lots to look at and it feels like you are in another country"

"Black Jack Street is nice because there are plants outside the shops, it looks more welcoming than Cricklade Street"

"Abbey Gardens could have more events, such as five-a-side football"

"There needs to be more public space - the area behind Cricklade Street - there is loads of space here but it is badly designed, this could be a great social space with a market"

"There are no public toilets in the park or town centre and there really needs to be otherwise you have to go into a café"

"We really like the area outside the Abbey with the coffee vans and informal seating"

"The skate park is far away from town. It's like we don't belong in town. If the skate park was closer to town we would use the shops and cafés"

To see more results and to add your own ideas to the mix, please go to www.cirencesternp.org



Meanwhile, the neighbourhood plan team have asked children at several local schools — Chesterton, Watermoor, Stratton, Paternoster and Powell's — for their ideas. These younger children from across Cirencester have been creatively designing playful new spaces. Using a bespoke worksheet distributed through the schools, they were asked a series of questions and invited to draw ideas for the future. Below is a summary of the main messages received.

Q. Talk to each other about your journey to school. Please write down three things that would improve your journey.



- 1 Modes of Transport**
 More Cycle Paths or Routes
 Less Traffic & Fewer Cars
 More Cycling

65
 16
 14
 8

Number of responses from the total of 97 received that included these types of details...



- 2 Maintenance**
 Less Dog Mess
 Cleaner, Less Litter
 Fewer Potholes

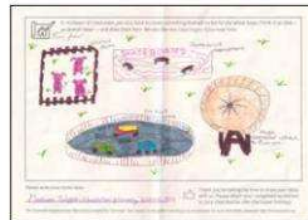
52
 16
 13
 10

... and the top three suggestions within that category of response



- 3 Improving Streets & Paths**
 Lower Speed Limits, Less Speeding
 Wider Walking Paths
 More or Different Routes

42
 7
 7
 6



Here are just a few examples of the 97 schools worksheets returned to the project team. Careful analysis of all the drawings provided an insight to the types of changes this age group would like to see.

To see more results and to add your own ideas to the mix, please go to www.cirencesternp.org

Q: Imagine you have a friend from far away coming to visit. They want to see Cirencester. Where would you take them and why?



- 1 Pretty Outdoor Places**
 Abbey Grounds
 Parks
 Cirencester Park

69
 18
 17
 15



- 2 Urban & Civic Places**
 Museum
 Shops
 Town Centre

48
 8
 6
 5



- 3 Adventure Activities & Sports**
 The Outdoor Pool
 Other Swimming Pools
 Leisure Centres

29
 9
 5
 3

Q. You are Mayor of Cirencester! Please create something that will be fun for the whole town. Think of an idea — or several ideas!



- 1 Sports & Adventure Activities**
 Trampoline Park
 Water Park
 Skate Park

52
 10
 10
 8



- 2 Entertainment & Things To Do**
 Cinema
 Fun Fair
 Theme Park

52
 11
 7
 5



- 3 Playground Equipment**
 Slides
 Swings
 More Playgrounds

50
 10
 10
 6

Themed Digital Workshops Spring 2021

In early 2021 the NPSG ran a series of Zoom events designed to raise awareness of the different topics. The issues and places mentioned in the Zoom conversations were plotted on a Google map file. These were subsequently used to inform a Progress Report.



1. THE CIRENCESTER TOWN CENTRE OF THE FUTURE

Monday 19th April 7.30pm – 9.00pm via Zoom

- <https://us02web.zoom.us/j/86443551770?pwd=Ump6QTUyMTVDREy83VEc1WER4aVZMUT09>
- Meeting ID: 864 4355 1770
- Passcode: 841567

What will Cirencester Town Centre look and feel like ten years from now? What will be the attractions, destinations, jobs, and employment of the future? While nobody can accurately predict the future, through the Neighbourhood Plan, we can shape the future of the Town Centre as best we can. Even before the Covid-19 lockdowns, town centres were changing with a rapid decline in retailing. As we emerge into a new world, what will make the Town Centre an appealing place to spend time?

This session is a working focus group, using digital maps. It will last 90 minutes and is limited to 15 participants. This is an early session to begin to develop themes and ideas for the Cirencester Neighbourhood Plan. If you cannot take part on this date, or there are



2. DESIGN & THE BUILT ENVIRONMENT

Tuesday 20th April 7.30pm – 9.00pm via Zoom

- <https://us02web.zoom.us/j/86477877117?pwd=M1Q4R2s1S2MrVTd3UGtuMUyWajNEdz09>
- Meeting ID: 864 7787 7117
- Passcode: 030997

Cirencester has a long and rich history, and this leaves a legacy of many fabulous heritage buildings. The town contains 379 Listed Buildings, seven Scheduled Ancient Monuments and four Conservation Areas, all testament to this richness of the town's built environment. While these assets all benefit from national level protection, what more can the Neighbourhood Plan do? What policies or proposals should the plan contain to ensure that future building meets the needs of the town?

This session is a working focus group, using digital maps. It will last 90 minutes and is limited to 15 participants. This is an early session to begin to develop themes and ideas for the Cirencester Neighbourhood Plan. If you cannot take part on this date, or there are no places remaining, do not worry. There will be further opportunities to contribute as the Neighbourhood Plan project develops.



3. ACCESS & MOVEMENT

Wednesday 21st April 1.00pm – 2.30pm via Zoom

- <https://us02web.zoom.us/j/83375602789?pwd=Z0xjRnJobnVUSjQUINzZSsxZ0dJZz09>
- Meeting ID: 833 7560 2789
- Passcode: 978173

How do you get around Cirencester? Can you access the places you need to get to easily and without too much hassle? Or do you find it difficult and frustrating? Are the streets and spaces easy to navigate? What can make life easier for you as a pedestrian or somebody that needs to go into town often? We know that Covid-19 restrictions have limited our ability to move around but as the town comes out of lockdown, what changes would you want to see? How can we build a town where everybody has equal opportunity, no matter how they choose to travel?

This session is a working focus group, using digital maps. It will last 90 minutes and is limited to 15 participants. This is an early session to begin to develop themes and ideas for the Cirencester Neighbourhood Plan. If you cannot take part on this date, or there



4. CULTURE, LEISURE & SPORTS

Thursday 22nd April 1.00pm – 2.30pm via Zoom

- <https://us02web.zoom.us/j/85007450957?pwd=NUFzUHV6em9hSWtBUkpGKzRpcjhLUT09>
- Meeting ID: 850 0745 0957
- Passcode: 431747

Are you a member of a sports club in Cirencester? This could be traditional team sports like football, cricket, or rugby. Or more individual sports, like running, cycling or tennis. Does your chosen sport need facilities, like a club house, changing rooms or pitches? What investment do you need to keep your sport popular and allow participation to flourish? The Neighbourhood Plan can include planning policies to help support sports and leisure activities across the town and we want to hear from you.

What is the culture of Cirencester? Where and what are the cultural hotspots? The theatres, pubs, cinemas, museums, nightclubs – we want to explore the culture of the town, both the visible and the less obvious. What traditions do you want to keep alive? And what are the alternative cultural trends? Music, art, and design? What cultural attractions will keep Cirencester alive and dynamic in future. We know that Covid-19 lockdowns have seriously affected cultural life around the world. Now is the time to review what culture means to us all and to look ahead to a brighter cultural future.

This session is a working focus group, using digital maps. It will last 90 minutes and is limited to 15 participants. This is an early session to begin to develop themes and ideas for the Cirencester Neighbourhood Plan. If you cannot take part on this date, or there are no places remaining, do not worry. There will be further opportunities to contribute as the Neighbourhood Plan project develops.

Summer 2021 Engagement – Progress Report

The purpose of the summer consultation was to raise awareness of the Neighbourhood Plan, encourage people to participate by joining our electronic mailing list and to review the Progress Report, and complete a survey.

This was achieved through emailing a covering letter and a copy of the Progress Report to the NP mailing list, running four pop-up stalls in the town centre, an advert in the Cirencester Scene, social media posts and further contact with primary schools and Cirencester College.

Page 191



Summer Consultation in Figures

- 466 Progress Reports sent to mailing list
- 143 comments noted at our pop-up stalls
- 65 names added to mailing list
- 200 Progress Reports handed to residents interested in completing survey
- 40 hours of face to face consultation

The summer communications exercise had three main purposes, all of which were considered important precursors to the formal consultation exercise later in the year.

1. To raise awareness of the Neighbourhood Plan, its aims and its progress so far
2. To increase the number of people on the mailing list, who will receive updates and invitations to future consultations.
3. Encourage people to complete the online survey, by directing to the website or taking a paper copy

An initial analysis of activities identified four main strands which were achievable within the timescale and resource available. The following were chosen.

1. Four pop-up stalls to allow a face to face discussion with residents and visitors
2. Email contact with the existing mailing list
3. Promotion through social media and through an all page advert in Cirencester Scene
4. Further contact through primary schools and Cirencester college following on from the earlier summer engagement

A possible option of a stall at the Phoenix Festival did not take place because the Festival was cancelled. This was a shame as it would have provided exposure to a younger demographic, who have so far been difficult to engage.

Pop-up Stalls

These took place on Cricklade Street and in the Market Place. The Saturday events were busier than the Tuesday afternoon, although the latter was aimed at perhaps catching a different demographic, specifically younger parents after school. The Saturday sessions lasted three hours, the Tuesday one about two hours. Each stall was staffed by members of the NP Steering Group. Two interns from Cirencester Town Council joined us for the Tuesday pop-up. The stall was identifiable by the promotional banner.

Passers-by were asked to participate by identifying which things in Cirencester they liked or disliked, either verbally or by placing a sticker on one of two maps, or both. The initial questions were designed to help people begin to engage with the ideas and purpose behind the Neighbourhood Plan. They were then invited to participate further by reading the progress report, either in hard copy or online, and then completing the online survey.

Everyone was invited to provide their name and email (or phone) contact with the incentive of being entered into a prize draw to win £50 of vouchers to the local theatre. Everyone was encouraged to complete the questionnaire.

Key Learning Points:

- The limited number of responses (32 questionnaires completed) reflecting the lack of awareness of a Neighbourhood Plan (and Steering Group) suggested that we needed to raise our public profile. A review was carried out by the SG to consolidate how best to achieve this.
- There was no doubt that meaningful consultation is time consuming, and the time Steering Group members were able to give to this was limiting the amount of consultation. There was possibly a role in extending the public interface to include associates. However, we sought to identify other sources of people who would be willing to help as part of a promotional group.
- Future engagement needed to encompass a wide range of styles, from webinars, talks to groups shop front displays, further pop-ups. We considered a range of supporting publicity material, such as power point presentations and a standalone YouTube video.
- We also considered designs for future promotional work, and considered how to explain what could and could not be included in a neighbourhood plan. This was also a way of explaining why certain comments had not been included and that they have not been ignored.

December 2021 Engagement – Ideas, Issues and Options

This engagement provided further opportunity to raise awareness of the Neighbourhood Plan process and to test public responses in an informal way to the emerging ideas. As part of this engagement an exhibition was set up, with a series of posters and interactive tasks, outlining the ideas, issues and options discussed by the public and the Steering Group. A presentation was given by our Planning Consultant, Feria Urbanism, which was also recorded on video and published on our website.



www.cirecesternp.org
for more details

Cirencester Neighbourhood Plan

Have your say!

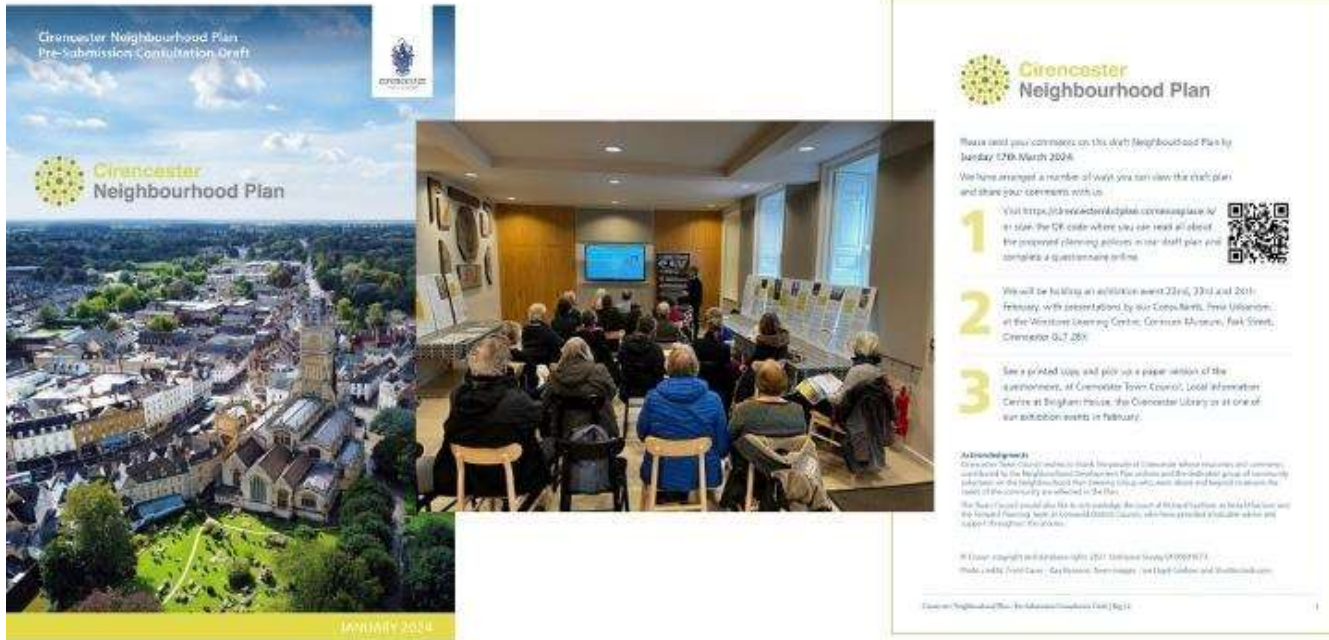
Public Engagement Events December 2021

| | |
|--------------|--------------|
| Thursday 2nd | 12noon – 9pm |
| Friday 3rd | 10am – 4pm |
| Saturday 4th | 10am – 1pm |

Lecture Theatre at the Corinium Museum
Park Street, Cirencester, GL7 2BX

February 2024 Reg14 Consultation

The Cirencester Neighbourhood Plan Regulation 14 Consultation, where we asked for opinion on the draft Plan and 38 proposed policies, ran for over six-weeks between 1st February and 17th March 2024. The proposed policies addressed issues such as environment, heritage, community, access, movement, streets, spaces, town centre and local economy.



The Statutory Consultees were written to by Cirencester Town Council on 1st February and included the following list of organisations: Cotswold District Council, Gloucestershire Police, Gloucestershire County Council, Gloucestershire Highways, GFirst Local Enterprise Partnership (LEP), Local Nature Partnership, Cotswolds AONB, Thames Water, Historic England, Natural England, Environment Agency, Clinical Commissioning Group, National Grid, Chamber of Commerce, Local Parish Councils (Siddington, Baunton, Preston, Sapperton, Duntisbourne, Daglingworth, Coates, Kemble and Ewen).

We arranged a number of ways the public could view the draft Plan and share comments with us:

By visiting <https://cirencesternbdplan.commonplace.is/> to read about the proposed vision, aims and objectives, and planning policies and to respond online to quick emoji response questions about each policy and section of the draft Plan as well as providing comments by completing a questionnaire online.

We held a three-day drop-in exhibition event 22nd, 23rd and 24th February, at the Winstone Learning Centre, Corinium Museum, Park Street, Cirencester GL7 2BX where the public were invited to drop-in to see a poster exhibition, meet and ask questions of the Neighbourhood Plan Steering Group and attend presentations by our Consultant, Feria Urbanism. The posters provided a summary of the planning policy content of the Neighbourhood Plan. The presentation made by Feria Urbanism was captured on video and made available in the days afterwards online. Over 150 of people visited our drop-in Exhibition at the Corinium Museum and shared their thoughts with members of the Neighbourhood Plan Steering Group.

The public were also directed to www.cirencesternp.org for more background information and progress to date and were invited to see a printed copy and pick up a paper version of the questionnaire, at Cirencester Town Council Local Information Centre at Bingham House, Cirencester Library or at one of our exhibition events in February.

Table 1 below summarises the 930 contributions received from the Reg14 questionnaire, by Policy and Topic. Overall, 65.3% of responses were positive, 28.1% neutral and 6.6% negative. This was very encouraging and demonstrated clear level of support for all aspects of the draft version of the Neighbourhood Plan.

Reg14 Consultation Responses can be found in **Appendix D** as follows:

- **Table 3** - Responses from Statutory Consultees and other Organisations
- **Table 4** - Responses from Members of the Public and other Organisations
- Sentiment Pie Charts illustrating reactions to each Policy - also summarised in the table below:

Table 1

| Policy | Topic | Positive (%) | Neutral % | Negative (%) |
|--------|---|--------------|-----------|--------------|
| | Vision | 74.6 | 18.7 | 6.7 |
| | Aims & Objectives | 75 | 16.1 | 8.9 |
| | Process Undertaken in the Preparation of the Plan | 71.4 | 24.5 | 4.1 |
| AM1 | Cirencester Spoke & Wheel Network | 78.6 | 15.7 | 5.7 |
| AM2 | Town & Country Connections | 85 | 11.7 | 3.3 |
| AM3 | Pedestrian Experience | 81.2 | 10.4 | 8.4 |
| AM4 | Integrated Mobility Hub | 84.4 | 12.5 | 3.2 |
| AM5 | Strategic Connections & Transport Links | 88.6 | 11.4 | - |
| TC1 | Town Centre (General Development) | 67.2 | 23.6 | 9.1 |
| TC2 | Town Centre (Areas of Change) | 61.8 | 29.1 | 9.1 |
| DBE1 | Design Quality | 78.3 | 15.2 | 6.5 |

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| DBE2 | Protection of Landscape & Townscape Views | 82.2 | 11.1 | 6.6 |
| DBE3 | Conversion of Existing Properties | 90 | 6.7 | 3.3 |
| DBE4 | Protection of Non-Designated Heritage Assets | 84.1 | 11.4 | 4.5 |
| DBE5 | Net-Zero & Energy Efficiency Measures in the Design & Construction Process | 75 | 17.9 | 7.1 |
| DBE6 | Energy Use in New Buildings | 75.6 | 15.6 | 8.9 |
| DBE7 | Homes in Multiple Occupation | 71 | 25.8 | 3.2 |
| QPR1 | Illuminated Signage | 87.8 | 9.8 | 2.4 |
| QPR2 | Quality Streets & Spaces | 82.8 | 13.8 | 3.4 |
| QPR3 | Social & Civic Spaces | 80.5 | 17.1 | 2.4 |
| QPR4 | Heritage Trails & Wayfinding Systems | 89.7 | 10.3 | - |
| TMN1 | 20 Minute Neighbourhoods | 71.8 | 8.7 | 19.6 |
| LE1 | Protect & Enhance Economic Activity | 74.3 | 12.8 | 12.9 |
| LE2 | Provision for Innovative Work Spaces, New & Small Businesses | 92.3 | 7.7 | - |
| LE3 | Skills Development | 81.5 | 18.4 | - |
| LE4 | New Employment Premises & Design Quality | 85.1 | 11.1 | 3.7 |
| NE1 | Biodiversity Net Gain | 83.7 | 8.2 | 8.1 |
| NE2 | Rewilding Schemes | 81 | 10.8 | 8.1 |
| NE3 | Wildlife Corridors | 91.7 | 8.3 | - |
| NE4 | Green & Blue Infrastructure Protection & Enhancement | 89.5 | 5.3 | 5.2 |
| NE5 | Flood Mitigation | 77.1 | 14.6 | 8.4 |
| NE6 | Local Green Space Designations | 90.2 | 4.9 | 4.9 |
| NE7 | Green Gaps | 72.5 | 12.5 | 15 |
| WBC1 | Air Quality | 68.9 | 20 | 11.1 |
| WBC2 | Health Impact Assessment | 67.3 | 20.4 | 12.3 |
| WBC3 | Equal Access to Green Spaces for All | 82.4 | 14.7 | 2.9 |
| WBC4 | Access to Play Spaces | 87.1 | 6.5 | 6.4 |
| WBC5 | Community Facilities | 76.7 | 23.3 | - |
| WBC6 | Designing Out Crime | 87.5 | 12.5 | - |
| WBC7 | Light Pollution | 78 | 20 | 2 |
| WBC8 | Noise Pollution | 75.1 | 18.8 | 6.2 |

Preparation of the Reg 16 Neighbourhood Plan – Response to the Reg 14 Consultation

With broad support from the public across all aspects of the Reg 14 Plan, comments received from organisations, including statutory consultees were considered and a response from the qualifying body referenced in **Appendix D Table 3**. In addition, the resulting substantive text changes, as evidenced by comments received from statutory consultees, are outlined in the table below.

It should be noted that other minor changes not referenced in the Consultation Statement were made between the Reg 14 and Reg 16 document including formatting and annotating, referencing and information sources, sub-headings, consistency of terms, words and use of upper and lower case letters, spelling, grammar and accuracy of text, repeated text, emotive and superfluous words, correcting and/or clarifying conflicting statements, logical order of text, and ensuring maps, tables, images and supporting information were accurate.

Where planning policy or text has been amended based on statutory consultee advice for technical and compliance reasons, which was clearly supported by the community, we have incorporated within the main body of the Reg 16 document as community aspirations.

Table 2 - Showing Revisions Made Following Reg14 Consultation to arrive at the Pre-Submission Reg16 Version of the Plan

| Reg 14 Text (Reg 14 para numbers) | Reg 16 Text (Substantive Changes shown in red text) | Evidence for Substantive Change - Comment reference numbers, Appx D, Table 3 |
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| <p>VISION STATEMENT</p> <p>Our vision for Cirencester, in the period to 2033, is to pass on to future generations a historic and vibrant, welcoming, and friendly rural market town with a strong sense of community. It will be rich in heritage, character, leisure, and cultural opportunities.</p> <p>Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the town while respecting the environment, responding to the climate emergency, and supporting employment and skills opportunities.</p> <p>The town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will retain key attributes with improvements where appropriate.</p> <p>Recreational opportunities will be accessible to all. Opportunities for safe walking and cycling connections across all areas of the town will be improved as will active travel and public transport connections to its surrounding towns, villages, and countryside.</p> | <p>VISION STATEMENT</p> <p>Our vision for Cirencester, in the period to 2041, is to pass on to future generations an historic and vibrant, welcoming, and friendly rural market town with a strong sense of community and wellbeing. It will be rich in heritage, character, leisure, and cultural opportunities.</p> <p>Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the town while respecting the environment, responding to the climate emergency, and supporting employment and skills opportunities.</p> <p>The town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will retain key attributes with improvements where appropriate.</p> <p>Recreational opportunities will be accessible to all. Opportunities for safe walking and cycling connections across all areas of the town will be improved as will active travel and public transport connections to its surrounding towns, villages, and countryside.</p> | <p>2041 aligns with the emerging Local Plan.</p> <p>Ref 102</p> |

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| All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population. | All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population. | |
| AIMS AND OBJECTIVES 4.1 Ensure that land made available for new development better facilitates and maintains a vibrant, connected, economically active and sustainable town centre without adding to congestion or flood-risk. | Ensure that land made available for new development better facilitates and maintains a vibrant, connected, economically active and sustainable town centre without adding to congestion or flood-risk. [Policies TC1, AM1, QPR2, TMN1, LE1, LE2 and Chapter 10 Natural Environment refer] | |
| 4.2 Create a convenient, robust, and flexible network of streets and spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport and an integrated mobility hub (IMH). | Create a convenient, robust, and flexible network of streets and spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport, an Integrated Mobility Hub and increasing safe pedestrian and cycle access within the town. [Policies TC1, AM1, AM2, AM4, AM6, QPR2 and TMN1 refer] | Ref 60 |
| 4.3 Improve connections of the outlying suburbs to the historic centre by footpaths, cycleways and public transport which are hindered by highway barriers and gaps in the walking and cycling routes. Overcome the highways barrier created by the A419 and A429 dual carriageways by putting in place direct, street level crossings for pedestrians and cyclists at each roundabout and subway. | Improve connections of the outlying suburbs to the historic centre by footpaths, cycleways and public transport which are hindered by highway barriers and gaps in the walking and cycling routes. Overcome the highways barrier created by the A419 and A429 dual carriageways by putting in place direct, street level crossings for pedestrians and cyclists at each roundabout and subway. [Policies AM1, QPR4, NE3 and LE4 refer] | |
| 4.4 Put a '20 Minute Neighbourhood' model in place across the whole of Cirencester through the development of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community. | Put a '20 Minute Neighbourhood' model in place across the whole of Cirencester through the development of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community. [Policy TMN1 refers] | |
| 4.5 Facilitate a reduction in carbon emissions and contribute to achieving the national goal of net zero. | Facilitate a reduction in carbon emissions and contribute to achieving the national goal of net zero. [Policies TC1, DBE1, DBE5 and WBC1 refer] | |
| 4.6 Improve the sustainability of both conversion and new build development through use of low carbon materials, construction methods and facilitate low carbon running carbon costs in accordance with the Cotswold Design Code. | Improve the sustainability of both conversion and new build development through use of low carbon materials, construction methods and facilitate low carbon running costs in accordance with the Cotswold Design Code. [Policies DBE2, DBE5 and LE1 refer] | |
| 4.7 Prioritise new residential development towards affordable homes and first-time buyers and avoid age-specific residences. | Prioritise new residential development towards affordable homes and first-time buyers and avoid age-specific residences. [Chapter 2, Chapter 5 and Policies DBE3 and DBE7 refer] | |
| 4.8 Minimise future flood risk by protecting and, where possible, extending the functional floodplain; requiring new developments to provide multifunctional mitigation measures, such as sustainable urban drainage systems, to ensure that rainwater is attenuated within the site and supporting | Minimise future flood risk by protecting and, where possible, extending the functional floodplain; requiring new developments to provide multifunctional mitigation measures, such as sustainable urban drainage systems, to ensure that rainwater is attenuated within the site and supporting solutions to improve the management of the river flow on the | |

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| solutions to improve the management of the river flow on the upper Churn to reduce flooding and drying up. | upper Churn to reduce flooding and drying up. Guidance on flooding and health from UK Health Security Agency refers. [Chapters 2, 10 and 12 refer] | |
| 4.9 Maintain, protect, and enhance the distinctive Cotswold-rich visual character, views and heritage of Cirencester, its immediate historic setting and vistas and its connections to the surrounding areas. | Maintain, protect, and enhance the distinctive Cotswold-rich visual character, views and heritage of Cirencester, its immediate historic setting and vistas and its connections to the surrounding areas. [Policy DBE2 refers] | |
| 4.10 Protect and enhance low carbon economic activity, to encourage the promotion of innovative and high-quality employment space. New employment premises to be part of both existing and new mixed-use neighbourhoods, moving away from employment zoning, subject to respect for the character, scale, and appearance of such areas. The retention of existing skills, and the development of new ones through youth apprenticeships and placement schemes through local business and Cirencester College. | Protect and enhance low carbon economic activity, to encourage the promotion of innovative and high-quality employment space. New employment premises to be part of both existing and new mixed-use neighbourhoods, moving away from employment zoning, subject to respect for the character, scale, and appearance of such areas. The retention of existing skills, and the development of new ones through youth apprenticeships and placement schemes through local business and Cirencester College. [Policies LE1 to LE4 refer] | |
| 4.11 Protect, maintain, and enhance the natural environment, including local green spaces, parks, trees and green buffers, habitats, the River Churn, Gumstool Brook and all wildlife corridors alongside their connection to the wider landscape, promoting biodiversity and planting native species. | Protect, maintain, and enhance the natural environment, including local green spaces, parks, trees and green buffers, habitats, the River Churn, Gumstool Brook and all wildlife corridors alongside their connection to the wider landscape, promoting biodiversity and planting native species. [Policies NE1 to NE5 refer] | |
| 4.12 Protect existing, and deliver new easily accessible, community infrastructure, including for primary health care, skills development, recreation, sport, leisure, and cultural enrichment, to fill existing gaps and support the future of Cirencester and its population growth. | Protect existing, and deliver new easily accessible, community infrastructure, including for primary health care, skills development, recreation, sport, leisure, and cultural enrichment, as well as education and academic provision , to fill existing gaps and support the future of Cirencester and its population growth. [Chapters 2 and 12 and Policies QPR3, TMN1 and LE3 refer] | Ref 114-116 |
| 4.13 Facilitate a reduction in noise and light pollution within the town and in new development whilst maintaining and improving air quality through a reduction in emissions. | Facilitate a reduction in noise and light pollution within the town and in new development whilst maintaining and improving air quality through a reduction in emissions. [Policies WBC1, WBC6 and WBC7 refer] | |
| 4.14 Protect and improve public safety and the perception of feeling safe through urban design that increases the opportunity for community vigilance and design out crime | Protect and improve public safety and the perception of feeling safe through urban design that increases the opportunity for community vigilance and design out crime. [Policy WBC5 refers] | |
| CIRENCESTER TOWN CENTRE POLICY TC 1 – TOWN CENTRE (GENERAL DEVELOPMENT) Development proposals within the defined town centre area (Cotswold District Council Local Plan and Town Centre Master Plan refer) that are in accordance with the design and development principles described by the | CIRENCESTER TOWN CENTRE POLICY TC1 – TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER Development proposals within the defined town centre area (Cotswold District Council Local Plan and Town Centre Master Plan refer) that are in | Ref 1-6, 61-62, 100 |

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| <p>Neighbourhood Plan will be supported.</p> | <p>accordance with the design and development principles described by the Neighbourhood Plan will be supported.</p> <p>Development proposals which fall outside of the town centre area, but are within the boundary of an Area of Distinctive Character that are in accordance with the design and development principles described by the Neighbourhood Plan will be supported.</p> | |
| <p>POLICY TC 2 – TOWN CENTRE (AREAS OF CHANGE) Development proposals for development within any of the seven defined town centre character areas, that do not compromise, conflict or are in any other way incompatible with general development principles (Policy TC1) will be supported.</p> | <p>POLICY TC 2 – TOWN CENTRE (AREAS OF CHANGE) Development proposals for development within any of the seven defined town centre character areas, that do not compromise, conflict or are in any other way incompatible with general development principles (Policy TC1) will be supported.</p> | Ref 1-6, 61-62 |
| <p>ACCESS AND MOVEMENT POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE NETWORK Support will be given for the creation of a cycle and footpath network radiating from the town centre to the neighbourhoods (the spokes) and connecting neighbourhoods to each other (the wheel).</p> <p>Components of the system will include the 33 cycling routes and 23 walking routes proposed by the LCWIP within the town boundary, together with the following additional measures:</p> <p>a) Creation of a new walking and cycling link from rear of Tesco to The Steadings roundabout on Spratsgate Lane, via Siddington Church and Orchard Fields. This route will then connect into the new cycling and walking infrastructure within The Steadings neighbourhood and on to the RAU. b) Upgrade of the existing footpath between Harebushes and Bowling Green Lane to accommodate cycling journeys. c) Upgrade of the existing footpath between Bowling Green Lane and Whiteway View to accommodate cycling Journeys.</p> | <p>ACCESS AND MOVEMENT POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE AND FOOTPATH NETWORK Support will be given for the creation of a cycle and footpath network radiating from the town centre to the residential neighbourhoods (the spokes) and connecting residential neighbourhoods to each other (the wheel).</p> <p>Components of the system will include the 33 cycling routes and 23 walking routes proposed by the Local Cycling and Walking Infrastructure Plan and where practical incorporate the additional benefit of a wildlife corridor to connect pockets of biodiversity.</p> <p>Development which incorporates or contributes in proportion to its scale, proposals outlined within the Cirencester Local Cycling and Walking Infrastructure Plan, will be supported.</p> <p>Development which creates or enhances street design, with good connections to and between local neighbourhoods will be supported.</p> <p>Measures designed to help overcome the barriers created by the A419 and A429 dual carriageways including the provision of safe, direct, street level, (at-grade) crossings will be supported.</p> <p>Development proposals which make cycle and footpath routes more welcoming, attractive and biodiversity-rich, that encourage usage and deliver on their potential to increase biodiversity connectivity will be supported.</p> | Ref 7-11, 63-67, 98, 130 |

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| <p>POLICY AM 2 – TOWN & COUNTRY CONNECTIONS</p> <p>a) The building of walking and cycling routes and other measures, that connect Cirencester with outlying areas, as proposed by the LCWIP, will be supported.</p> <p>b) The delivery of the walking and cycling routes listed in Table 1 will be supported.</p> | <p>POLICY AM 2 – TOWN & COUNTRY CONNECTIONS</p> <p>The building of walking and cycling routes and other measures, that connect Cirencester with outlying areas, as proposed by the LCWIP, will be supported.</p> <p><i>The delivery of the walking and cycling routes listed in Table 1 and projects which deliver the outcomes of the Connecting Places Strategy CPS4 South Cotswold (Gloucestershire County Council Local Transport Plan) will be supported.</i></p> | Ref 7-11, 63-67, 98 |
| <p>POLICY AM 3 – THE PEDESTRIAN EXPERIENCE</p> <p>Support will be given to a range of coordinated measures designed to enhance the pedestrian experience across the Plan area, as follows:</p> <p>a) Decluttering streets and removing obstacles.</p> <p>b) Widening footways and improving surfaces.</p> <p>c) Enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives.</p> <p>d) Town centre management, including curation of events and festivals.</p> <p>e) New signage and a wayfinding strategy.</p> <p>f) Rationalising and management of vehicle parking.</p> <p>g) Creating ‘bumping spaces’ for people to stop and meet.</p> <p>h) Moving most parking to the periphery rather than the centre of the town.</p> <p>i) Implement changes to operation of street network to remove unnecessary through traffic from the town centre.</p> | <p>POLICY AM 3 – THE PEDESTRIAN EXPERIENCE</p> <p>Development proposals which bring forward measures to enhance the pedestrian experience will be supported.</p> <p>These measures include:</p> <p>a)widening footways and improving surfaces;</p> <p>b)enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives;</p> <p>c)town centre management, including curation of events and festivals;</p> <p>d)new signage and a wayfinding strategy;</p> <p>e)rationalising and management of vehicle parking;</p> <p>f)creating ‘bumping spaces’ for people to stop and meet;</p> <p>g)moving all day and long-stay parking towards the periphery from the centre of the town;</p> <p>h)implementing changes to operation of street network to remove unnecessary through traffic and increase safe pedestrian and cycle access within the town;</p> <p><i>i)decluttering and removal of obstacles;</i></p> <p><i>j)new residential areas being designed to minimise traffic speed at or below 20mph.</i></p> | Ref 7-11, 60, 63-67, 98 |
| <p>POLICY AM 4 – INTEGRATED MOBILITY HUB (IMH)</p> <p>a) Support will be given for the development of an integrated mobility hub (IMB) that includes the following elements:</p> <p>1) Long distance coaches to London, London airports, and the Midlands.</p> <p>2) Regional buses to Bristol, Oxford, Cheltenham, Gloucester, Bath, and Swindon.</p> <p>3) Local buses.</p> <p>4) Kemble railway shuttle or very light rail.</p> <p>5) Taxis.</p> <p>6) Car Hire & Car Club.</p> <p>7) Cycle shelters.</p> <p>8) Bike and e-bike hire.</p> <p>9) Car passenger drop-off and pick-up.</p> | <p>POLICY AM4 – INTEGRATED MOBILITY HUB</p> <p>Support will be given for the development of an integrated mobility hub that includes ease of access to, and accommodation of:</p> <p>a) local buses;</p> <p>b) regional and national coaches;</p> <p><i>c) very light rail, including other emerging transport modes;</i></p> <p>d) taxis;</p> <p><i>e) car hire/community car club;</i></p> <p>f) cycle and e-bike hire;</p> <p><i>g) cycle racks/shelters and repair stations;</i></p> <p>h) passenger drop-off and pick-up;</p> <p><i>i) demand responsive transport.</i></p> | Ref 7-11, 63-67, 98 |

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| <p>b) The preferred location for the IMH will be determined by the selection criteria set out in this Plan.</p> | <p>Proposals for an integrated mobility hub will be supported where viability principles outlined within this Plan have been taken into consideration.</p> | |
| <p>POLICY AM 5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS Effective connections through public transport links with towns which are economically important to Cirencester will be supported. These include: a) Level 1 Kemble – Strong public transport services and safe at grade cycle routes are strategically important to Cirencester. b) Level 2 Swindon, Gloucester, Cheltenham – Strong public transport services and connections to the national rail system through Kemble rail station. c) Level 3 – Oxford and Stroud – Strong public transport services and connections are important</p> | <p>POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS</p> <p>Development which creates or enhances public transport links to Kemble will be supported.</p> <p>Development which creates or enhances public transport links to places which are socially and economically important to Cirencester will be supported.</p> | <p>Ref 7-11, 63-67, 98</p> |
| | <p>POLICY AM6 – SUSTAINABLE AND ACTIVE TRAVEL</p> <p>Development which offers a genuine choice of sustainable and active travel options will be supported in accordance with the travel hierarchy, both within the development and beyond its boundary, as it connects with its surroundings.</p> | <p>Ref 7-11, 63-67</p> |
| <p>DESIGN & BUILT ENVIRONMENT POLICY DBE 1 – DESIGN QUALITY The design of new buildings and their settings should be of an exceptional quality and embody the highest standards in building and landscape architecture. This creation of successful public realm spaces begins at the principal layout stage where the integration of open courtyards and their connection to pedestrian access routes, create animated, social spaces with a legible and appealing sense of place. Proposals will need to show both a deep understanding of the defining characteristics of Cirencester and demonstrate how these qualities are expressed within the new urban form. They should use materials, land, energy, and water efficiently and be designed for longevity and minimise pollution. New developments should enhance the local character, although this does not imply simply duplicating existing developments which, in themselves, may not be of good quality.</p> <p>a) All new development proposals should have regard for the Design Checklist outlined in the Plan which has been produced specifically for the Cirencester context.</p> <p>b) Where a development is proposed in, or on the edge of an existing settlement, all new routes will respect their place in the hierarchy within the overall network.</p> <p>c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.</p> | <p>DESIGN & BUILT ENVIRONMENT POLICY DBE1 – DESIGN QUALITY</p> <p>a) All new development proposals should have regard to the Cirencester Design Guidelines and the Cotswold Design Code.</p> <p>b) Where a development is proposed in, or on the edge of an existing settlement, any new routes will respect their place in the hierarchy within the overall network.</p> <p>c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.</p> <p>d) Where the corners of new buildings lie on the sight lines and axial views, consideration should be given to the inclusion of architectural features that form focal points.</p> <p>e) Where practicable, development should incorporate publicly accessible pedestrian routes in order to maximise permeability through the town. This applies particularly where existing routes can be linked.</p> <p>f) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.</p> | <p>Ref 12-26, 68, 101, 107, 117-118, 131</p> |

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| <p>d) Where the corners of new buildings lie on the sight lines and axial views, consideration should be given to the inclusion of architectural features that form focal points, e.g. turrets, oriel windows and projected gables.</p> <p>e) Buildings should incorporate publicly accessible pedestrian routes in order to maximise permeability through the town. This applies particularly where existing routes can be linked.</p> <p>f) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.</p> | <p>g) Innovation in building design and materials in a way that supports local distinctiveness and other objectives for good design, as well as sustainable development and net zero will be supported.</p> <p>h) New buildings within the defined Town Centre and Areas of Distinctive Character should not be more than 12 metres in height i.e. from ground level to the ridge, three storeys in height, (with use of the roof space with dormer windows as a useable fourth storey habitable living space being accepted) i.e. ridge heights to not exceed those of neighbouring buildings which set the appropriate height for a new or extended building and that the proposed design causes no impairment of light or visual impact.</p> | |
| <p>g) Innovation in building design and materials in a way that supports local distinctiveness and the other objectives for good design and sustainable development will be supported.</p> <p>h) Buildings should not be more than 12 metres in height i.e. from ground level to the ridge, three storeys in height, (with use of the roof space with dormer windows as a useable fourth storey habitable living space being accepted) i.e. ridge heights to not exceed those of neighbouring buildings which set the appropriate height for a new or extended building and that the proposed design causes no impairment of light or visual impact.</p> | | |
| <p>POLICY DBE 2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS Development proposals should demonstrate through a Design and Access Statement or Visual Impact Statement how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester:</p> <p>a) Rear of the former Watermoor Primary School: The school is currently empty and vulnerable to development. The ‘glimpse’ of the church spire is enjoyed as you approach from higher ground behind the premises. Roof line or development on the playing field could and would affect this.</p> <p>b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also a valued green space.</p> <p>c) Tower Street towards the St John Baptist Parish Church: A particularly significant central view, any development or change to the Police Station building could affect this approach with the Forum Car Park on the right.</p> <p>d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the</p> | <p>POLICY DBE2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS Development proposals should demonstrate how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester:</p> <p>a) Rear of the former Watermoor Primary School: The school is currently empty and vulnerable to development. The ‘glimpse’ of the church spire is enjoyed as you approach from higher ground behind the premises. Roof line or development on the playing field could and would affect this.</p> <p>b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also a valued green space.</p> <p>c) Tower Street towards the St John Baptist Parish Church: A particularly significant central view, any development or change to the Police Station building could affect this approach with the Forum Car Park on the right.</p> <p>d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the St John</p> | Ref 12-26, 101, 107 |

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| <p>St John Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building.</p> <p>e) Somerford Road walking towards Sheep Street: Commercial buildings are probably unlikely to change but behind this aspect is Querns Lane with an empty large shop which currently has the potential to be developed into residential town houses or flats.</p> <p>f) Riverside Walk: Much valued Riverside Walk with open fields towards Stratton which enhance the area and its emphasis on wildlife. Probably prone to flooding and therefore unlikely to be built on but still noted.</p> | <p>Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building.</p> <p>e) Somerford Road walking towards Sheep Street: Commercial buildings are probably unlikely to change but behind this aspect is Querns Lane with an empty large shop which currently has the potential to be developed into residential town houses or flats.</p> <p>f) Riverside Walk: Much valued Riverside Walk with open fields towards Stratton which enhance the area and its emphasis on wildlife. Probably prone to flooding and therefore unlikely to be built on but still noted.</p> | |
| <p>g) Powell’s School Playing Fields from the Barton Allotments: Open aspect from extensive school playing fields which can ‘sometimes’ offer potential to reduce in size and zone for development.</p> <p>h) Approaching town from Gloucester Road: Could be compromised with any development of the commercial garage site on the left, or petrol station on the right of the distant eyeline.</p> | <p>g) Powell’s School Playing Fields from the Barton Allotments: Open aspect from extensive school playing fields which can ‘sometimes’ offer potential to reduce in size and zone for development.</p> <p>h) Approaching town from Gloucester Road: Could be compromised with any development of the commercial garage site on the left, or petrol station on the right of the distant eyeline.</p> | |
| <p>POLICY DBE 3 – CONVERSION OF EXISTING PROPERTIES</p> <p>a) Due to the negative impact on the appearance and character of the town centre and where planning permission is required, proposals for the merging of multiple units within Cirencester Town Centre will need to show:</p> <ol style="list-style-type: none"> 1) how it will minimise any detrimental impact on the Conservation Area 2) that the tenant or occupier will be providing much needed services <p>b) Redevelopment proposals will be supported where, through the design of the ground floor retail units, small, local, and/or independent traders are encouraged to locate in the town centre.</p> <p>c) The conversion to residential of under-utilised commercial upper floors across the town centre will be supported to create a more vibrant and vital town centre, as appropriate to the nature of the development concerned.</p> <p>Support will be given if proposals are to a high design standard, respect the scale of neighbouring buildings and the ground floor continues to provide an active and animated frontage onto the street.</p> <p>d) The sub-division of houses over 200m2 gross internal floor area to create a studio, one, or two bedroomed self-contained apartments will be supported, subject to design quality.</p> | <p>POLICY DBE3 – REDEVELOPMENT AND CONVERSION OF EXISTING PROPERTIES</p> <p>Proposals for the merging of multiple units within Cirencester town centre will need to minimise any negative impact on the appearance and character of the town centre.</p> <p>a) Redevelopment proposals will be supported where, through the design of the ground floor retail units, small, local, and/or independent traders are encouraged to locate in the town centre.</p> <p>b) The conversion to residential of under-utilised commercial upper floors across the town centre will be supported to create a more vibrant and vital town centre, as appropriate to the nature of the development concerned.</p> <p>Support will be given if proposals are to a high design standard, respect the scale of neighbouring buildings and the ground floor continues to provide an active and animated frontage onto the street.</p> <p>c) The sub-division of houses over 200m2 gross internal floor area to create a studio, one, or two bedroomed self-contained apartments will be supported, subject to design quality, especially bin storage and parking/cycle storage.</p> | <p>Ref 12-26, 101, 108</p> |

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| <p>POLICY DBE 4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS</p> <p>a) The identified Non-Designated Heritage Assets (NDHA) shown on the Map and listed at Appendix 5 make a positive contribution to the townscape and will be protected from inappropriate demolition or alteration.</p> <p>b) Any new development or alteration to an existing structure will be required in its design, scale, and materials to preserve or enhance the setting of heritage assets, whether designated or undesignated, and the historic character of the town, and to have regard to the guidance in the Cirencester Streetscape Strategy.</p> <p>c) Any application for new development or alteration to an existing structure should include an appraisal of the site and its surroundings, with drawings showing its relationship to heritage assets, whether designated or undesignated, including roofscapes and views.</p> <p>d) The application should clearly explain how the development proposals have taken account of the findings of such an appraisal.</p> | <p>POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS</p> <p>The buildings and structures listed in Appendix x, as shown on the Map on page xx, are identified as Non-Designated Heritage Assets and the appropriate local and national planning policies shall be applied to them.</p> <p>Other NDHAs may be identified subsequently and added to the list.</p> | Ref 12-26, 101, 109 |
| <p>POLICY DBE 5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS</p> <p>a) Proposals should demonstrate that solutions to minimise energy consumption and greenhouse gas emissions have been adopted and included at each stage of the design and construction process.</p> <p>b) Proposals should demonstrate how greenhouse gas emissions are minimised and reduced as part of the site identification and selection process, site layout and orientation, construction methodology, thermal properties of materials, choice of glazing, choice of construction materials, avoidance of materials harmful to the environment, use of local materials and people, incorporation of sustainable modes of transport, integration with existing or planned sustainable travel networks, recharging points for electric vehicles, flexible and adaptable space, water efficiency, incorporation of systems to collect rain and grey water, use of permeable surface and sub-base materials.</p> <p>c) Proposals should follow an energy hierarchy as outlined in the supporting text.</p> <p>d) Non-residential development, design and construction should comply with the BREEAM standard and achieve an ‘excellent’ accreditation or an alternative standard which achieves the same or better outcome.</p> <p>e) Carbon off setting will not be permitted.</p> | <p>POLICY DBE5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS</p> <p>a) Proposals should demonstrate that solutions to minimise energy consumption, greenhouse gas emissions and embodied carbon have been adopted and included at each stage of the design and construction process through a Construction Environmental Management Plan.</p> <p>b) Proposals should demonstrate how energy consumption, greenhouse gas emissions and embodied carbon is minimised and reduced as part of the site identification and selection process, site layout and orientation, construction methodology, thermal properties of materials, choice of glazing, choice of construction materials, avoidance of materials harmful to the environment, use of local materials and people, incorporation of sustainable modes of transport, integration with existing or planned sustainable travel networks, EV charging points for electric vehicles, flexible and adaptable space, water efficiency, incorporation of systems to collect rain and grey water, use of permeable surface and sub-base materials.</p> <p>c) Proposals should follow an energy hierarchy as outlined in the supporting text.</p> <p>d) Non-residential development, design and construction should comply with the BREEAM (Building Research Establishment Environmental Assessment Method) standard and achieve an ‘excellent’ accreditation or an alternative standard which achieves the same or better outcome.</p> | Ref 12-26, 101, 110, 119, 132 |
| <p>POLICY DBE 6 – ENERGY USE IN NEW BUILDINGS</p> <p>a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.</p> | <p>POLICY DBE6 – ENERGY USE IN NEW BUILDINGS</p> <p>a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.</p> | Ref 12-26, 101, 110 |

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| <p>b) New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m²/year for regulated and unregulated demand assessed using energy modelling such as a Passivhaus Planning Package or similar. This is based on the total amount of energy needed within a residential building per year.</p> <p>c) New residential developments should achieve a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar. This is based on the level of heat energy needed within a residential building per year to maintain a regular temperature.</p> <p>d) Non-residential developments should achieve an energy utilisation intensity or metered input of 55 to 65 kWh/m²/year (subject to building use) and a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar.</p> | <p>b)New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m²/year for regulated and unregulated demand assessed using energy modelling such as a Passivhaus Planning Package or similar. This is based on the total amount of energy needed within a residential building per year.</p> <p>c) New residential developments should achieve a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar. This is based on the level of heat energy needed within a residential building per year to maintain a regular temperature.</p> <p>d) Non-residential developments should achieve an energy utilisation intensity or metered input of 55 to 65 kWh/m²/year (subject to building use) and a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar.</p> | |
| <p>e) On-site renewable energy should meet all the energy consumption needs of new residential buildings.</p> <p>f) The strategy for metering, monitoring, reporting, energy calculations, and predicted energy use should be confirmed as part of the planning submissions for outline and detailed grant of permission and reconfirmed before the commencement of construction.</p> <p>g) Variations on the requirements of this policy will be allowed only under exceptional circumstances where in complying with the above the development causing harm, or harm to the character of the wider area, or extraordinary reasons, clearly demonstrated where the standards above cannot be achieved.</p> | <p>e) The design of developments should demonstrate that on-site renewable energy delivers annual heating and lighting needs of new residential buildings.</p> <p>f) The strategy for metering, monitoring, reporting, energy calculations, and predicted energy use should be confirmed as part of the planning submissions for outline and detailed grant of permission and reconfirmed before the commencement of construction.</p> <p>g) Variations on the requirements of this policy will be allowed only under exceptional circumstances where in complying with the above the development causing harm, or harm to the character of the wider area, or extraordinary reasons, clearly demonstrated where the standards above cannot be achieved.</p> | |
| <p>DBE 7 – HOMES IN MULTIPLE OCCUPATION Proposals for the development of new Homes in Multiple Occupation (HMOs) will be supported where the development:</p> <p>a) Does not harm the residential amenity or character of the locality as a result of excessive noise.</p> <p>b) Does not increase levels of on-street parking, that cannot reasonably be regulated through parking control measures.</p> <p>c) Does not lead to inadequate off-street storage of refuse and bicycles.</p> <p>d) Is on a site in an electoral ward where under 10% of homes are currently HMOs.</p> | <p>DBE7 – HOMES IN MULTIPLE OCCUPATION Proposals for the development of new Homes in Multiple Occupation (HMOs) will be supported where the development:</p> <p>a)Does not harm the residential amenity or character of the locality as a result of excessive noise.</p> <p>b)Does not increase levels of on-street parking, that cannot reasonably be regulated through parking control measures.</p> <p>c)Does not lead to inadequate off-street storage of refuse and bicycles.</p> <p>d)Is on a site in an electoral ward where under 10% of homes are currently HMOs.</p> | Ref 12-26, 101, 113, 120 |

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| e) Has no existing HMO within 5 dwellings on either side of the property or on the opposite side of the street, within 10 dwellings. | e)Has no existing HMO within 5 dwellings on either side of the property or on the opposite side of the street, within 10 dwellings. | |
| QUALITY PUBLIC REALM POLICY QPR1 – ILLUMINATED SIGNAGE Unless it can be demonstrated that the introduction of free standing and wall mounted structures with illuminated advertisements have no detrimental visual or acoustic impact on the town centre Conservation Areas i.e. that they are contained discretely within the fabric of buildings, proposals to introduce these or similar structures will not be supported. | QUALITY PUBLIC REALM POLICY POLICY QPR1 – ILLUMINATED SIGNAGE Unless it can be demonstrated that the introduction of free standing and wall mounted structures with digital or illuminated advertisements have no detrimental visual or acoustic impact on the town centre Conservation Areas i.e. that they are contained discretely within the fabric of buildings, proposals to introduce these or similar structures will not be supported. | Ref 27 |
| POLICY QPR2 – QUALITY STREETS & SPACES a) The network of historic streets, parks, gardens, and spaces across the town will be protected and enhanced. Development proposals that would have an unacceptable detrimental impact on the existing historic network will not be supported. | POLICY QPR2 – QUALITY STREETS & SPACES a)Development proposals that protect and enhance the network of historic streets, parks, gardens, and public open spaces across the Plan area will be supported. | Ref 27 |
| b) Development proposals will be supported which use the palette of heritage materials outlined in the Cirencester Town Centre Public Realm Design Code. e) Where appropriate, new developments across the Plan area should contribute to the delivery of projects that help implement this policy. | b)Development proposals within the town centre boundary and areas of distinctive character as identified within Policy TC1 which use the palette of heritage materials outlined in the Cirencester Town Centre Public Realm Design Code will be supported. | |
| POLICY QPR 3 – SOCIAL & CIVIC SPACES Where appropriate, new developments will be supported where they provide a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town. | POLICY QPR3 – SOCIAL & CIVIC SPACES Where appropriate, new developments will be supported where they provide a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town. | Ref 27 |
| POLICY QPR 4 – HERITAGE TRAILS & WAYFINDING SYSTEMS Insofar as planning permission is required, proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged. | POLICY QPR4 – HERITAGE TRAILS & WAYFINDING SYSTEMS Insofar as planning permission is required, proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged. | Ref 27 |
| THE 20 MINUTE NEIGHBOURHOOD POLICY TMN 1 – 20 MINUTE NEIGHBOURHOODS a) Development proposals which contribute to the 20-minute neighbourhood model, will be supported. The contribution made should be in proportion to the scale of the associated development. b) Proposals that remove barriers to cycling and walking across the Plan area will be supported. e) Measures designed to help overcome the barriers created by the A419 and A429 dual carriageways including the provision of safe, direct, street level (at grade) crossings will be supported. | THE 20 MINUTE NEIGHBOURHOOD POLICY TMN1 – 20 MINUTE NEIGHBOURHOODS Development proposals which in proportion to size and scale, support and extend the 20-minute neighbourhood model, will be supported where the following land use features are integrated or delivered: a) diverse and affordable homes; b) well-connected paths, streets, and spaces, with safe, direct, street level (at grade) cycle ways and footpaths; c) key local daily facilities; | Ref 28-31, 69, 133-134 |

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| <p>d) New developments should offer a genuine choice of sustainable and active travel in accordance with the agreed travel hierarchy, both within the new development and beyond the boundaries as it connects with the surroundings.</p> <p>e) Incorporate or contribute in proportion to the scale of the development to the walking and cycle routes within the town boundary and identified in the Cirencester Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>f) Street designs which provide direct, good connections to the existing or future neighbourhoods bordering the development will be a requirement of all development proposals.</p> <p>g) New residential areas will be designed in a way that keeps traffic speed at and below 20mph.</p> | <p>d) sports, well-being and community health facilities.</p> <p>Proposals which enhance the provision of Key Local Daily Facilities across the Plan area will be supported, where they address a deficit shown by the Key Local Daily Facility Deficits Map or other evidence.</p> <p>Planning applications which remove barriers to walking and cycling in residential neighbourhood areas and across the town will be supported.</p> | |
| <p>THE NATURAL ENVIRONMENT</p> <p>POLICY NE 1 – BIODIVERSITY NET GAIN</p> <p>Development will be expected to demonstrate, in accordance with the Environment Act of 2021, a minimum 10% biodiversity net gain on-site or replace as near to the development as possible.</p> | <p>THE NATURAL ENVIRONMENT</p> <p>POLICY NE1 - NATURAL AND SEMI-NATURAL HABITAT SCHEMES</p> <p>Support will be given for the extension of natural and semi-natural habitat areas of the town, particularly on the periphery of green spaces, verges and edges of footpaths combined with the retention of hedgerows.</p> | Ref 32-43, 70-97 |
| <p>POLICY NE 2 – REWILDING SCHEMES</p> <p>Support will be given for the extension of wilding areas of the town, particularly on the periphery of green spaces, verges and edges of footpaths combined with the retention of hedgerows.</p> | <p>POLICY NE2 – WILDLIFE CORRIDORS</p> <p>a) Development proposals should maintain the integrity of existing wildlife corridors whilst creating new opportunities to connect areas of habitat through planting and links.</p> <p>b) Existing wildlife corridors within the town should not be separated or fragmented by changes to green infrastructure and habitats without justification and compensation with new connections.</p> | Ref 32-43, 70-97 |
| <p>POLICY NE 3 – WILDLIFE CORRIDORS</p> <p>a) Development proposals should maintain the integrity of existing wildlife corridors whilst creating new opportunities to connect areas of habitat through planting and links.</p> <p>b) Existing wildlife corridors within the town should not be separated or fragmented by changes to green infrastructure and habitats without justification and compensation with new connections.</p> | <p>POLICY NE3 – GREEN INFRASTRUCTURE PROTECTION & ENHANCEMENT</p> <p>a) Development proposals should protect the existing green infrastructure of Cirencester and remove barriers to connectivity, creating new opportunities, connections, and extensions.</p> <p>b) Green infrastructure opportunities and requirements, as defined by the Building with Nature Standards, should be considered at the earliest stages of all new development planning proposals, as an integral part of the town's provision, taking into account the most suitable locations and types.</p> <p>c) The removal of existing green infrastructure within the town will be resisted and should be justified and compensated for, with appropriate replacement if permitted.</p> | Ref 32-43, 70-97, 127-128 |

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| | d) Development proposals will be resisted on designated biodiversity sites and core ecological networks as defined by the Gloucestershire Nature Recovery Network. | |
| <p>POLICY NE 4 – GREEN & BLUE INFRASTRUCTURE PROTECTION & ENHANCEMENT</p> <p>a) Development proposals should protect the existing green and blue infrastructure of Cirencester alongside creating new opportunities, connections, and extensions.</p> <p>b) Green and blue infrastructure opportunities and requirements should be considered at the earliest stages of all new development planning proposals, as an integral part of the town’s provision, taking into account the most suitable locations and types.</p> <p>c) The removal of existing green and blue infrastructure within the town will be resisted and should be justified and compensated for, with appropriate replacement if permitted.</p> <p>d) Developers will be required to justify the removal of any area of highway verge to create or extend vehicle access to property and land.</p> <p>e) Private households will be encouraged to avoid replacing lawns with hard landscaping.</p> | <p>POLICY NE4 – LOCAL GREEN SPACE DESIGNATIONS</p> <p>Local Green Spaces in Cirencester identified on the Map and scheduled in Table 2 will be protected from development except in very special circumstances.</p> | Ref 32-43, 64, 70-97 |
| <p>POLICY NE 5 – FLOOD MITIGATION</p> <p>Development proposals should demonstrate how they will mitigate flood risk through design and landscape measures, as combined with other appropriate strategies such as permeable paving and sustainable drainage systems.</p> | <p>POLICY NE5 – GREEN GAPS</p> <p>Proposals that result in the loss of current boundaries and buffers of undeveloped land between Cirencester and its adjacent settlements should compensate for this loss through appropriate replacement landscaped areas.</p> | Ref 32-43, 70-97 |
| <p>POLICY NE 6 – LOCAL GREEN SPACE DESIGNATIONS</p> <p>a) Local Green Spaces in Cirencester identified on the Local Green Spaces Map, scheduled in Table 2 and detailed in Appendix 4 will be protected from built development except in very special circumstances.</p> <p>b) Community green or open spaces that contain a building which needs improving or removing will be allowed to be developed if the proposed work is for the benefit of the community and will preserve the local significance of the space for which it was designated.</p> | | Ref 32-43, 70-97, 121 |
| <p>POLICY NE 7 – GREEN GAPS</p> <p>Development proposals should maintain a green gap between Cirencester and adjacent settlements. Proposals that result in the loss of peripheral boundaries and buffers of undeveloped land between Cirencester and its adjacent settlements should compensate for this loss through appropriate replacement landscaped areas.</p> | | Ref 32-43, 70-97 |

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| <p>THE LOCAL ECONOMY POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY a) Existing economic activity (including employment, tourism, and retail uses) and premises across the town centre will be protected and enhanced.</p> <p>b) Existing economic activity in the neighbourhoods, particularly key local facilities identified as community assets within Appendix 3 and associated information, will be protected, and enhanced.</p> <p>c) Any loss of employment uses, or premises, will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises is not currently viable and that an appropriate alternative site or premises can be identified within the Plan area. The evidence required will be determined by the existing use and its site.</p> <p>d) Flexible growth and adaptation of existing employment areas (e.g. Love Lane) across the Plan area through the sensitive introduction of new low carbon economic uses and activities, will be encouraged.</p> | <p>THE LOCAL ECONOMY POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY a) In so far as planning permission is required, existing economic activity (including employment, tourism, and retail uses) and premises across the town centre will be protected and enhanced.</p> <p>b) In so far as planning permission is required, existing economic activity in the neighbourhoods, particularly key local daily facilities identified as community assets within Appendix x and associated information, will be protected, and enhanced.</p> <p>c) Subject to permitted development rights, any loss of employment uses, or premises, will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises has been actively marketed for employment use and is not currently viable.</p> <p>d) Introduction of new low carbon economic uses and activities will be encouraged.</p> | Ref 44-48, 111 |
| <p>POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES a) Development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses will be supported.</p> <p>b) Support will be given for developments on sites that provide for: 1) start-up businesses by enabling low cost facilities in cooperative clusters; 2) working from home, enabling extensions and small new buildings; 3) enabling microbusinesses.</p> | <p>POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES a) Development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses will be supported.</p> <p>b) Support will be given for developments on sites that provide accommodation for start-up businesses by enabling low-cost facilities in cooperative clusters and microbusinesses.</p> | Ref 44-48 |
| <p>POLICY LE3 – SKILLS DEVELOPMENT a) Development proposals will be supported where they provide opportunities for training, the obtaining of skills, and education.</p> <p>b) Proposals that provide enhancements to existing skills and training facilities will be supported, including the encouragement of local apprenticeships and T-Level placements</p> | <p>POLICY LE3 – SKILLS DEVELOPMENT a) Development proposals will be supported where they provide opportunities for training, the obtaining of skills, and education.</p> <p>b) Proposals that provide enhancements to existing skills and training facilities will be supported, including the encouragement of local apprenticeships, T-Level and other work related placements.</p> | Ref 44-48 |
| <p>POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY a) Proposals for new employment development outside existing industrial and employment areas should through its design, scale, and materials provide an attractive business environment which takes account of the character and appearance of Cirencester.</p> | <p>POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY a) Proposals for new employment development outside existing industrial and employment areas should through its design, scale, and materials provide an attractive business environment which takes account of the character and appearance of Cirencester.</p> | Ref 44-48 |

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| <p>b) New employment and industrial proposals should demonstrate through a Design & Access Statement how they respect the character and appearance of the neighbourhood area. Where their location provides practical opportunities to do so, development proposals will be supported where, as appropriate to their scale and location, they provide clear and convenient connections with the town centre and create public access to the surrounding areas.</p> | <p>b) New employment and industrial proposals should demonstrate through a Design & Access Statement how they respect the character and appearance of the neighbourhood area. Where their scale and location provides practical opportunities to do so, development proposals will be supported where they provide clear and convenient connections with the town centre and create public access to the surrounding areas.</p> | |
| <p>WELLBEING & COMMUNITY POLICY WBC 1 – AIR QUALITY a) Measures that reduce traffic volume near educational establishments, particularly at peak times, will be supported.</p> <p>b) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will be resisted.</p> <p>c) Measures that reduce vehicle movement in the town centre’s historic streets will be supported, particularly Park Street, Dyer Street, Thomas Street, and the Market Place.</p> <p>d) Development construction traffic will be required to monitor air quality, including particulates, to ensure net neutral is achieved throughout site development, and if necessary, instigate mitigation.</p> <p>e) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.</p> <p>f) Monitoring of air quality within the town should be increased through locations identified as having greater risk of deterioration and particularly near educational establishments.</p> | <p>WELLBEING & COMMUNITY POLICY WBC1 – AIR QUALITY a) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will not be supported.</p> <p>b) Developers will be required to monitor air quality, including particulates, to ensure that an Air Quality Neutral standard is achieved throughout site development for building and construction traffic emissions, and if necessary, to instigate mitigation.</p> <p>c) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.</p> | Ref 49-59 |
| <p>POLICY WBC 2 – HEALTH IMPACT ASSESSMENTS a) Health Impact Assessments (HIAs) will be required in the design and access statement of developments over 10 residential units to support the 20 Minute Neighbourhood principle. b) A rapid HIA assessment for developments of fewer than 10 homes will be required, or where the development is over 10 homes or greater than 10,000m² of commercial space a comprehensive HIA assessment will be required.</p> | | Ref 49-59, 112 |
| <p>POLICY WBC 3 – EQUAL ACCESS TO GREEN SPACES FOR ALL a) Development proposals should accommodate the needs of all users, including those with mobility needs, in the design and landscaping of public spaces.</p> | <p>POLICY WBC 2 – EQUAL ACCESS TO PUBLIC OPEN SPACES FOR ALL a) Development proposals should accommodate the needs of all users, including those with mobility needs, in the design and landscaping of public open spaces.</p> | Ref 49-59 |

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| <p>b) Access to new and existing green infrastructure should be provided through well-connected paths of appropriate widths, smooth non-slip surfaces, and navigation aids such as signs.</p> | <p>b) Access to new and existing public open spaces should be provided through well-connected paths of appropriate widths, smooth non-slip surfaces, and navigation aids such as signs.</p> | |
| <p>POLICY WBC 4 – ACCESS TO PLAY SPACES a) Developments of greater than 10 houses should provide appropriate play spaces for the site size, easily accessible to all users, which are maintained as part of ongoing social management plans. b) The development of new fitness trails and outdoor gyms in open green spaces, where appropriate, will be supported, especially those that connect to the cycling ‘wheel and spoke’ network of the town.</p> | <p>POLICY WBC 3 – ACCESS TO PLAY SPACES a) Developments of greater than 10 houses should provide or enhance nearby play spaces for the site size, easily accessible to all users. b) Provision of new publicly accessible play spaces should be maintained by the Town Council or a local community management trust. c) The development of new fitness trails and outdoor gyms in open green spaces, where appropriate, will be supported, especially those that connect to the cycling ‘spoke and wheel’ network of the town.</p> | Ref 49-59 |
| <p>POLICY WBC 5 – COMMUNITY FACILITIES a) Existing community facilities that are designated as Assets of Community Value (ACV) will be protected from change of use or closure. b) The loss of existing community buildings (Use Class D1) will be resisted unless it can be demonstrated that demand within the locality for the facility no longer exists. c) Flexible multi-functional spaces that allow for the widest possible use and activity, particularly daily community needs which are missing, will be supported. d) Development proposals will be required to demonstrate the provision of community infrastructure in proportion to the increased population brought about by that development, particularly recreation and primary care, either on-site or off-site through developer contributions.</p> | <p>POLICY WBC 4 – COMMUNITY FACILITIES a) The loss of existing community buildings (Use Class D1) will not be supported unless it can be demonstrated that the facility is no longer viable. b) Flexible multi-functional spaces that allow for the widest possible use and activity, particularly daily community needs which are missing, will be supported.</p> | Ref 49-59 |
| <p>POLICY WBC 6 – DESIGNING OUT CRIME a) Development plans should demonstrate in the design and access statement how principles that deter crime have been incorporated. b) Support will be given for the development of upper floor empty town centre premises to residential use to increase crime vigilance and create less opportunity for unobserved crime and anti-social behaviour. c) Support will be given for prevention of crime opportunities in the urban built environment by improvements to hidden or dark pedestrian footpaths.</p> | <p>POLICY WBC 5 – DESIGNING OUT CRIME a) Development plans should demonstrate in the design and access statement how principles that deter crime have been incorporated. b) Support will be given for the development of upper floor empty town centre premises to residential use to increase crime vigilance and create less opportunity for unobserved crime and anti-social behaviour. c) Support will be given for prevention of crime opportunities in the urban built environment by improvements to hidden or dark pedestrian footpaths.</p> | Ref 49-59 |
| <p>POLICY WBC 7 – LIGHT POLLUTION a) Development should mitigate through design minimising night blight by using lower lumen lighting suitably positioned in a downwards direction and avoiding reflections onto surfaces.</p> | <p>POLICY WBC 6 – LIGHT POLLUTION a) Insofar as planning consent is required, developments should mitigate through design, minimising night blight by using lower lumen lighting suitably positioned in a downwards direction and avoiding reflections onto surfaces.</p> | Ref 49-59 |

| | | |
|--|--|------------------|
| <p>b) New commercial and external light signage will only be permitted with justification for operational, safety or security reasons, designing in such a way to minimise spillage beyond the application site using guidance on lighting by the Institute of Lighting professionals (ILP) GN01, the reduction of obstructive light.</p> | <p>b)New commercial and external light signage will only be permitted with justification for operational, safety or security reasons, designing in such a way to minimise spillage beyond the application site using guidance on lighting by the Institute of Lighting Professionals (ILP) GN01, the reduction of obtrusive light.</p> | |
| <p>POLICY WBC8 – NOISE POLLUTION a) Support will be given for measures that reduce town centre vehicle noise especially at night through encouragement to use peripheral roads. b) Developments will be encouraged at the design stage to consider better noise insulation with features such as trees and hedges in landscaping, and wall insulation.</p> | <p>POLICY WBC 7 – NOISE POLLUTION Developments will be encouraged at the design stage to consider measures that reduce vehicle noise and noise insulation with features such as trees and hedges in landscaping, and wall insulation.</p> | <p>Ref 49-59</p> |

APPENDIX A - Initial Questionnaire Engagement March 2020

Table 3 – Views Captured by Theme

Environment and Climate Change

| Environment and Climate Change | Value | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------|---|---|--|
| Environment and Climate Change | The abundance of open and green spaces and the beautiful parks. | Across all age groups | “The closeness of the Abby Grounds within the town and Cirencester Park literally brings the countryside right into the town”. |
| “ | Cultural heritage and historic centre | Overwhelmingly cited by 30 – 64 and 65+ | “Own identity” |
| “ | The history of the town | 65+ | “Beautiful market town steeped in History”. |
| “ | Cirencester is a rural town in a beautiful setting | Across all age groups | |
| “ | Unspoilt traditional market town | Overwhelmingly 65+ | “Quaintness”. |
| “ | The proliferation of trees and nature | Across all age groups | Could be combined with the open and green spaces but specifically mentioned |
| “ | Clean with limited pollution | 30 – 64 and 65+ | |

| Environment and Climate Change | Concern | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------|-------------------------------|---------------------------|--------------------------|
| Environment and Climate Change | Building on open green spaces | All age groups | |

| | | | |
|---|--|-----------------|--|
| “ | Flood resilience, water management and drain maintenance | 30 – 64 and 65+ | |
| “ | Pollution | All age groups | C02 emissions; plastic; littering |
| “ | Climate change and general environmental degradation | All age groups | As above |
| “ | Cleanliness due to dog excrement and vandalism | All age groups | |
| “ | Devaluing of historic buildings | 65+ | But see Development, Design and Built Environment |
| “ | Corona virus | All age groups | Cited a couple of times but clear implications economically and socially |

| Environment, Climate Change, Heritage | Change | Difference(s) by subgroup | Quote/ other suggestions |
|---------------------------------------|---|---------------------------|---|
| Environment, Climate Change, Heritage | The protection and enhancement of green spaces including the planting of more trees | All age groups | |
| “ | Tackling Climate Change effectively – reducing pollution, single use plastic, and carbon emission | All age groups | “A genuine engagement with the climate emergency”. |
| “ | Preserve and protect the town’s heritage | 30-64 and 65+ | “It must keep its character, preserving its history but having good modern facilities for young and old”. |
| “ | More action on flood prevention, drain management and dredging | 30-64 and 55+ | Almost 70% of respondents thought this issue is at least important to prevent future flooding that has occurred previously in the town” |
| “ | Increased focus on litter picking, removal of graffiti and street cleaning | All age groups | |

| | | | |
|---|--|----------------|--|
| “ | The improvement of verges and roundabouts including maintenance, more planting of wild flowers and establishing wildlife corridors | All age groups | |
|---|--|----------------|--|

Access, Infrastructure and Transport

| Access, Infrastructure and Transport | Value | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------------|--|---------------------------|--|
| Access, Infrastructure and Transport | Connectivity to other larger towns and cities | Across all age groups | |
| “ | Proximity to major road networks (A417/M4/M5 | Across all age groups | |
| “ | Ease of accessing the town centre by foot | Across all age groups | |
| “ | Transport links (bus and rail) | 16-29 and 65+ | 51 bus and coach service to London mentioned |
| “ | Convenient access to the town centre | 30-64 and 65+ | |
| “ | Pedestrianised town centre that is relatively flat | Across all age groups | |

| Access, Infrastructure and Transport | Concern | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------------|---|---------------------------|--|
| Access, Infrastructure and Parking | The town infrastructure being unable to cope with continuous growth | All age groups | Linked to this are the maintenance and upgrades of drains and waste management |

| | | | |
|---|--|----------------|---|
| “ | Parking including availability, ease of access, cost and lack of disabled and short-term parking | All age groups | |
| “ | Traffic and road congestion | All age groups | |
| “ | Transport links and connectivity to other towns/cities including services, routes and frequency. | All age groups | |
| “ | Road maintenance – disrepair, potholes and poorly maintained pavements | All age groups | |
| “ | Lack of a network of cycle paths | All age groups | *Deemed as very important in the closed question on this in the survey* |

| Access, Infrastructure and Transport | Change | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------------|--|---------------------------|---|
| Access, Infrastructure and Transport | Light rail/rail links to Kemble and Swindon | All age groups | |
| “ | Devise and implement innovative strategies to tackle the parking issues for both residents and visitors | All age groups | Out of town car park “multi-storey car park needs to be built like a caruncle, in the town centre”; Park and Ride; increased residents’ parking; permit parking for those working in Cirencester; more short-term parking capacity. |
| “ | Establish more cycle paths and routes in and around town. | All age groups | “Connectivity and quantity of cycle paths improved”; “Safe segregated cycle paths everywhere”. |
| “ | More of the town centre to be pedestrianised to create better walking routes and reduce traffic and associated pollution and congestion. | All age groups | “Better infrastructure that allows traffic to flow easily without heading through town” |

| | | | |
|---|--|-----------------|--|
| “ | Improved public transport links including the creation of a transport hub in town | All age groups | Calls for improved links to Cheltenham, Gloucester, Swindon by bus. |
| “ | Change the traffic systems in town to make them clearer particularly for visitors. | 30 – 64 and 65+ | Cricklade Street; Castle Street and the Market Place were all mentioned. |
| “ | Implement a programme to sustain the maintenance of roads and pavements | All age groups | Resurfacing roads get rid of potholes effectively |

Development, Design and the Built Environment

| Development, Design and the Built Environment | Value | Difference(s) by subgroup | Quote/ other suggestions |
|---|--|--|--------------------------|
| Development, Design and the Built environment | The array and plethora of the varying architecture within the town | This was the predominant ‘like’ across all age groups for this theme | |
| “ | Beautiful individual town centre | 30 – 64 and 65+ | |
| “ | Ideal size (small) | 30 – 64 and 65+ | |
| “ | Market Place improvements including the Parish Church | 65+ | |

| Development, Design and the Built Environment | Concern | Difference(s) by subgroup | Quote/ other suggestions |
|---|--|---------------------------|---|
| Development, Design and the Built Environment | Expansion and overdevelopment of housing and its impact on the town – the proposed Chesterton development was cited numerous times | All age groups | “Need continued growth in the right way”. |
| “ | Lack of controlled and strategic planning for future development and expansion | 30 – 64 and 65+ | “That it will remain stuck in the past and fail to integrate innovative modern solutions to some of the challenges it faces”. |
| “ | Lack of affordable housing | All age groups | |
| “ | Loss of charm, character and individuality within the town | 65+ | The plans for the ‘eye sore’ multi storey car park by Waterloo |
| “ | Poor maintenance and neglect of buildings | All age groups | Cricklade Street; “tatty town centre” and “down market”. |
| “ | Modern additions not in keeping with the existing town aestheticism | 65+ | |

| Development, Design and the Built Environment | Change | Difference(s) by subgroup | Quote/ other suggestions |
|---|---|---------------------------|--|
| Development, Design and the Built Environment | More controlled planning of housing development to ensure more affordable and social housing is available | 30 – 64 and 65+ | Important for the continuity of the community |
| “ | More controlled planning with a vision for the future to ensure the town’s infrastructure can accommodate growth simultaneously whilst keeping the architectural beauty of the town | 30 – 64 and 65+ | This is also a major concern with all age groups |

| | | | |
|---|--|-----------------|---|
| “ | Carry through proposed developments to completion in a timely fashion | 30 – 64 and 65+ | The development of the area around Brewery Arts |
| Development, Design and the Built Environment | Remove and/or upgrade buildings that are an eyesore to make the town more attractive to inhabitants and visitors alike | All age groups | House of Fraser; Buildings in Cricklade Street; Magistrates Court; Police station |
| “ | Continue to enhance the Market Place | 30 – 64 and 65+ | Pedestrianised fully; return to original design; change the kerbs; introduce more seating |
| “ | Conduct more feasibility studies on potential areas for development | 30 – 64 | Development of the Amphitheatre area |

Economy, Business and Retail

| Economy, Business and Retail | Value | Difference(s) by subgroup | Quote/ other suggestions |
|------------------------------|---|-----------------------------------|---|
| Economy, Business and Retail | The variety of shopping generally | All age groups | “Breadth of shopping”. |
| “ | Thriving and compact town centre that encourages visitors | All age groups | The Market Place was mentioned several times as were the actual markets |
| “ | The array of independent and individual shops | 30 – 64 and 65+ | |
| “ | The range of amenities – restaurants, bars, coffee shops and hotels | 30– 64 and 65+ | |
| “ | Range of supermarkets | Predominantly 30-64 but a few 65+ | |

| Economy, Business and Retail | Concern | Difference(s) by subgroup | Quote/ other suggestions |
|------------------------------|--|---------------------------|--|
| Economy, Business and Retail | Town centre dying due to closure of a number of shops | All age groups | There were calls for more clothing and electrical shops meeting all needs, but particularly for the young and elderly. "The health of the retail offer". |
| " | Lack of business support and encouragement resulting in the loss of independent shops. | All age groups | "The high street is struggling to maintain the diversity of retail outlets". |
| " | The impact of on-line shopping and the resulting decline in the occupation of retail space | All age groups | "The closed House of Fraser is already quite a blot on the Market Place". |
| " | The impact of high business rents and rates slowing economic growth due to retail closures | All age groups | |
| " | The loss of visitor and tourist appeal and the impact on the local economy across all sectors. | All age groups | "Attracting visitors to the town and making it a desirable place to make a day visit to" |
| " | Declining employment opportunities for professionals and young people. | All age groups | |

| Economy, Business and Retail | Change | Difference(s) by subgroup | Quote/ other suggestions |
|------------------------------|--|---------------------------|-----------------------------------|
| Economy, Business and Retail | Endeavour to attract a range of retail outlets that will meet the needs of all age groups. | All age groups | "The health of the retail offer". |
| | Offer more support to local businesses to prevent the closure of shops and to attract new business ventures through the reduction of rents and rates | All age groups | "The high street is dying". |

| | | | |
|--|--|----------------|---|
| | Promote tourism to attract more visitors to the town to boost the local economy and provide employment opportunities | All age groups | |
| | Explore further initiatives and events that will help the town centre to retain its retail and hospitality vibrancy | All age groups | Different cuisines; improved farmers' and indoors |

Community, Culture and Leisure

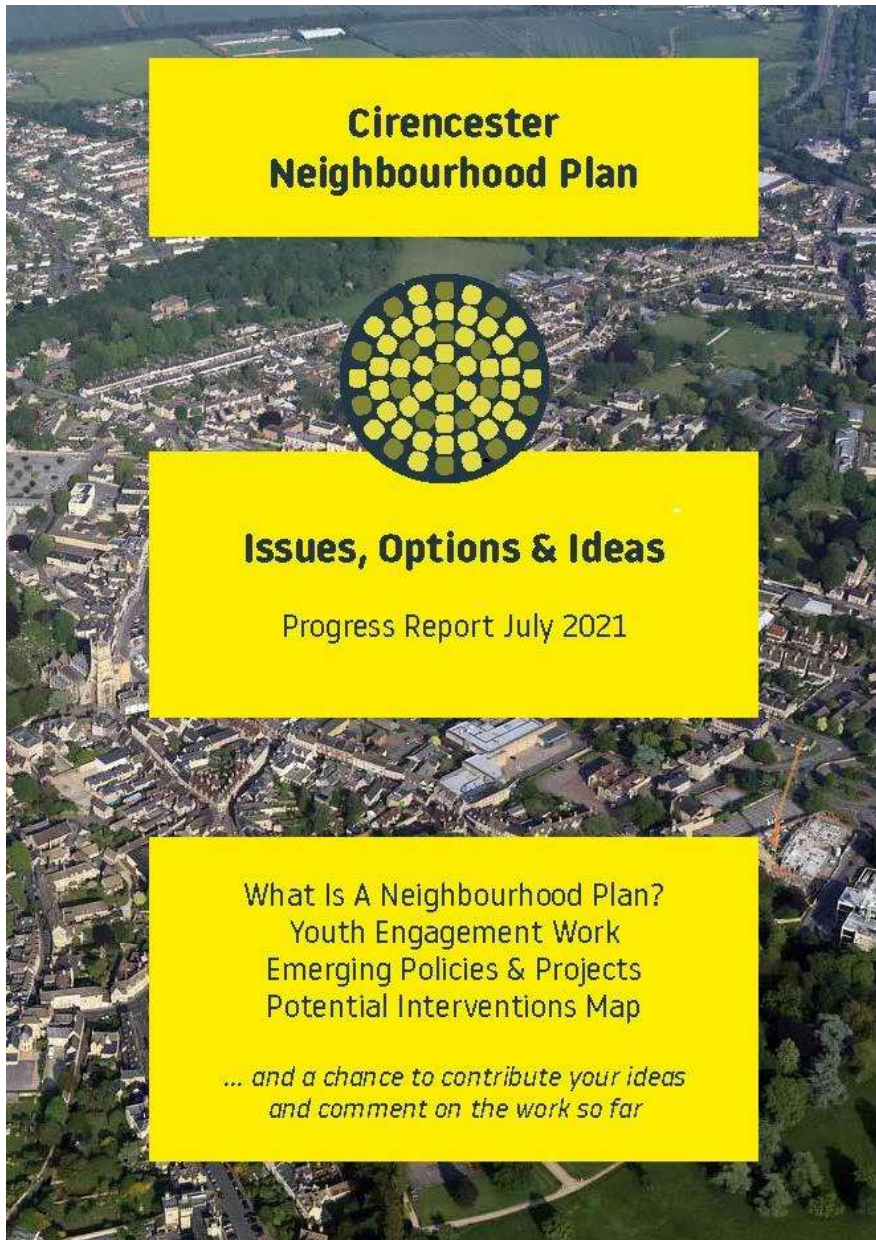
| Community, Culture and Leisure | Value | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------|---|--|--|
| Community, Culture and Leisure | The sense of a real community spirit | All age groups – this was by far the most valued | |
| “ | Friendly people | All age groups | |
| “ | Education and the number of varying institutes (schools, colleges and university) | All age groups | |
| “ | Range of community organisations and clubs | All age groups | Next Door App mentioned |
| “ | Leisure and entertainment; | All age groups | Outdoor pool; leisure centre; sport facilities; parks; events (Phoenix); choice of eating places; all adding to the quality of life. |
| “ | Other social venues | All age groups | Barn Theatre; Library; Museum |
| “ | Key services – Hospital; Doctors; Dentists | 30 – 64 and 65+ | |
| “ | Safety and low crime | 30 – 64 and 65+ | “Lovely laidback safe feeling”. |

| Community, Culture and Leisure | Concern | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------|---|---|--|
| Community, Culture and Leisure | The impact and strain on key services and amenities as a result of continuous growth and the increasing population. | All age groups | Includes health, education, housing, police, fire and other social services. |
| “ | Reduction in public services particularly with regards to the various hospital departments | All age groups but particularly 30 – 64 and 65+ | Proposed closure and restrictions of some hospital departments and services |
| “ | Loss of community spirit due to overdevelopment | All age groups | “Dilution of the community”. Ageing population, social isolation and increasing deprivation for the more vulnerable. |
| “ | Lack of recreation and leisure facilities | All age groups | See desired changes numerous calls for a cinema from all age groups |
| “ | Impact of insufficient youth provision leading to the younger generation going elsewhere to live leaving an elderly and ageing population | All age groups | Lack of opportunity to contribute to the community |
| “ | Impact of insufficient youth provision potentially increasing crime and delinquency | All age groups | Drugs and gangs were mentioned by 16-29 group |

| Community, Culture and Leisure | Change | Difference(s) by subgroup | Quote/ other suggestions |
|--------------------------------|---|---------------------------|--|
| Community, Culture and Leisure | The opening of a cinema | All age groups | This was by far the most frequent request from across respondents |
| “ | Improve the services and provision for young people | All age groups | Retain the youth population within the town; prevent anti-social behaviour |

| | | | |
|---|---|-----------------|---|
| “ | Improve the local health service | 30 – 64 and 65+ | Reinstate local hospital services to reduce the need to travel; an in-town drop-in health centre; medical centres in the Beeches and Stratton |
| “ | Initiate more community activities and entertainment for all ages | All age groups | Festivals; outdoor cinema; bowling; mini golf |
| “ | Provide more support for the homeless and the vulnerable | 30-64 and 65+ | |
| “ | Provide more recreation facilities for the younger generation | 30 – 64 and 65+ | Just under 75% of respondents thought the provision of recreational space was at least important; help to keep children safe |

APPENDIX B – Progress Report resulting from March 2020 and Spring 2021 Engagements



What Is The Cirencester Neighbourhood Plan?

Cirencester Town Council is supporting the preparation of the Cirencester Neighbourhood Plan, being prepared by the local community, the people who know and love Cirencester best. This will ensure that Cirencester gets the right development in the right place. When complete, the Cirencester Neighbourhood Plan will be used to influence and to decide planning applications, including new buildings and changes to existing buildings and the use of land across the whole town.

The neighbourhood plan is being prepared by Steering Group of local people on behalf of the Cirencester Town Council. This report sets out progress so far and the ideas, issues

and options discussed by the Steering Group. Cirencester has a rich history and a bright future. The Steering Group would like to hear from you and to get your thoughts on that future. You can do this by providing your own ideas and by commenting on those set out in this report.

Neighbourhood planning is a powerful tool that gives communities statutory powers to shape how their communities develop. The Cirencester Neighbourhood Plan will be a document that sets out planning policies for the whole of the town, consisting of the eight election ward boundaries of Abbey, Beeches, Chesterton, Four Acres, New Mills, St Michael's, Stratton and Watermoor.

| Time Line | Plan Preparation Actions |
|-----------------------------|--|
| March 2020 | Early community engagement via a questionnaire survey |
| rest of 2020 | Thematic Groups develop specific policy and project ideas |
| Spring 2021 | Digital focus groups held on Zoom to test ideas further |
| April to June 2021 | Youth engagement with college and local schools |
| July 2021 | Preparation of this Progress Report |
| Summer 2021 | Consultation on this Progress Report |
| Estimated Forward Time Line | |
| Autumn 2021 | Refine policy and project ideas based on feedback received |
| Winter 2021 | Further public consultation and engagement work |
| Spring 2022 | Formal 6-week (minimum) consultation of full draft of the plan |
| Spring 2022 | Revisions and changes based on consultation results |
| Summer 2022 | Submission of revised plan to Cotswold District Council |
| Late 2022 | Independent examination |
| Spring 2023 | Referendum (plan obtains legal force if supported at referendum) |

For more information on progress to date, please go to www.cirencesternp.org



Youth Engagement with Cirencester College



Earlier this year, the neighbourhood plan team worked with young adults from Cirencester College, who shared their experiences of life in the town and the things they would like to improve in the future.

With the support of the geography staff, the college students participated in a design workshop in Cricklade Street, using foam blocks light enough to move but strong enough to sit on. These blocks sparked illuminating conversations with the public about how the town can be better designed as a place to stay rather than a place to shop and how it can be more welcoming to young people.



What the college students said ...

"We come to town to meet up, to go to a café"

"We often meet in Abbey Grounds as it is a more open space"

"It would be good if there were fewer cars in town"

"We like Black Jack Street because there are lots of independent shops, there is lots to look at and it feels like you are in another country"

"Black Jack Street is nice because there are plants outside the shops, it looks more welcoming than Cricklade Street"

"Abbey Gardens could have more events, such as five-a-side football"

"There needs to be more public space – the area behind Cricklade Street – there is loads of space here but it is badly designed, this could be a great social space with a market"

"There are no public toilets in the park or town centre and there really needs to be otherwise you have to go into a café"

"We really like the area outside the Abbey with the coffee vans and informal seating"

"The skate park is far away from town, it's like we don't belong in town. If the skate park was closer to town we would use the shops and cafés"

To see more results and to add your own ideas to the mix, please go to www.cirencesternp.org



Youth Engagement with Local Schools

Meanwhile, the neighbourhood plan team have asked children at several local schools — Chesterton, Watermoor, Stratton, Paternoster and Powell's — for their ideas. These younger children from across Cirencester have been creatively designing playful new spaces. Using a bespoke worksheet distributed through the schools, they were asked a series of questions and invited to draw ideas for the future. Below is a summary of the main messages received.

Q. Talk to each other about your journey to school. Please write down three things that would improve your journey.



1 Modes of Transport

More Cycle Paths or Routes
Less Traffic & Fewer Cars
More Cycling

65

16

14

8



2 Maintenance

Less Dog Mess
Cleaner, Less Litter
Fewer Potholes

52

16

13

10



3 Improving Streets & Paths

Lower Speed Limits, Less Speeding
Wider Walking Paths
More or Different Routes

42

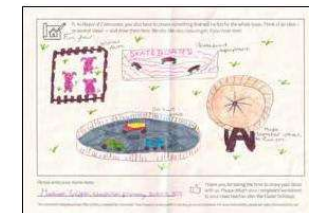
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7

6

Number of responses from the total of 97 received that included these types of details...

... and the top three suggestions within that category of response



Here are just a few examples of the 97 schools worksheets returned to the project team. Careful analysis of all the drawings provided an insight to the types of changes this age group would like to see.



To see more results and to add your own ideas to the mix, please go to www.cirencesternp.org



Q: Imagine you have a friend from far away coming to visit. They want to see Cirencester. Where would you take them and why?

| | | |
|---|--|-----------|
|  | 1 Pretty Outdoor Places | 69 |
| | Abbey Grounds | 18 |
| | Parks | 17 |
| | Cirencester Park | 15 |
|  | 2 Urban & Civic Places | 48 |
| | Museum | 8 |
| | Shops | 6 |
| | Town Centre | 5 |
|  | 3 Adventure Activities & Sports | 29 |
| | The Outdoor Pool | 9 |
| | Other Swimming Pools | 5 |
| | Leisure Centres | 3 |

Q. You are Mayor of Cirencester! Please create something that will be fun for the whole town. Think of an idea — or several ideas!

| | | |
|---|--|-----------|
|  | 1 Sports & Adventure Activities | 52 |
| | Trampoline Park | 10 |
| | Water Park | 10 |
| | Skate Park | 8 |
|  | 2 Entertainment & Things To Do | 52 |
| | Cinema | 11 |
| | Fun Fair | 7 |
| | Theme Park | 5 |
|  | 3 Playground Equipment | 50 |
| | Slides | 10 |
| | Swings | 10 |
| | More Playgrounds | 6 |



Draft Vision, Aims & Objectives

DRAFT VISION The Cirencester

Neighbourhood Plan needs a Vision Statement at the beginning, to help set the scene. Neighbourhood plan vision statements can be a single sentence or a few paragraphs, setting out in words the type of place the town and surroundings should be like in the future. What sort of place will Cirencester be to live, work and visit? What sort of qualities and characteristics it should exhibit? This is the draft Vision Statement (right) developed by the Steering Group and based on all the research undertaken to date. **What do you think? Do you agree?**

DRAFT AIMS & OBJECTIVES What do the planning policies and projects in the plan seek to achieve? How do they work together? The aims and objectives should be concise statements setting out what protections and enhancements to Cirencester will be brought about by the plan. These are important as they will become benchmarks against which the effectiveness of the plan will be assessed post-referendum. Below is a set of draft aims and objectives. **What do you think?**

From Roman origins to a bright zero carbon future, Cirencester — the capital of the Cotswolds — will be a place that responds fully to the climate emergency, where we can celebrate the town's rich history and attractive appearance; where we can enjoy spending time, both in the urban streets and spaces and in the green open spaces and nature reserves; where workers, residents and visitors want to be; where developments integrate the needs of people and nature; and where there is a distinctive character and identity, rooted in traditional town centre uses, all enriched by new businesses and sustainable economic activity

To comment on the draft Vision, Aims & Objectives, please go to www.cirencesternp.org and complete the survey

1. Maintain and enhance the distinctive Cotswold visual character of Cirencester, its immediate setting, and the wider neighbourhood area.
2. Coordinate all new development so that it contributes to the "20 Minute Neighbourhood Model" including the creation of safe, sustainable, liveable and mixed communities with good access to jobs and essential services for the whole community.
3. Create a robust yet flexible network of streets and spaces to effectively promote active travel modes, for both current and future populations.
4. More effectively integrate the outlying residential areas with the town centre core, overcoming the barrier effect of highways infrastructure as currently experienced.
5. Reduce demand for energy, improve air quality, mitigate flood risk and achieve net zero carbon.
6. Protect and enhance the natural and historic environment, the quality and character of the built environment and the wider countryside.
7. Raise the quality of new development through use of sustainable materials, methods, details, and inclusive design that responds to the Cirencester context.
8. Ensure that land made available for development will be developed in an efficient manner, in such a way as to improve people's quality of life, for both new and existing residents.
9. Manage the threat of flood by safeguarding functional floodplain and ensuring that such measures necessary to protect the area are undertaken.
10. Deliver the community infrastructure necessary to support an evolving town into the future.

Emerging Planning Policies

The main part of a neighbourhood plan is a series of planning policies that will be used to determine future planning applications e.g. should a development proposal be granted planning permission or not? The planning policies will be used to help make these decisions. The draft planning policies in this report have been developed by the Steering Group and are grouped into six different themes or topic areas. At the present time, the draft policies are only short one-liners. The final policy statements will be more comprehensive.

What do you think? Do you agree? Are there issues important to you that you feel are missing from this set of draft planning policies?



Access & Movement

* active travel means walking and cycling

1. Improve active travel* routes that connect outlying residential areas (e.g. Stratton, the Beeches etc) with the town centre core.
2. Establish better active travel links between the town and the surrounding countryside e.g. Water Park, Kemble etc.
3. Through a range of coordinated measures – including street design, town centre management, signage, and a vehicle parking strategy – seek to reduce the number of vehicle movements within the town centre.
4. Support for the development of a single public transport hub, that will allow convenient and easy access to bus services, car clubs and taxi ranks.
5. Backing for measures that make walking and cycling more convenient across Cirencester.



Design & Built Environment

6. New development and their designs to respond positively to the Cotswold vernacular and the distinctive Cirencester context.
7. New developments to be sited in ways that protect and enhance identified views and vistas e.g. of church towers.
8. Promotion of locally affordable new homes in the most sustainable locations.
9. Encourage the conversion of upper floors across the town centre to residential uses to support a larger population living in the centre.
10. All development proposals required demonstrate how they will contribute to the "20 Minute Neighbourhood Model" – see interventions map for details.



Quality of the Public Realm

11. Support for proposals that enhance the quality of streets and spaces, such as better surface materials, more generous space for pedestrians and improved lighting.
12. Proposals that make Cirencester more walkable and more sociable, that identify and enhance spaces for social encounters – "bumping spaces" – will be supported by the plan.
13. Through the submitted Design & Access Statements (DASs) planning applications will be expected to demonstrate how they can enhance the town's streets and spaces and how they respond to relevant street design guidance.
14. Protect identified and mapped Non-designated Heritage Assets.
15. Support for a heritage trail, new wayfinding systems and quality signage.



Emerging Planning Policies /... continued



Economy

16. Proposals that offer to introduce the missing elements of the "20 Minute Neighbourhood Model" to the town will be supported.
17. Proposals that will erode the critical mass of town centre economic activity will be resisted. This includes proposals that will convert employment, leisure, food/drink, commercial or social spaces to residential uses.
18. New models of town centre economic activity, such as hybrid spaces – cafe, workshop, performance, health, education, co-working, social and/or community spaces – will be supported.
19. Protection of ground floors within the town centre core from conversion to residential. This will safeguard street level spaces for retail, social, community and entrepreneurial activity that will maintain a vibrant and lively town centre atmosphere.
20. Protect, enhance existing employment areas (e.g. Love Lane Industrial Area) allowing flexible growth through the sensitive introduction of new economic uses and activities. Seek the repurposing of out of town retail "sheds" to alternative commercial or social use as retail demand declines.



Environment & Climate Change

21. Support for proposals that move the town towards net zero carbon and mitigate the effects of climate change.
22. Identify and protect Local Green Spaces (LGS) as designated by the plan. These are spaces that are local in character, in reasonably close proximity to the community and hold a particular local significance, for example because of their beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.
23. Protect and enhance land identified as important for biodiversity, wildlife habitats and/or wildlife corridors, river corridors and wetlands.
24. Protect the functional floodplain from development, with the exception of essential infrastructure works required by flood mitigation.
25. Development proposals to accord with approved sustainable ultra-low carbon construction methods and "Building With Nature" techniques.
26. Measures that improve air quality across the plan area, especially in the town centre, will be supported.



Wellbeing & Community

27. Health Impact Assessments (HIA) will be required to support certain types of planning applications (criteria to be determined) with a key issue for HIAs to address being the cycling and walking characteristics of each new developments and how they collectively contribute to the connectivity of the whole town.
28. Protect and enhance access to open spaces – especially those that are green, open and accessible for recreation, sport and play – in order to support physical, social and mental wellbeing.
29. Support a network of appropriate play spaces for all ages.
30. The plan will promote new town centre cultural and leisure activity and destinations.
31. Require new development to limit light and noise pollution to enhance the ambience of the town and maintain dark skies at night.



To comment on the draft Planning Policies, please go to www.cirencestermp.org and complete the survey

Draft Plan Projects List

Neighbourhood plan projects are the capital works (e.g. a new community centre, a new stretch of footpath, investment in children's play area) or management initiatives (e.g. a town centre manager, a tourism strategy, a new community group that can collaborate and raise funds) that will ultimately be how some or all of the planning policies will be implemented

Here is a list of draft projects for inclusion in the Cirencester Neighbourhood Plan. What do you think? Do you agree? Are there projects that you feel are missing from this set of projects?

1. Introduce flood alleviations schemes at various locations across the town, as appropriate
2. Establish a series of connected cycle paths around the edge of town ("the wheel") that connect to routes into the town centre ("the spokes")
3. Establish longer distance cycle paths as follows: from Cirencester to Kemble; from Cirencester to South Cerney; and from Siddington to Stratton (improving the current inadequate shared space along the Gloucester Road)
4. A project to encourage the opening up of school buildings and grounds for community and public use during holidays, weekends and evenings
5. Ensure future technological requirements for vehicle fuel systems and energy sources are provided across the whole town e.g. Public electric vehicle charging points, hydrogen delivery pumps etc
6. Funding for regular, all-week (including late evening) public transport connections to key regional centres (e.g. Cheltenham), rail interchanges, hospitals and local destinations (e.g. Fairford and Tetbury)
7. Establish a Business Improvement District (BID) for the town centre
8. Establish a Town Centre Manager
9. Create a Cirencester Tourism Strategy, separate but linked to Cotswold-wide strategy
10. Establish better links with regional/ Gloucestershire business and skills bodies and exploit Cirencester's education cluster reputation to attract new businesses
11. Reconnect the Roman amphitheatre to the town centre, working with AQIVA and GCC Highways to identify a new connection location, funding and type, to be supported by brown heritage signage and maintenance
12. Project to identify methods and locations for new physical connections – including footpaths, cycleways, bridges, light-controlled crossings – to better link outlying residential areas with the town centre
13. Identify existing playgrounds in need of funding and/or maintenance and gaps in provision where new play spaces should be provided
14. Identify an alternative site and an operator for a new cinema project, to be part of a venue that can also support live music
15. Increase the number of neighbourhood assets (e.g. community spaces, play areas etc) in The Beeches, Outer Watermoor and Chesterton
16. Create a walking map for Cirencester, that identifies small spaces for social encounters, together with green and pleasant routes to link where people live with the town centre.
17. Audit mapping of all sports and recreational facilities to ensure the type, distribution, and quantity is appropriate for a growing population
18. Audit mapping of social and recreational spaces to ensure all spaces are inclusive of gender, age and disability
19. Audit mapping of all town views and vistas



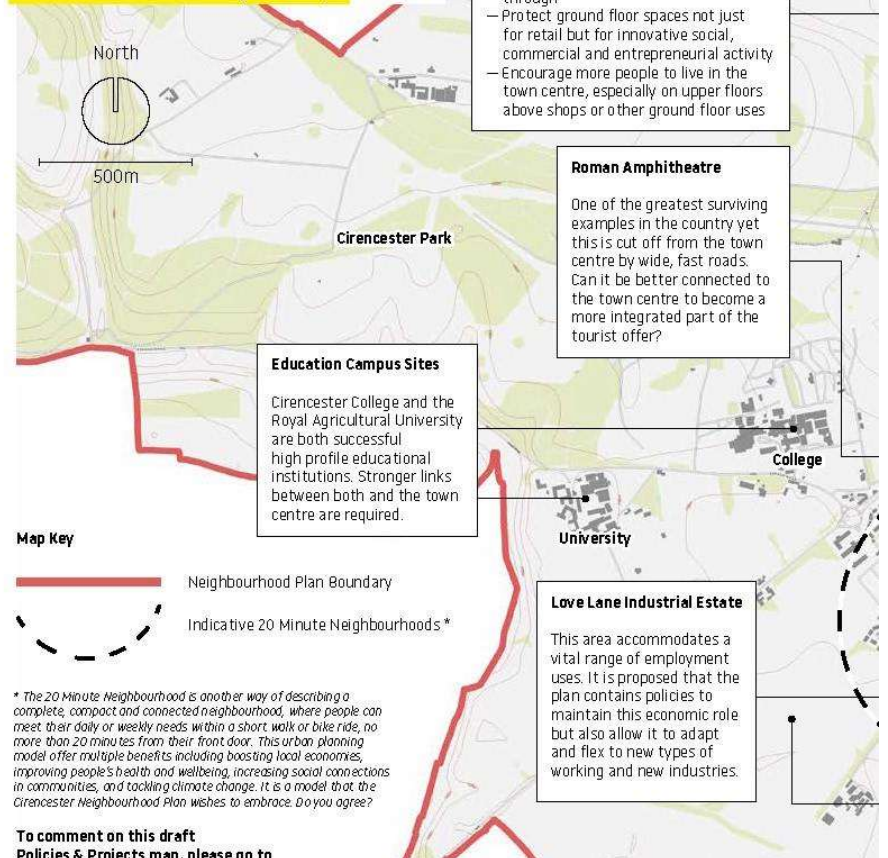
To comment on the draft Plan Projects, please go to www.cirencesternp.org and complete the survey

Potential Interventions Map

The final Cirencester Neighbourhood Plan will contain a map showing to which areas policies will apply and where projects could be delivered.

This is a draft version of the type of map that will appear in the final version of the plan.

Which areas would you wish to highlight? Which places would you want to see protected and why? And which areas could change and why?



Map Key

- Neighbourhood Plan Boundary
- Indicative 20 Minute Neighbourhoods *

* The 20 Minute Neighbourhood is another way of describing a complete, compact and connected neighbourhood, where people can meet their daily or weekly needs within a short walk or bike ride, no more than 20 minutes from their front door. This urban planning model offer multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change. It is a model that the Cirencester Neighbourhood Plan wishes to embrace. Do you agree?

To comment on this draft Policies & Projects map, please go to www.cirencesternp.org and complete the survey



The 21st Century Town Centre

Even before the Covid-19 pandemic, towns centres across the UK were struggling with the decline of bricks n' mortar retail. Post-pandemic, many town centres may be geared more around leisure, culture and outdoor social spaces and less about retail or employment. Could this be true for Cirencester too? With these trends in mind, the neighbourhood plan:

- Seeks to revitalise streets and spaces (especially Cricklade Street) as places to spend time and enjoy not just pass through
- Protect ground floor spaces not just for retail but for innovative social, commercial and entrepreneurial activity
- Encourage more people to live in the town centre, especially on upper floors above shops or other ground floor uses

Roman Amphitheatre

One of the greatest surviving examples in the country yet this is cut off from the town centre by wide, fast roads. Can it be better connected to the town centre to become a more integrated part of the tourist offer?

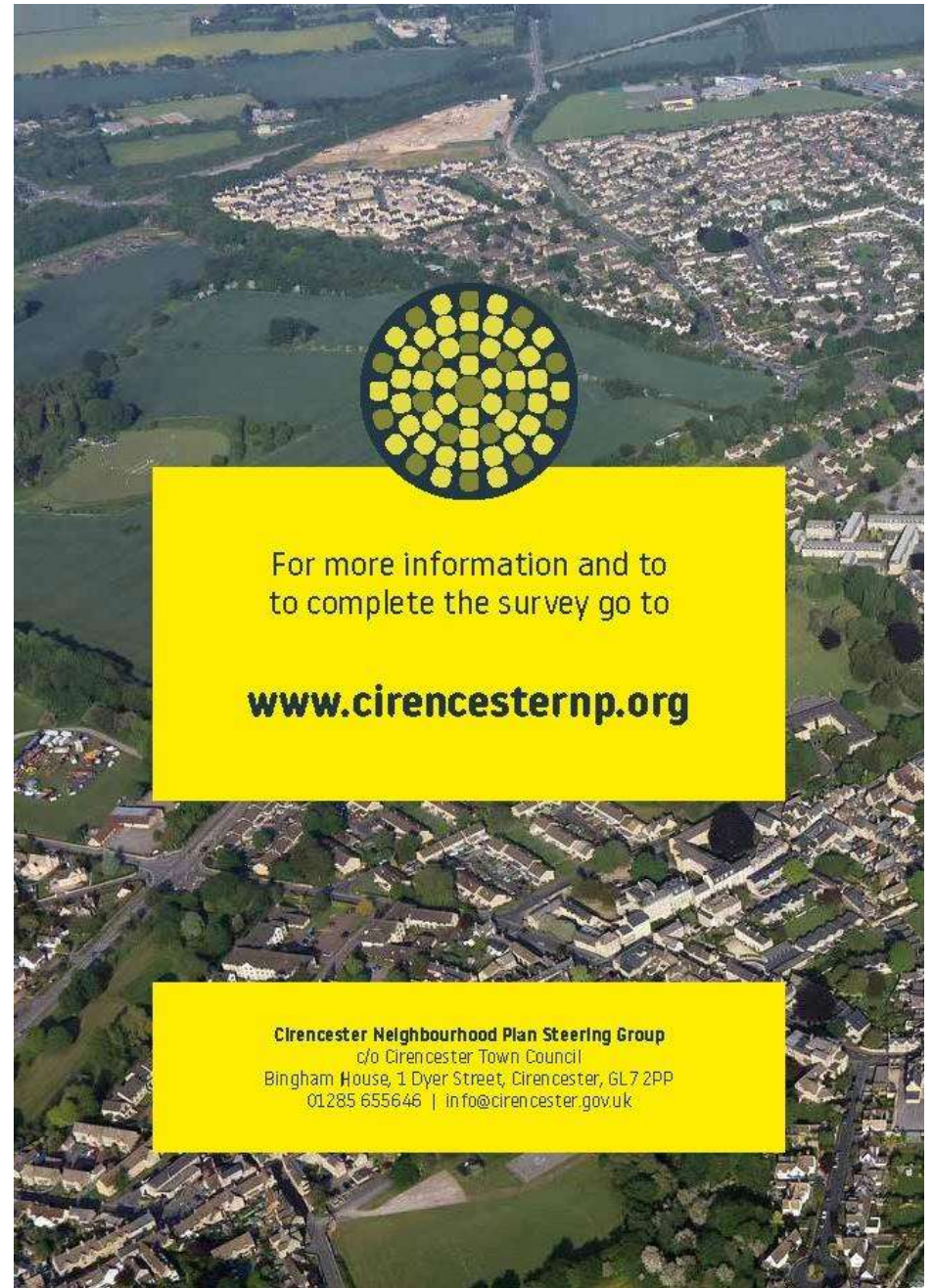
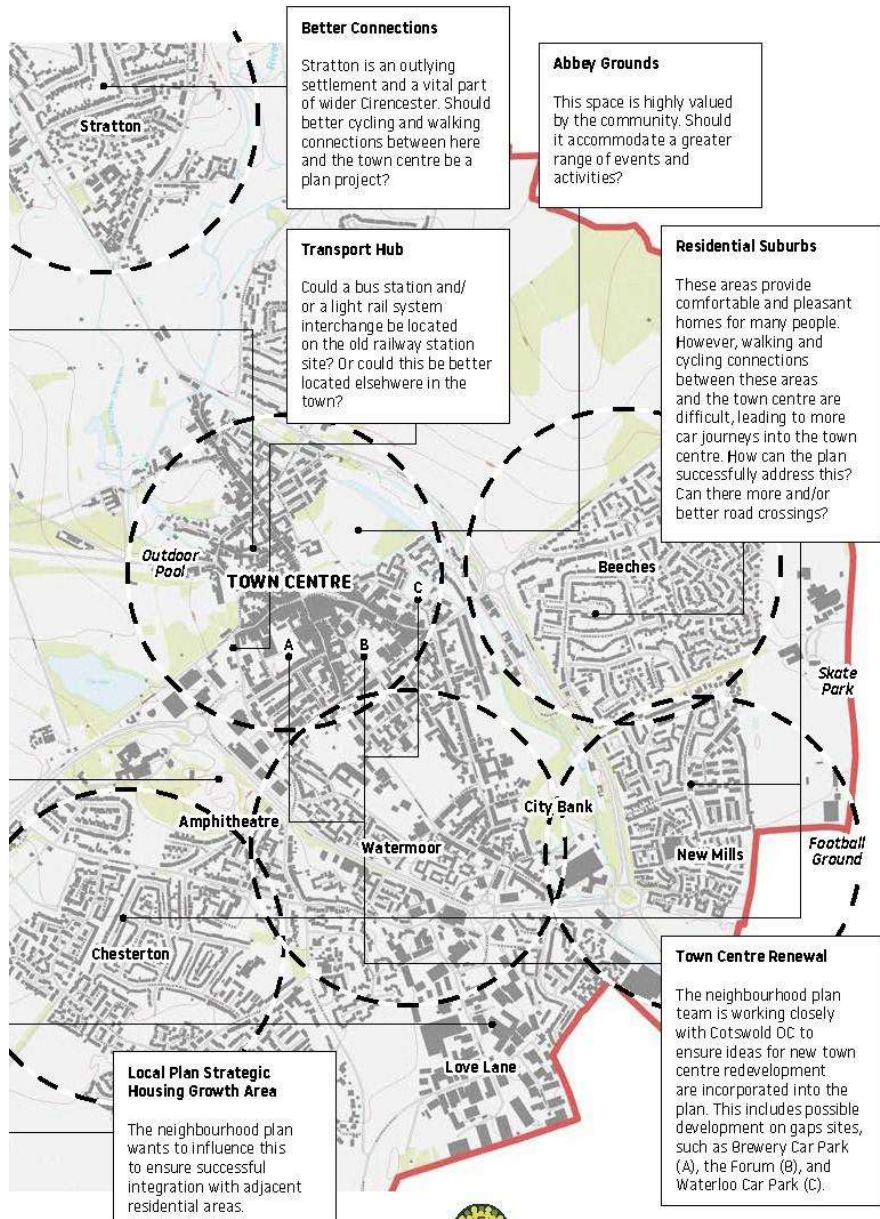
Education Campus Sites

Cirencester College and the Royal Agricultural University are both successful high profile educational institutions. Stronger links between both and the town centre are required.

University

Love Lane Industrial Estate

This area accommodates a vital range of employment uses. It is proposed that the plan contains policies to maintain this economic role but also allow it to adapt and flex to new types of working and new industries.



For more information and to complete the survey go to

www.cirencesternp.org

Cirencester Neighbourhood Plan Steering Group
c/o Cirencester Town Council
Bingham House, 1 Dyer Street, Cirencester, GL7 2PP
01285 655646 | info@cirencester.gov.uk

APPENDIX C – Summer 2021 Progress Report Engagement – Results

Question A. Do you agree with the draft Vision Statement?

- Yes (22 Participants - 67%)
- No (5 Participants - 15%)
- Don't Know (6 Participants - 18%)

Question B. Age Profile

- 26 - 35 (3 Participants – 9%)
- 36 - 45 (2 Participants – 6%)
- 46 - 55 (7 Participants – 22%)
- 56 - 65 (5 Participants – 16%)
- 66 - 75 (10 Participants – 31%)
- 75 + (4 Participants – 13%)

Question C. What would you change about the draft Vision Statement?

- The Vision Statement should be less focussed on the climate crisis. Yes, mention it but put local community interests at its heart, for example Cirencester's award winning parks.
- There should be more focus on building strong residential communities.
- The Vision statement is too long winded, unwieldy, and unfocussed and it therefore does not really become clear what difference it would make to the town.
- Improve the poor cultural and creative opportunities. Do not restrict the Vision Statement to "traditional town centre uses" but be open to progress and include leisure and entertainment.
- Support small local rural businesses and weed out cafes and beauty parlours.
- Green spaces and nature reserves need to be biodiverse; lawns are diversity dead zones.
- Prioritise the 20 Minute Neighbourhood.
- Create better looking and functioning toilets.
- Include a car free and no parking market place to create an attractive space that will attract all sorts of activity.
- Emphasise the control of development more.

Question D. Aims and Objectives Top 3 – The following aims were the most popular when ranking:

- Protect and enhance the natural and historic environment, the quality and character of the built environment and the wider countryside.
- Coordinate all new development so that it contributes to the "20 Minute Neighbourhood Model" including the creation of safe, sustainable, liveable, and mixed

- communities with good access to jobs and essential services for the whole community.
- Create a robust yet flexible network of streets and spaces to effectively promote active travel modes, for both current and future populations.
- Reduce demand for energy, improve air quality, mitigate flood risk, and achieve net zero carbon.
- More effectively integrate the outlying residential areas with the town centre core, overcoming the barrier effect of highways infrastructure as currently experienced.
- Maintain and enhance the distinctive Cotswold visual character of Cirencester, its immediate setting, and the wider neighbourhood area.
- Deliver the community infrastructure necessary to support an evolving town into the future.
- Manage the threat of flood by safeguarding functional floodplain and ensuring that such measures necessary to protect the area are undertaken.

Question E. Which Emerging Planning Policies are most important to you? Top 5 - The following aims were the most popular when ranking:

- Improve active travel routes that connect outlying residential areas (e.g. Stratton, the Beeches etc) with the town centre core.
- Protect and enhance access to open spaces — especially those that are green, open and accessible for recreation, sport and play — in order to support physical, social and mental wellbeing.
- Establish better active travel links between the town and the surrounding countryside e.g. Water Park, Kemble etc.
- Through a range of coordinated measures — including street design, town centre management, signage, and a vehicle parking strategy — seek to reduce the number of vehicle movements within the town centre.
- Support for proposals that move the town towards net zero carbon and mitigate the effects of climate change.

Question F. Which of the 19 draft Planning Projects are most important to you? Top 5 - The following aims were the most popular when ranking:

- Funding for regular, all-week (including late evening) public transport connections to key regional centres (e.g. Cheltenham), rail interchanges, hospitals and local destinations (e.g. Fairford and Tetbury)
- Project to identify methods and locations for new physical connections — including footpaths, cycleways, bridges, light-controlled crossings — to better link outlying residential areas with the town centre
- Establish a series of connected cycle paths around the edge of town (“the wheel”) that connect to routes into the town centre (“the spokes”)
- Establish longer distance cycle paths as follows: from Cirencester to Kemble; from Cirencester to South Cerney; and from Siddington to Stratton (improving the current inadequate shared space along the Gloucester Road)
- Introduce flood alleviations schemes at various locations across the town, as appropriate

APPENDIX D – Regulation 14 Consultation Responses

Table 3 - Responses from Statutory Consultees and Other Organisations

| REG 14 COMMENTS RECEIVED FROM ORGANISATIONS INCLUDING STATUTORY CONSULTEES | | | |
|--|----------------------------------|---|--|
| Ref. | Name | Summary of Comments Received | Response from the Qualifying Body |
| | Cotswold District Council | 05 TOWN CENTRE | |
| 1 | | Pg 27 General Principles supported but note they are subject to 'planning balance' | Noted - no change necessary current main body text and policies adequate |
| 2 | | Pg 26 PARA 5.8 Refer to 'Integrated Mobility Hub' or similar e.g. 'The Hub' throughout doc instead of IMH, to improve accessibility. Reference to IMH preferred site being unknown is not wholly accurate - suggest share indications provided in CDCs Cirencester Area public Transport Study re Forum and Brewery sites. | Noted - plan to refer to IMH as Integrated Mobility Hub throughout and reference to be made to possible suitable locations as identified in CDC Cirencester Area Public Transport Study. |
| 3 | | Pg 26 PARA 5.8 paragraph further explains, "...but criteria to indicate the most viable location is set out in the supporting information to Policy AM 4." AM4 criteria include a requirement for the IMH to be a terminus for a light railway between Kemble and Cirencester. It will be important that CTC demonstrate the deliverability of this requirement | Noted - plan revised accordingly |
| 4 | | Pg 27 clause 21 We suggest perhaps 'innovative methods of construction should be encouraged in order to help deliver net zero' rather than 'modern'. | Noted - plan revised accordingly |
| 5 | | TC1 and TC2 Could reference to 'in accordance with' (TC1) and 'not compromise, conflict or be in any other way incompatible' (TC2) be simplified to one phraseology to avoid challenge or uncertainty should the areas of change as the Masterplan progresses. | Noted - plan revised accordingly |

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| 6 | TC1 and TC2 advise against seeking to alter TC boundary, as presented in the adopted Local Plan, without taking account of evidence supporting the emerging Local Plan and TCMP. | Noted - plan revised accordingly |
| | 06 ACCESS & MOVEMENT | |
| 7 | pg 29 para 6.3 LCWIP is GCC publication | Noted and corrected |
| 8 | AM1 Remove a-c and instead include references to those as explanation/ community ambition. Due to technical issues around parts of proposed routes being outside neighbourhood boundary and/or non land use planning matters. | Noted - plan revised accordingly |
| 9 | AM3 Redraft, along the lines of: 'Development proposals which bring forward measures to enhance the pedestrian experience will be supported. These measures include....' Would also be good to see additional clause about making pedestrian routes more attractive and biodiversity-rich to encourage pedestrians to actually use them. Avoid new or "improved" cycle and pedestrian routes that are fine in terms of surfacing etc but that are not welcoming and that do not deliver on their potential to increase biodiversity connectivity. | Noted - plan revised accordingly |
| 10 | AM4 Change policy wording to talk about physical infrastructure (ease of access and ability to accommodate) criteria rather than more operational, such as inclusion of long-distance coaches. Liaise with CDC to establish best policy mechanism for determining selection criteria and location. | Noted - Policy revised in consultation with CDC |
| 11 | AM5 Suggest redraft 'Development which creates or enhances (remove 'effective connections through') public transport links with towns which are economically important to Cirencester will be supported.' | Noted - Policy revised in consultation with CDC |
| | 07 DESIGN & BUILT ENVIRONMENT | |
| 12 | Pg 37 7.13 Re references to planting more trees, be aware of need for scheduled monument consent in some parts of town so important to retain trees already in such areas. | Noted - no change necessary current main body text and policies adequate |
| 13 | Para 7.14 suggest more ref to CTC public realm design guide | Noted - no change necessary current main body text and policies adequate |
| 14 | 7.32 re 'absence of local list' - there is one being developed as data comes forward. | Noted - no change necessary current main body text and policies adequate |

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| 15 | 7.37 delete or amend paragraph as absence of list does not mean NDHAs are not protected in planning. NDHAs are identified through development management process. | Noted - plan revised accordingly |
| 16 | 7.38 beware must still be in tune with NPPF. Tightening policy wording makes NDHAs more obvious, not more protected. | Noted - no change necessary current main body text and policies adequate |
| 17 | Pg 44 7.48 Beware if outline permission already granted, the development can't be forced to be net zero. | Noted - plan revised accordingly |
| 18 | Pg 46 DESIGN CHECKLIST establish the status of this checklist as expansion of policy or mini design code. Needs to reflect the different character areas and different architectural approaches in Cirencester. Seems very town centre focused. Unless a character area approach is undertaken, we would suggest simply referencing the Cirencester context, encouraging developers to take design cues directly from the town. | Noted - plan revised accordingly |
| 19 | Pg 51 8.15 recommend separating out issues and more clearly setting out points relating to signage. | Noted - plan revised accordingly |
| 20 | DBE1 Confusing start, wordy and seems to be about public realm. Seems to specifically apply to development of multiple units. What about single unity infills or intro of a unit number threshold. Checklist appears to be more a validation requirement rather than policy and couldn't be used as basis for refusal in planning. Should reference Cotswold Design Code. | Noted - Policy revised in consultation with CDC |
| 21 | DBE2 Recommend amending first clause: Development proposals should demonstrate (delete: 'through a Design and Access Statement or Visual Impact Statement') how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester: | Noted - Policy revised accordingly |

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| 22 | <p>DBE3 Clause (a) Conservation areas are designated heritage assets, and thus the planning test that must be met is set out in the NPPF, paragraphs 200 through to 202. Clause (b) is problematic, as planning usually operates on use classes rather than more specific occupancy. The occupier or tenant could change at any moment, potentially undermining the argument for a permission just given, yet not empowering its removal. Retail premises could be merged to allow use by a pharmacist, for a vape shop to move in upon completion. We note that 'much needed services' is a subjective point. Clause (d) Is there a risk this could undermine the HMO policy, DBE 7? Does it facilitate a landlord unable to get HMO permission to formally subdivide into separate flats instead, and thus circumvent?</p> | Noted - Policy revised in consultation with CDC |
| 23 | <p>DBE4 policy to be re-drafted to state that those buildings and structures listed in appendix 5 should be considered as non-designated heritage assets and the appropriate local and national policies applied to them and note that further NDHAs may be identified subsequently; as noted in para 7.41, appendix 5 is not a definitive list. There is no need to add anything further.</p> | Noted - Policy revised accordingly |
| 24 | <p>Appx 5 NDHAs Correct where images separated from text, mislabelled image and provision of clearer maps to show extent of NDHAs.</p> | Noted – Mapping, images and text to be reviewed |
| 25 | <p>DBE5 there is inconsistency from Planning Inspectorate re this in NPs and CDC suggests we consider how similar approaches are received in other emerging plans. Should mention embodied carbon in policy and clarify Clause e. position on 'carbon offsetting' - re. not permitting it, do we actually mean to say that 'as a way of meeting the environmental requirements of the policy'? or should we be clarifying that to say that where a development proposal has sought to minimise impact, and still sought to offset any residual environmental harm, say from construction traffic, the Plan would welcome that commitment'?</p> | Noted - Policy revised in consultation with CDC |
| 26 | <p>DBE6 CDC advocates approach, in spite of Gov. statement 13 Dec. 2023, as necessary to stay true to vision for the NP. Re. e) question if high performing buildings, meeting heating and lighting requirements in this way can really meet all needs of occupants, where for example may have electric car, home working etc</p> | Noted - Policy revised accordingly |
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| | | 08 QUALITY PUBLIC REALM | |
| 27 | | QPR2 a) define 'unacceptable' to avoid subjectivity. QPR2 b) question appropriateness of expanding Ciren Town Centre Public Realm Design Code to whole town. Suggest 20th and 21st century suburbs should reflect immediate setting. | Noted - Policy revised accordingly |
| | | 09 THE 20 MINUTE NEIGHBOURHOOD | |
| 28 | | TMN1 consider application of policy to single unit infills/smaller unit numbers as it seems more applicable to multiple unit developments. Consider introducing a unit number threshold? | Noted - Policy revised accordingly, avoiding the need to apply threshold numbers |
| 29 | | TMN1 a) 'contribution' in second sentence undermines first as suggests financial value attached. | Noted - Policy revised accordingly |
| 30 | | TMN1 b) Suggest move to 06 A&M section to improve clarity and focus on this important policy area. | Noted - plan revised accordingly |
| 31 | | TMN1 e) Recommend additional wording such as 'New Development should....' | Noted - plan revised accordingly |
| | | 10 THE NATURAL ENVIRONMENT | |
| 32 | | 10.21 Local Nature Recovery Strategy will be county level so not in detail suggested here and 'recommended off site opportunities' have not been identified. If they are to be included, would need to be agreed with the landowners and mechanisms put in place to deliver off site Biodiversity Net Gain (BNG) in these locations. | Noted - plan revised accordingly |
| 33 | | 10.23 Reads like policy but not and would present challenges e.g. required consultation with local ecology experts and focus being in town greenspaces given potential disturbances from people and dogs etc. | Noted - plan revised accordingly |
| 34 | | Para 10.42 Please note that our Green Infrastructure Strategy is no longer draft. | Noted - plan revised accordingly |

Page 64,65,Appendix04 CDC objects to the inclusion of a number of sites: Ashcroft Roads Bowls Club, Brewery Court, Catalpa Square, Cricklade Street/West Way seating, Old Tesco Supermarket Seating Area, Market Place. The allocation of these sites would unduly constrain the town centre masterplan, and thus we believe they are not in general conformity. At no point does the NPPF describe or suggest that Local Green Space covers town squares and smaller incidental urban space. Building on this last point, we believe there are other spaces which do not qualify for this reason - the Cirencester Outdoor Swimming Pool, Quiet Garden at the Quaker meeting House. Also, Abbey Grounds, the Amphitheatre, Allotments, Cemeteries and Churchyards, St Michaels Park, Cirencester Park, are already subject to strong constraints. We question whether designating these as Local Green Spaces does anything other than double down on these constraints. In planning terms this is unnecessary. The Plan also seeks to designate a number of sports pitches, both those linked to the town's schools and sports clubs. The amenity of these sites is already protected – their designation as Local Green spaces would prevent their development, even if alternative space could be found. This feels unduly onerous – in particular for the schools, which may find their opportunity for expansion on-site constrained, even if further space is found for sports pitches. We would advocate that sports pitches are best suited for LGS designation where they serve additional functions within the townscape – for example within the setting of heritage assets. Question need for 'Local Community Space' column? Overall, we are concerned that currently there is limited evidence to persuade the examiner why any of these sites are of particular local significance, beauty, historic significance, recreational value, tranquillity, wildlife or for any other reason. Likewise, we would expect to see evidence which demonstrates why the sites are 'demonstrably special' to the local community as stated in NPPF 2023, paragraph 106, clause (b) such as, but not limited to letters from the local community, schools or local groups and societies. Recognising that the Plan is currently at Regulation 14, which may well assist with generating this evidence, we strongly recommend robust supporting evidence is presented to support the Regulation 16 submission.

Noted – List of sites reviewed and amended

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| 36 | NE1 Duplicates a higher tier policy and so not consistent with NPPF para 16(f). Ref to 'Development' implies 10% BNG applies to all developments, which is beyond mandatory requirements of the Environment Act - where is evidence this is appropriate? Also, second expectation in policy 'or replace as near to the development as possible' risks creation and enhancement of unconnected spaces, where an opportunity to enhance connected green infrastructure could be supported to much better effect. Could undermine vision in Policy NE3. | Noted - Policy deleted |
| 37 | NE2 It may be more appropriate to refer to the creation of areas of natural or semi-natural habitat. | Noted - Policy amended |
| 38 | NE4 Clause (d) Removal of Highway verge is a matter for the County Council. In most instances will not require consent from CDC, so is beyond the remit of the Neighbourhood Plan | Noted - Policy NE4 Clause (d) deleted |
| 39 | NE4 Clause (e) While CDC supports the ambition, and will encourage the same through its design policies, as drafted we consider this clause to be a community action not a policy. | Noted - Policy NE4 Clause (e) deleted |
| 40 | NE5 Duplicates a higher tier policy and so not consistent with NPPF para 16(f). | Noted - Policy NE5 deleted |
| 41 | NE6 Clause (a) does not align directly with the approach to Local Green Space, as set out in the NPPF. | Noted - Policy amended |
| 42 | NE6 Clause (b) Need to clarify references to 'community green or open spaces' as 'LGS' . If the intention is that this clause relates to development on designated Local Green Spaces, it is unnecessary - there is already an established approach, through Green Belt policy. | Noted - Policy NE6 Clause (b) deleted |
| 43 | NE7 Uncertain how this could work as gaps where Cirencester is closest to neighbouring settlements are outside parish boundary. More robust approach may be possible where gaps sit within other neighbourhood areas. Suggest second clause is unworkable as impact can't be compensated for nor mitigated offsite. | Noted - Policy amended |
| | 11 THE LOCAL ECONOMY | |
| 44 | LE1 (a) Question use of this clause - Permitted Development rights and changes to use classes enable changes without permission so very limited use for this policy. Should this policy be retained, recommend addition of some text such as 'insofar as planning permission is required,...' Same applies to economic uses outside town centre. | Noted - Policy amended |

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| 45 | LE1 c) Suggest ineffectual - limited range of economic use classes and well developed range across town so in most instances, alternative premises will exist. | Noted - Policy amended |
| 46 | LE1 d) what is meant by 'flexible growth' and adaptation of existing employment areas, and does this only apply to Love Lane? It is not evident how a decision maker should react to this criterion. | Noted - Policy amended |
| 47 | LE2 Clause (b)1 is directed at employment land, whereas Clause (b)2 would appear to be directed at residential extensions. We cannot really see how Clause (b)2 follows from the introductory text and would suggest that including a residential buildings clause in this section confuses rather than enables. Homeowners will often already enjoy permitted development rights to extend their properties, enabling homeworking. | Noted - Policy amended |
| 48 | LE4 Clause (b) is awkwardly phrased. There are two sub-clauses referencing location, 'Where their location provides practical opportunities to do so...' and 'as appropriate to their scale and location,...' which we think could be picked up in one sub-clause to enhance readability and understanding. | Noted - Policy amended |
| | 12 WELLBEING AND COMMUNITY | |
| 49 | WBC1 It is difficult to conceive of clauses (a) (c) and (f) as planning policy. We would suggest editing this policy and retaining these clauses as community actions/aspirations. | Noted - Policy amended |
| 50 | WBC2 needs evidence of health implications from development proposals. Not clear that the threshold in the policy is consistent with National Policy and regulation; for example, it needs to be consistent to the NPPG https://www.gov.uk/guidance/making-an-application#Design-and-Access-Statement ; at this time it is not clear that the threshold is well-justified. | Noted - Policy deleted |
| 51 | WBC3 Suggest policy focus should be on public open spaces rather than Green Infrastructure as not all GI would be appropriate for public access e.g. natural water management and wildlife connectivity. | Noted - Policy amended |
| 52 | WBC4 Policy expects maintenance through social management plans but there is no policy requirement for such agreements in either the Local Plan or the NP. Suggest more flexible mechanism. | Noted - Policy amended |

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| 53 | | Para 12.38 suggests support for existing play spaces but policy requirement is to create new opportunities on sites of more than 10 houses, without reference to existing in the locality. | Noted - Policy amended to reflect this |
| 54 | | WBC5 (a) There are no ACVs in the NP and it is beyond power of NP to prevent an asset from closing - that is a function of viability, not planning. Blanket ban on change of use is not appropriate and could be permitted development so unrealistic. | Noted - Policy amended to reflect this |
| 55 | | WBC5 (b) Recommend refocus on viability, not demand. | Noted - Policy amended |
| 56 | | WBC5 (d) This clause just restates purpose of CIL - headroom for additional contributions will be limited, and subject to site specifics, such as highways access and improvements, flooding etc. | Noted - Policy amended |
| 57 | | WBC6 (b) Look at how this interacts with DBE3, which seeks to apply stricter criteria to upper floor conversions. | DBE3 supports upper floor conversions to residential usage and is compliant with WBC6, minor amendments made to text |
| 58 | | WBC7 (b) To manage expectation, we would suggest addition of 'Insofar as development consent is required...' | Noted - Policy amended |
| 59 | | WBC8 (a) the likelihood is that such measures as this envisages are not going to be within land use planning, but instead in highways planning, through mechanisms such as Traffic Regulation Orders. As such, the clause may sit better as a community aspiration. | Noted - Policy amended |
| | Cirencester Wildlife Group | 04 AIMS & OBJECTIVES | |
| 60 | | Para 4.2 and AM3 - Would like inclusion of commitment such as 'Over time, the aim is to maximise pedestrianisation of the town centre and to displace all through traffic as well as all motorised access other than for emergency or essential purposes' | Noted - wording has been strengthened to increase safe pedestrian and cycle access |
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| | | 05 CIRENCESTER TOWN CENTRE | |
| 61 | | Displacing traffic and motorised transport infrastructure. Opportunity to replicate Car-free developments being created in Amsterdam for example. Support designing without car-dependency, but instead ensuring green corridors both radially and in/out of town with good pedestrian, cycle and wheelchair connectivity. Support IMH in town centre and peripheral multi-storey carparks and electric car-sharing schemes. | Noted - no change necessary current main body text and policies adequate |
| 62 | | Flood resilience and the environment - support for increasing green spaces and minimising hard-standing areas such as streets and parking. Tree planting (Woodland Trust recommends 30% of the site of a new development) can enhance soakaway potential where limited in a floodplain. | Noted - Principle 18 amended |
| | | 06 ACCESS & MOVEMENT | |
| 63 | | AM1 Recommend enhancement to include Green corridor connectivity in line with the Design Checklist: The Cirencester Spoke & Wheel Cycle Network should be enhanced to include not only cycle and footpath but also wildlife connectivity. This should be delivered as part of any development on or adjacent to the existing planned or proposed network. | Noted - Policy amended |
| 64 | | NE4 c) Enhance with <i>'removal of existing green and blue infrastructure within the town will be resisted. Instead, any development must take opportunities to enhance green and blue infrastructure by removing barriers to connectivity, both within and at the perimeter of the development area. To note this will require special consideration across the dual carriageways.'</i> | Noted - Policy NE4 a) more appropriate to amend and now reflects removing barriers to connectivity |
| 65 | | AM1 Further enhance by adding additional routes: d) completion of a new route connecting Chesterton and the Steadings, (via existing LCWIP route 19) past the Amphitheatre and across the dual carriageway to Phoenix Way. e) completion of a circular perimeter route around the entire urban perimeter of Cirencester in particular to the N and E from Hare Bushes to Kingshill Country Park, but also with the aim of improving current restricted access across Cirencester Park. f) completion of an inner loop based on the Hare Festival way (completed via a redeveloped Forum and St Michaels Park). | Noted - routes added and now incorporated as main body text |

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| 66 | Correction to Spoke and Wheel Map - footpaths run out in Kingshill Meadow on one side, and next to the new allotments on the other. Was drawn in as an existing route in the Spoke and Wheel map but it doesn't yet exist. | Noted - map to be checked and amended before final submission and publication |
| 67 | Para 6.10, 6.12 & 6.13 , suggests there is limited bus infrastructure. A particular problem is that Cirencester hospital only has a bus stop for buses going in one direction towards the RAU/Deer Park school roundabout. There is no bus stop at the hospital for buses coming from the RAU/Deer Park school roundabout into Cirencester. | Noted - no change necessary current main body text and policies adequate |
| | 07 DESIGN & BUILT ENVIRONMENT | |
| 68 | DBE1 - Recommend Streets and Spaces should be strengthened along these lines. <i>'New developments should include connectivity in the form of paths suitable for foot, cycle and wheelchairs and will not be permitted to include new streets or hard standing especially those designed for passage or parking of private vehicles. These paths should provide connectivity both radially and in/out of town to enhance Cirencester's move to wheel and spoke connectivity across the urban area. Developments should be designed to minimise essential vehicle access points, allowing pedestrianisation of existing streets or parts of streets where practical.'</i> | Noted - no change necessary current main body text and policies adequate |
| | 09 THE 20 MINUTE NEIGHBOURHOOD | |
| 69 | The aim should be for new development to improve foot/cycle/wheelchair connectivity and avoid any new streets designed for heavy, motorised vehicles. Going further, the policies suggest increased pedestrianisation and reduced motorised traffic access in the urban centre. | Noted - no change necessary current main body text and policies adequate |
| | 10 THE NATURAL ENVIRONMENT | |
| 70 | Para 10.6 Neighbourhood Plan talks about "re-wilding", which we recommend should be changed to "wilding" or "biodiversity enhancement" | Noted - term changed throughout |
| 71 | Para 10.7 states "... a realisation of how much value to mental health there is in spending time in these spaces", but we recommend that this should be changed to "... a realisation of the positive mental health benefits of spending time in green spaces immersed in nature". | Noted - text amended |

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| 72 | Para 10.10 Recommend addition of ‘the natural environment’ into the following sentence “...the Neighbourhood Plan has an opportunity to strengthen and better protect the natural environment within planning policies, areas identified by stakeholders and the community”. | Noted - text amended |
| 73 | Section 10.11 introduces the term “biodiversity” – this fits in with the policy on biodiversity net gain. We recommend consistency between using the terms wildlife, nature and biodiversity. So using the terms biodiversity, habitats and species would be better in the neighbourhood plan. It also fits in more closely with the CDC Local Plan policies on biodiversity, protected and priority species, priority habitats, etc. | Noted - whilst consistency of terminology and using the same words as used in other statutory documents is important, this change would be significant to implement across the whole document and on balance there is appropriate reference to habitats and species, as well as nature and wildlife |
| 74 | Section 10.11 – also needs to change “re-wilding” to “wilding” or “biodiversity enhancement” projects. We would also recommend that “planting schemes” is changed to “enhancement projects to support nature’s recovery”; it’s not always just about planting, as allowing nature to restore itself (e.g. through the natural regeneration of trees and scrub to create woodland) can be much more beneficial and likely to be successful in the longer term. | Noted - wording amended throughout |
| 75 | NE1 recommend should read: “Ensure all development provides a minimum 10% Biodiversity Net Gain in an ecologically meaningful way, providing both appropriately designed biodiversity-rich green infrastructure within new developments and ensuring that any off-site requirements focus on newly created and restored habitats in line with the Lawton principles of more, bigger, better and joined up. Off-site delivery of BNG must make a defined contribution towards nature’s recovery in the most appropriate location for the specific habitat types that are required and as close to the town as possible.” | Noted - need to cross refer with reference 36 and deletion of policy |
| 76 | Para 10.12 refers to biodiversity as the variety of ecosystems or habitats that can and do exist and the genetic diversity they contain. This is not quite correct. We recommend the use of a definition in line with the CDC Local Plan and national planning policy. | Noted - wording added to cross refer with the published list of habitats and species of principal importance in England |

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| 77 | Para 10.13 currently refers to a “biometric” being used to calculate BNG and this should be changed to the Statutory Biodiversity Metric (as published by Defra). Biometrics are biological measurements or physical characteristics that can be used to identify individuals (e.g. fingerprints and facial recognition) and so refers to something else entirely. | Noted - wording amended |
| 78 | Para 10.16 states “... especially during times such as the recent pandemic when lockdown reportedly escalated the benefit of the natural environment”. We recommend that this is amended to say “... especially during times such as the recent pandemic when lockdown reportedly escalated people’s awareness of the benefits of the natural environment”. | Noted - wording amended |
| 79 | NE2 recommend that the terminology is changed from “rewilding” to wilding in the title of the policy to match previous comments. Para 10.18 – again, the term “re-wilding” is used and this should be amended to “wilding”. | Noted - wording amended to read natural and semi-natural habitat - see reference 37 |
| 80 | Para 10.21 The paragraph overall could be simplified. For example, “In conjunction with the emerging Local Nature Recovery Strategy, green infrastructure and biodiversity net gain, new developments should contribute towards the enhancement of green spaces and green corridors within the town for biodiversity and people as identified within the Cirencester Neighbourhood Plan.” | Noted - see reference 32 |
| 81 | Para 10.22 recommend adding the word “enhance” as follows, “... strengthen in development a requirement to protect, extend and enhance biodiversity...” | Noted - wording amended |
| 82 | Para 10.23 lists a number of specific biodiversity requirements in development, but it appears that these are not exhaustive, as it says “include”. Are these the specific requirements referred to in para 10.22? If so, then the list should encompass all the biodiversity enhancements that could be implemented by developers as part of their proposals. | Noted - see reference 33 |
| 83 | Para 10.23.5 and 10.23.6 should refer to “wilding” rather than “re-wilding” as recommended previously. | Noted - wording amended |
| 84 | Para 10.23.3 recommend that the plan should identify who the “local wildlife experts” are to ensure that developers know where to go to seek advice. Would this be from ecologists at CDC, experts within CTC, Wildlife Trust or elsewhere? | Noted - wording amended removing reference to local experts, stating best practice landscaping as a principle |

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| 85 | Suggest that perhaps the Cirencester Green Spaces Strategy, a Green Infrastructure Strategy (in line with the one produced by CC) or another such document should be produced with the local wildlife experts to provide developers with the information they need to be able to identify how they should be incorporating biodiversity into their development proposals in different parts of the town? | Noted - no change necessary |
| 86 | Para 10.24 is welcome | Noted - no change necessary |
| 87 | Para 10.26 should also refer to gaps underneath fences for hedgehogs and the creation of a network of “hedgehog highways”. We recommend that reference is made to the Gloucestershire Wild Towns report and CDC’s green infrastructure strategy in this section. We also recommend reference is made to the emerging Local Nature Recovery Strategy, which is a requirement of the Environment Act 2021. This is being produced by the Gloucestershire Local Nature Partnership for Gloucestershire County Council and is likely to be published next year. The Gloucestershire Wildlife Trust have already created a nature recovery network map, which is published on line. This should be used by developers to identify what, where and how they can maintain and protect biodiversity and wildlife corridors within their development proposals. | Noted - reference now made to the wild towns report and infrastructure strategy |
| 88 | Para 10.32 is also welcomed re protecting the “nocturnal integrity” of wildlife corridors and reducing light pollution | Noted - no change necessary |
| 89 | Para 10.33 – the planting of new hedgerows should ensure that they are native and species-rich (at least 5 woody species), but also locally characteristic. The planting of certain trees and shrubs would also provide foraging or breeding habitat for species, for example the planting of Wych Elm for White-letter hairstreak butterflies. It is therefore important to recognise the value of obtaining species records from the Gloucestershire Centre for Environmental Records (GCER) to inform landscaping proposals. | Noted - reference now made to the GCER |
| 90 | Para 10.35 One of the key objectives should be to enhance connectivity for specific species, especially “priority species” such as hedgehogs through the creation of gaps under fences and through walls – otherwise this is not carried through from para 10.26. | Noted - wording now includes reference to connectivity for priority species |
| 91 | Para 10.39 – should be changed to refer to the City Bank Local Nature Reserve (LNR), which is a statutory designation of the site by Natural England for people and wildlife under Section 21 of the National Parks and Access to the Countryside Act 1949. | Noted - wording amended |

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| 92 | | <p>NE5 Strengthen with regard to development in the urban centre as follows: <i>'For central locations, all development must lead to a reduction of hard non-draining surfaces. There should be a target minimum of 67% green space in line with the national average for urban green space (UK National Ecosystem Assessment, Chapter 10 Urban, Table 10.4, p368) with a 30% tree cover. This should include green verges, hedgerows and/or trees along pathways as well as concentrations of green spaces. All hard surfaces should be permeable wherever practical.'</i></p> | Noted - see reference 40 - Policy deleted |
| 93 | | <p>NE5 Revise to include <i>'Development proposals should demonstrate how they will reduce flood risk through design and landscape measures, reducing run-off by limiting or reducing hardstanding with green space or permeable paving, also sustainable drainage systems to slow water, and measures such as tree planting to retain water.'</i></p> | Noted - see reference 40 - Policy deleted |
| 94 | | <p>NE4 d) and e) Revise to say <i>'d) Both Developments and Domestic planning applications e.g. for extensions or garages should not result in a net loss of green space or drainage and this can be achieved e.g. by using permeable surfaces and/or green rooves. e) Removal of lawns and replacement with hardstanding will not be permitted as part of any development requiring planning approval and is strongly discouraged due to impact on drainage and flood risk.'</i></p> | Noted - see reference 38 and 39 - Policies deleted |
| 95 | | <p>NE6 Extend to include more Local Green Space designations by updating Table 2 and Appendix 4 to revise 2 and include 7 additional green spaces as listed here: Cirencester Primary School's Playing field (Area A, see map below), which is adjacent to the river and Victoria Road Wildflower meadow (already designated). City Bank Glade (Area B). Opposite and across the river from Cirencester Primary School Playing field and adjacent to City Bank LNR (already designated). Opportunity Group woodland (C) adjacent to and immediately upstream of City Bank glade towards Beeches Road carpark. The woodland and footpath along the main branch of the Churn downstream of the Barn Theatre between Beeches Road and the A419 Swindon Road Dual carriageway (D). A strip of woodland between the A419 Swindon Road Dual carriageway downstream of the Beeches road bridge and Watermoor Point on the Tesco roundabout (Area E). Powell's school playing fields and adjacent grassland - between the river and Powell's School – mentioned in Policy DBE2 g). Football pitches presumably owned by Cirencester Town FC behind the Corinium stadium (also shown in a map in Appendix A).</p> | Noted - see reference 41 and 42 - NE6 clause a) amended clause b) deleted |

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| 96 | | <p>Suggested Corrections to Local Green Space designations 41/45/46 2 Acre field and Thistle Park actually extends further east as open grassland to include the undeveloped area up to Cranhams lane. The description of Area 31 Kingshill Playing Field in Appendix 4 needs to be extended. Although much of the area is playing fields and a skate park as described, it also includes some ecologically valuable areas (see map below). Kingshill meadow itself (A) is managed as species-rich grassland and also includes scrub and a pond. Area B is of great ecological value with extremely thin soil over limestone, making it unsuitable for football, but suitable for orchids and several hundred thriving there including rare species. Area C is rough ground probably where quarry waste was deposited and is of less ecological interest. NOTE: The orchids enjoy accidental protection from trampling as the area is not cut while surrounding amenity grassland is cut frequently and dog walkers and others tend to walk around and avoid Areas B and C as a result. So there is an advantage in maintaining their current low profile in this way.</p> | Noted - amendments to be made in line with advice and comments from Cotswold District Council |
| 97 | | <p>NE7 Add additional policy NE7 '<i>Build and sustain partnerships with community and conservation groups and charities to help conserve local green spaces. Give due consideration to proposals to enhance green space for biodiversity, the creation of new or extended LNRs, and support efforts to record and monitor local wildlife. Monitor progress (recording signs of success and setting priority targets) on an annual basis through discussion between Cirencester Town council and partner groups such as/including Cirencester Wildlife Group.</i></p> | Noted - this is a community aspiration outside the planning remit of the Neighbourhood Plan, establishing a Cirencester and Churn Waterways and Environment Partnership is being recommended and followed up by the Town Council |
| 98 | National Highways | <p>06 ACCESS & MOVEMENT We welcome those policies which will improve pedestrian and cycle links between development areas, and which will safeguard and improve local facilities and services, leading to greater self-containment and reduce the need to travel which we see are proposed in the aims and objectives and Policies AM 1, AM 2, AM 3, AM 4 and AM 5.</p> | Noted - no change necessary |
| 99 | Historic England | <p>It is an impressive document in its scope and depth of evidence and policy....particularly impressed by those elements of the Plan which relate to the town's historic character and related considerations</p> | Noted - no change necessary |

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| 100 | | TC1 Should the provision, that TCMP will be supported provided it is in accordance with design and development principles within the plan, be extended to include accordance with other areas of Plan policy, to ensure the sustainable outcomes being sought for the town, given the holistic and interrelated nature of the Plan's policies? | Noted - wording amended in main body of text |
| 100 | Natural England | Natural England does not have any specific comments on this draft neighbourhood plan. However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan and to the following information. (NOTE: Natural England have provided generic information regarding things to consider when developing a NP) | Noted - no change necessary |
| 101 | Cotswolds National Landscape | 07 DESIGN & BUILT ENVIRONMENT - Recommend that where section 7 of the CNDP discusses views of the town to and from the CNL such as of St John Baptist church from within Cirencester Park, it makes explicit reference to the Cotswolds National Landscape and the need to ensure that views from and to the National Landscape and the tranquillity of the National Landscape are not adversely affected by development within the Neighbourhood Area. | Noted - wording amended in main body of text |
| 102 | Bathurst Estate | PLAN PERIOD We note that the Vision refers to a period to 2033, but it is unclear if this is the period that the CNHP is looking to? BDL would encourage the Forum to look over a plan period up to at least 2041 to align with the potential emerging Local Plan. | Noted - Plan period amended |
| 103 | | VISION Recommend Vision mentions retail uses which are a key component in the Town Centre and in a state of flux at the current time. | Noted - there is sufficient reference to retail within the Plan, retail is not referenced within the Vision as it does not explicitly form part of the overall aims and objectives of the Plan or policies |
| 104 | | PARA 4.7 Request clarity on why "age-specific residencies" should be avoided, given 1.40 confirms town has above average proportion of people over age 65? | Noted - Chapter 2, Chapter 5 and Policies DBE3 and DBE7 provide the evidence base for this aim and objective |

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| 105 | TC1 This policy should take account of the Cotswold Design Guide and ensure the design and development principles align or where they don't to specifically explain why this is the case. | Noted - reference to the Cotswold Design Guide is included in the main body of the text |
| 106 | AM1 a) The creation of a link from Tesco via Siddington to the Steadings is supported, but it is unclear how this would be delivered. BDL is delivering a number of the connecting routes from The Steadings to the Town Centre as well as improving existing road crossings and junctions. | Noted - no change necessary |
| 107 | DBE1 h) refers to building heights and limits this to 12 metres. Question need for this as not evidenced and seems to contradict f). Suggest DBE2 can be used to limit taller buildings in key landscape and townscape views. | Noted - Policy amended |
| 108 | DBE3 Suggest policy heading also refers to redevelopment and that opportunities outside of town centre e.g. buildings at former Chesterton Farmstead, should also be covered by policy. | Noted – Policy directly relates to development within the defined town centre boundary, no change made as existing Local Plan policy supports redevelopment opportunities as described |
| 109 | DBE4 Question point of this as guidance already in NPPF. | Noted - Policy amended see reference 23 |
| 110 | DBE5 and DBE6 Should align with Written Ministerial Statement issued 13th December 2024 re Local Energy Efficiency Standards. Regarding efficiency standards and flexibility in their application where it is demonstrated that meeting the higher standards is not technically feasible. | Noted - Policies amended see reference 25 and 26 |
| 111 | LE1 c) Suggest evidence may not relate to viability of current use, but lack of market interest. Therefore, policy should also refer to a period of marketing and if no interest to allow a change of use. It is not considered appropriate to only accept a loss if an alternative site can be identified - suggest delete this requirement. | Noted - Policy amended |
| 112 | WBC2 Health Impact Assessment is proposed in the emerging Local Plan - suggest delete this policy to avoid repetition. | Noted - Policy deleted see reference 50 |

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| 113 | Royal Agricultural University | DB7 HMOs - RAU are currently preparing a Masterplan that will accompany the submission of the Innovation Village Outline Application, this addresses the anticipated student growth and accommodation options for this. The RAU would welcome direct discussions with the Town Council about the student population and HMOs within the town. | Noted - no change necessary |
| 114 | | 02 Cirencester of Tomorrow 2.31 to 2.36. It is considered that supporting text... regarding recognition that there is a "shortage of industrial space here for existing business to grow into and with demand likely to increase once the A417 'missing link' is completed, then recognising that there is some provision for employment land as the proposed Innovation Village at the RAU..." could be made to recognise the specific policy allocation in the Local Plan, in this instance the Special Policy Area of EC4, under which the RAU site is allocated. | Noted - wording amended to include reference to the proposed Innovation Village |
| 115 | | VISION suggest reference to supporting Cirencester's strong academic institutions, including RAU could be included within the scope of the vision. | Noted - wording amended in main body of text but not appropriate to include as part of the Vision |
| 116 | | AIMS & OBJECTIVES suggest reference to supporting Cirencester's strong academic institutions, including RAU could also be included here. | Noted - reference to academic provision now included |
| 117 | | DBE1 Support policy aim but concern that a checklist approach can be too prescriptive and unintentionally limit innovation and outstanding design. | Noted - checklist now referenced as principles |
| 118 | | DBE1 Elements of policy which duplicate Cotswold Design Code. | Noted - Policy amended, see reference 20 |
| 119 | | DBE5 Requirement for non-residential development, design and construction to comply with BREEAM standard and achieve excellent accreditation etc is onerous on developments which also include other economic benefits and job creation to town - BREEAM should therefore be more proportionate a policy requirement. | Noted - no change as this is a reasonable expected standard to achieve |
| 120 | | DBE7 HMOs It is considered that the policy provides additional barriers, particularly criteria d) and e), which could ultimately limit HMOs and the important benefits they have on the towns housing market. It is also considered that further support could be provided within the policy or wider plan to any future proposals to purpose built student accommodation on the RAU site. | Noted - this is an important Policy and remains unchanged |

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| 121 | | <p>NE6 LGSs It is considered appropriate in this instance to remove the RAU's sites from the Potential Local Green Spaces policy as the recreational benefit they provide is already secured by the Local Plan which also provides the required flexibility for the RAU to bring forward their Innovation Village proposals without further constraint.</p> | Noted - amendments to be made in line with advice and comments from Cotswold District Council |
| 122 | Thames Water | <p>Recommend separate policy covering water supply and wastewater infrastructure in NP to ensure appropriate upgrades to infrastructure are delivered alongside development to ensure sustainability. See full comment for detail. Recommend policy supporting text as follows: "Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades." "The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development."</p> | Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan |
| 123 | | <p>Recommend policy covering water efficiency and sustainable design in the NP - Proposed policy text: "Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption) using the 'Fittings Approach' in Table 2.2 of Part G of Building Regulations. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met."</p> | Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan |
| 124 | | <p>With regard to surface water drainage, Thames Water request that the following paragraph should be included in the Neighbourhood Plan: "It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding."</p> | Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan |

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| 125 | MOD | The area covered by any Cirencester Neighbourhood Plan will both contain and be washed over by safeguarding zones that are designated to preserve the operation and capability of defence assets and sites (including RAF Fairford and the Central WAM Network). As protected in Para101 of the NPPF. | Noted - no change necessary |
| 126 | | MOD request that; when drafting policy and guidance which addresses biodiversity, ecology, and Biodiversity Net Gain; the Council bear in mind that some forms of environmental improvement or enhancement may not be compatible with aviation safety. Where off-site provision is to provide BNG, the locations of both the host development and any other site should both/all be assessed against statutory safeguarding zones and the MOD should be consulted where any element falls within the marked statutory safeguarding zone. | Noted - no change necessary |
| 127 | Gloucestershire Wildlife Trust | NE3 - reference is made to the future Local Nature Recovery Strategy (LNRS) which is yet to be developed. However, we do already have a set of very good nature recovery maps for Gloucestershire, which will feed into the LNRS, that establish opportunities for improving connectivity (including low, medium and high priority) for different habitat types. This is referred to as the 'nature recovery network'. It would be helpful to make reference to this in your plan. It can be found here: https://naturalcapital.gcerdata.com/ . | Noted - main body text amended |
| 128 | | NE3 - In relation to this, recommend new policy - 'Development should not be permitted on designated biodiversity sites or core areas of local ecological networks, as defined by Gloucestershire's Nature Recovery Network'. This aligns with paras 181 and 185 of the NPPF and EN8 of the Cotswold District Local Plan. You could go further to state that there is a preference against development on medium and/or high opportunity nature recovery areas as per the nature recovery network, and if there is development within these areas, that maximum gains for biodiversity are sought. It would be wise to discuss the latter with CDC to ensure alignment with the upcoming new local plan. | Noted - new clause d) added |
| 129 | Gloucestershire County Council | AIMS & OBJECTIVES Suggest including reference to UKHSA guidance on flooding and health in outlined regulations to mitigate risks. | Noted - reference to the UKHSA guidance now included |
| 130 | | 06 ACCESS & MOVEMENT Suggest NP may wish to refer to the South Cotswolds CPS document within the adopted Gloucestershire Local Transport Plan. | Noted - reference to the document now included |

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| 131 | DBE1 To mitigate carbon emissions, development should be prioritised in locations with existing public transport infrastructure to minimise private vehicle use. | Noted - no change made as this would undermine the Plan's emphasis on improving public transport infrastructure and provision |
| 132 | DBE5 Suggests measures new developments should provide within themselves should include: EV charge points above and beyond DHLUC Building Regs new "Approved Document S: Infrastructure for the Charging of Electric Vehicles", design in line with Passivhaus principles. Also proposed CDC should adopt an SPD on "climate change" for compliance of new developments and application when retrofitting. Proposes a Construction Environmental Management Plan at planning stage can ensure construction methods are sustainable and environmentally conscious. | Noted – policy amended |
| 133 | 09 THE 20MNH 9.10.1 GCC officers note the plan's ambition to address diverse and affordable homes. In doing so, the plan should ensure that such housing provisions will provide the highest standards of accessible and inclusive design and that accessibility to the facilities and green space is a primary consideration | Noted - no change made |
| 134 | 9.3 on strengthening local economies: In considering the role that businesses play in communities, we would also encourage plan-makers to share the 2021 Director of Public Health annual report Sources of Strength: Securing Gloucestershire's health and wellbeing through an anchor institutions approach, with all new and existing businesses in Cirencester. Anchor institutions are large organisations that are unlikely to relocate and have a significant stake in their local area. | Noted - main body text amended to include reference to the report and approach |

Table 4 – Responses from Members of the Public and Other Organisations

| Reg14 Commonplace Comments | | | |
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| Neighbourhood Plan Section | Policy Area | Full Comments | Summary of Key Issues/Concerns from the Community |
| Vision | | Much of this vision is very idealistic. It would be great if much of it was brought into being. We love living in Cirencester and although there are some problems, on the whole we feel extremely lucky with our environment and how it is managed. Thank you for your efforts. | |
| | | I welcome this bold and forward-thinking vision, Cirencester needs to evolve and adapt to create a thriving place to live that protects its unique heritage. I appreciate the work that the town council are doing to realise this vision. Cirencester desperately needs more public transport options for residents. Too much of Cirencester is built around the car, and when driving is the only option then the streets get filled with cars. Consequently so much of the town’s public space is dedicated to storing private vehicles. And the more space dedicated to cars, means less space for greenery, trees, community spaces, benches, fountains, everything that makes a space interesting and attractive. It would be great to see more pedestrianised streets in Cirencester, even Cricklade Street which should be fully pedestrianised is not! Anyone who has attended the Advent Market knows how buzzing and bustling the town can be when a bit more space is given over to pedestrians. This is something that should be adopted on a permanent basis as it creates a safe and attractive environment for people young and old. Perhaps a pilot scheme could be implemented that closes off some streets to make them more pedestrian friendly and allow pop-up stalls and outdoor seating. | Would like to see more public transport options and fully pedestrianised areas (Cricklade Street should be but is not) to reduce cars in town and encourage more more greenery and community spaces. |
| | | Coates Parish Council is generally supportive of the aspirational vision for the CNP. Suggest the vision also refers to access for health care and education | Suggest vision should refer to access for health care and education. |
| | | This is good background information. | |

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| 1 The Cirencester Context | | Coates Parish Council is generally supportive of section 01 The Cirencester Context but is concerned about paragraph 1.55 where the CNP highlights that the international market is under-developed and refers to the 50,000 Japanese tourist who visit the Cotswolds every year concentrating their visit to better known tourist destinations other than Cirencester. We do not think it would be beneficial to Cirencester to end up in a similar situation as tourist destinations such as Bibury and Bourton-on-the-Water. If Cirencester were to become over run with international tourists, it would become less desirable to those living locally. Moreover, it is not clear how much additional revenue international tourists arriving on a coach tour stopping for a brief visit in Cirencester would generate. Section 1.8 refers to Cirencester Park Providing extensive public daytime access, but should be updated as from 15 March free public access is being denied and will require payment or a pass | 1.55, 2.22, 2.23 concern about highlighting international tourism here due to concern about risk of being overrun as Bibury is. Balance to be struck for residents, desirability of living locally and risk of ancient sites being damaged. 1.8 Ref to Cirencester Park as providing extensive public daytime access to be updated as do photos of Cirencester Park entrance. |
| | | 1.53 Tesco has "downsized" and the Brewery area is very dreary. | 1.53 Concern about Tesco "downsizing" and dreary Brewery area. |
| 2 The Cirencester of Tomorrow | | An ambitious vision. Let's hope some, at least, of it can be realised. I am utterly unclear as to what the aspirations are! What are the proposals? My suggestion for transport would be: 1. Impose a 40mph speed limit on the ring road where they pass within 1/4 mile of residential areas. 2. Add separate cycle lanes wherever the road is wide enough, and if that means reducing two lanes of cars to just one in places, so be it. 3. Increase massively the number of pedestrian crossings on busier roads, and set them to prioritise pedestrians over vehicular traffic. 4. Have free parking outside the town centre, or paid for parplys free (small) bus shuttservice. Preferaelectric. | Suggest: 1. Impose a 40mph speed limit on the ring road where they pass within 1/4 mile of residential areas. 2. Add separate cycle lanes wherever the road is wide enough, and if that means reducing two lanes of cars to just one in places, so be it. 3. Increase massively the number of pedestrian crossings on busier roads, and set them to prioritise pedestrians over vehicular traffic. 4. Have free parking outside the town centre, or paid for parplys free (small) bus shuttservice. Preferaelectric. |

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| | | <p>Coates Parish Council is generally supportive of section 02 The Cirencester of Tomorrow, but would like to highlight their concerns regarding some of the content. regarding paragraphs 2.22 and 2.23, if Cirencester were to become over run with international tourists, it would become less desirable to those living locally. Moreover, it is not clear how much additional revenue tourists arriving on a coach tour stopping for a brief visit in Cirencester would generate. It is not clear how tourists visiting the Amphitheatre, which is noted in the CNP as a 'key feature' would boost the the local economy. Additional tourist visiting such a site are likely to cause more damage to the ancient site and disruption to the local community. Section 2.9 states that the town suffers from over-reliance on cars, and there is a perception that cars are unwelcome, but in reality cars are the main means of transport from neighbouring villages on which the town depends for much of its business. 2.16 states that the challenge is to provide long-stay parking at the periphery of the town, but this is inappropriate for people needing quick business access. The Plan appears to favour seasonal tourists over permanent nearby residents and 2.39 refers to reducing spaces given to vehicles for parking. A vibrant market town needs regular customers coming in for business; otherwise they will go elsewhere. Various photographs inaccurately show the entrance to Cirencester Park without the recent restrictions.</p> | <p>2.9 and 4.2 states that the town suffers from over-reliance on cars, and there is a perception that cars are unwelcome, but in reality cars are the main means of transport from neighbouring villages on which the town depends for much of its business. 2.16 states that the challenge is to provide long-stay parking at the periphery of the town, but this is inappropriate for people needing quick business access. 2.39 refers to reducing spaces given to vehicles for parking. A vibrant market town needs regular customers coming in for business; otherwise they will go elsewhere.</p> |
| <p>3 Preparing The Plan</p> | | <p>Why has a small part of the SE of the town been omitted</p> <p>This is a comment about Timescales as I cannot find any other category in which to post this. I was part of the group which produced the South Cerney Neighbourhood Plan. I urge you to get the Cirencester Neighbourhood Plan to the 'Made' Status as quickly as possible. Your 2026 projected date is too late. There will be a General Election before then, and potentially, changes to Planning Legislation. Capturing the views of the Community in this statutory form is essential. Whilst new Planning Legislation may continue to give some weight to community consultation, there may be a lot of rework required to recast your work into a different form. From my experience, one can spend a lot of time capturing and refining detail, but the crucial value comes from setting out core policies.</p> | <p>Recommends working to get CNP 'made' before next General Election as it would potentially bring changes to Planning Legislation.</p> |

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| | | Its disappointing that there is so little awareness of this in the town. I am connected to a number of local groups. These groups have only recently become aware of this important document. | Comment about lack of awareness of the NP project. |
| | | Coates Parish Council wishes to comment on section 3.2 where it says the purpose of preparing the Neighbourhood Plan was to add detail relevant to Cirencester, to Local Plan policies and propose new planning policy on issues that the Local Plan was silent on. There are three plans, the CNP, the local plan and the master plan, concurrently be prepared which affect the Cirencester. It is important that consistency is maintained between the plans. | Request to ensure consistency is maintained between NP, Local Plan and TCMP. |
| 4 Aims & Objectives | | 4.13 Strongly support cutting light pollution by turning down many street lights. | |
| | | Coates Parish Council has the following comment with respect to Aim/Objective 4.2 which gives a perception that cars are unwelcome, but in reality cars are the main means of transport from neighbouring villages on which the town depends for much of its business. | |
| 5 Cirencester Town Centre | TC1 TC2 - Town Centre | Why can't the Market Place be one way NW to SE? There is no need for contra-traffic. Gosdich St could also be one way NtoS. | Suggests Market Place be one way NW to SE and Gosdich St one way N to S. |
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| | TC1 TC2 - Town Centre | A purpose built medical centre in the Waterloo seems a sensible proposal - but it is a priority to replace the existing unsuitable surgeries in Town. | |
| | TC1 TC2 - Town Centre | If you want "green to the core" and you want multi storey carparks, why not out solar panels on the roof rather than sculptures? | 5.6, 5.7 suggest solar panels on roof of any multi storey carparks rather than sculptures to further support "green to core" |
| | TC1 TC2 - Town Centre | I am unhappy with the suggestion to build multi story car parks. | Unhappy with multi-storey suggestion |

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| | TC1 TC2 - Town Centre | <p>As written, section 05 of the NCP is hard to follow. CPC has following comments. Whilst improved public transport and pedestrian and cycle networks are to be commended, by pushing car parking out of the centre of town, the plan lacks any consideration of access for elderly and those with mobility issues who do not live in the centre of town, as well as other residents coming in from surrounding villages. The latter needs to be addressed in the CNP. The plan needs to be mindful that pushing parking to the edge of town along with the 20 minute neighbourhood plan has the potential to take away the heart of the town. The decked parking could be unsightly and not in-keeping with the historical town. More focus needs to be given to affordable housing available for local people, both to purchase and rent across the across the age ranges of the local population. Creating a sense of enclosure to streets and spaces needs careful consideration as, historically, it has the potential to segregate communities and encourage anti-social gatherings, particularly in the evenings. It is not clear how tourists visiting the Amphitheatre, which is noted in the CNP as a 'key feature' would boost the local economy. It is more likely to cause congestion and ruin the local site. It is unclear how the infrastructure and improved public transport will be funded.</p> | <p>1) Need for balance between encouragement/enablement of active travel/public transport and needs of access for elderly and those with mobility issues / residents from outside centre of town and surrounding villages. Pushing carparks to edge of town lacks consideration for the latter. 2) Multi-storey suggestion unsightly and not in keeping with historical town. 3) More focus on affordable housing for local people. 4) balance to be struck between encouraging tourism at Amphitheatre and its protection. 5) Question about how infrastructure and improved local transport will be funded.</p> |
| 6 Access & Movement | AM1 - Spoke & Wheel | <p>Coates Parish Council has the following comments on section 06 Access & Movement: Whilst the improvement of public transport, pedestrian and cycle networks is to be commended, motivating the public to use such services may be an issue and, by implication, running the bus service may not be a profitable proposition for a provider. By pushing car parking out of the centre of town, the plan lacks any consideration of access for elderly and those with mobility issues who do not live in the centre of town as well as for those residents from surrounding villages whose only access is by car. The latter needs to be addressed in the CNP. The decked car parking could be unsightly and not in keeping with the character of the town. CNP states Kemble station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that the Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safe guard the environment and reduce congestion for the residents of Kemble.</p> | <p>CNP Table 1 states Kemble station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that the Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safe guard the environment and reduce congestion for the residents of Kemble.</p> |

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| AM1 - Spoke & Wheel | Action on buses - enormous submission to be saved as a word document | New bus routes and stops should be planned for and built as part of any new development. |
| AM1 - Spoke & Wheel | Fine as far as it goes. But it doesn't help a cyclist from Chesterton to Town Centre. The footpath from Apsley Road (School entrance) to Somerford Road should allow cycles. | Fine as far as it goes. But it doesn't help a cyclist from Chesterton to Town Centre. The footpath from Apsley Road (School entrance) to Somerford Road should allow cycles. |
| AM1 - Spoke & Wheel | Will you really get a route across the park. Especially now that entrance fees are going to be charged. | Can't get the proposed route across Ciren Park due to new entrance fees. |
| AM1 - Spoke & Wheel | There are some very good ideas here | |
| AM1 - Spoke & Wheel | It should be noted that the existing footpath between the Harebushes and Bowling Green is only a permissive path and runs on private land. | It should be noted that the existing footpath between the Harebushes and Bowling Green is only a permissive path and runs on private land. |
| AM1 - Spoke & Wheel | Cycling and walking needs to be embedded in all new developments and all parts of the town should be connected to a safe network of paths that link to retail, educational, health and employment areas. Parts of the town are cut off by the ring road and this creates difficulty for people to move around without using their cars. | All parts of town should be connected to safe network of paths linking retail, educational, health and employment areas. Overcome barrier of ring road for active travel. Cycling and walking needs to be embedded in all new developments. |
| AM1 - Spoke & Wheel | Please reference and support South Cerney Neighbourhood Plan (which is a Made Plan) cf: Paragraph 2.4.2 "Whilst National cycle route 45 runs along the disused railway line through Cerney Wick and South Cerney, there is no "off-road" cycling route to Cirencester, or to Kemble Railway Station. The most direct route is a busy, largely unlit, minor road, which many residents regard as unsafe, leaving them with no option other than travelling by car." Policy SC15 Sustainable Travel and Rights of Way Network: "Redevelopment of a new off-road cycle link towards Cirencester and a cycle path to the Duke of Gloucester Barracks and the Cotswold Water Park". The Gloucestershire County Council Transport Plan aspires to improve this but without any firm commitment to budget and timescales. | Request NP references para 2.4.2 of 'made' South Cerney NP and Policy SC15 in relation to safe out of town cycle routes linking Kemble Railway Station and Cotswold Water Park to Cirencester. Currently improvements are an aspiration for GCC Transport Plan but without commitment to budget or timescales. |

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| AM1 - Spoke & Wheel | Any plan to improve cycling in Cirencester should be applauded. For cycling to be successful there needs to be a number of requirements - it needs to be safe, it needs to be a network and support facilities eg sheds need to be available. Within Cirencester that is, of course, extremely difficult, but it is possible within all of the many green spaces and some of the major roads. I lived and cycled in Copenhagen for many years and it's possible! | Suggests that for cycling to be successful, needs to be network with support facilities eg sheds. |
| AM2 - Town & Country Connections | Coates Parish Council has the following comment. Care needs to be taken regarding the safety of pedestrians when routes are mixed ie for cyclists and pedestrians | Shared pedestrian cycle routes need to incorporate safety measures |
| AM2 - Town & Country Connections | Will the light Rail scheme actually be built? In case not, and until it is, an hourly Cirencester to Kemble Station to Tetbury bus service is essential and it must connect with the train timetable - easy to achieve. | Suggest need for Cirencester to Kemble Station to Tetbury bus service connecting with train timetable if light rail scheme is not going ahead. |
| AM2 - Town & Country Connections | Excited if some of these things actually come to pass. This is all very aspirational. Some good ideas. and the links into the countryside on existing rights of way could be much better signed. I think you could have made more of existing rights of way which we are very fortunate to have. They don't seem to be mentioned in the plan. Not very fair to say the route up the church beyond N Cerney is "blocked" - there are lots of other rights of way. What we need are safer ways of getting out of the town to access them. I am very opposed to the Bathurst estate charging a Â£10 "deposit" to enter the park from mid-March 2024. This is retrograde and will discourage visits especially when locals have visitors - which presumably will incur further charges. Very bad for the Health Agenda. We are very fortunate that the Chester Masters allow walking in Hare Bushes but these are not rights of way and should not be taken for granted. | Existing rights of way, could be better signposted. Comment that wording in Table 1 re North up the Churn route regarding being blocked is unfair. |
| AM2 - Town & Country Connections | See my comments on AM1 re referencing and supporting specifics in the South Cerney Neighbourhood Plan. | |
| AM2 - Town & Country Connections | You need to include speed limits on major roads that pass residential areas | Recommend speed limits on major roads that pass through residential areas. |

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| | AM2 - Town & Country Connections | I am happy with this, especially creating a walking/cycling route from the town to Kemble Station. | |
| | AM3 - Pedestrian Experience | As long as (i) does not hinder locals going about their daily activities. (h) could be supported by the Very Light Rail which could act as an effective park and ride from its proposed carpark opposite the RAU | Ensure AM3i doesn't hinder locals going about their daily activities. AM3h could be supported by very light rail with park and ride. |
| | AM3 - Pedestrian Experience | Happy, but short term parking must be in the town centre. Long term parking can be moved to the edge of town e.g. The Beeches Car park | Short term parking must be in town centre. LT parking can be moved to edge of town eg Beeches Car Park |
| | AM3 - Pedestrian Experience | Support moving long term, not short term, parking towards the periphery of the town | |
| | AM3 - Pedestrian Experience | Coates Parish Council have the following comment: By pushing car parking out of the centre of town, the plan lacks consideration of access for the elderly and those with mobility issues who do not live in the centre of town, as well as for those residents coming from neighbouring villages who only access is by car. The decked car parking could be unsightly and not in keeping with the character of the town. Widening footways could reduce carriageway width and potentially exacerbate traffic flow problems | AM3b widening footways could reduce carriageway width and potentially exacerbate traffic flow problems - need to manage to avoid conflict of purpose. |
| | AM3 - Pedestrian Experience | Need to keep central parking around a pedestrianised central area for tourists, shoppers and visitors, but with workers parking re-located to the periphery. Pedestrianised central area needs dedicated speed limited cycle lanes. Some trees in pedestrianised market place please. | AM3f pushing car parking out of the centre of town, access for elderly and those with mobility issues, need to keep central parking around a pedestrianised central area for tourists, shoppers and visitors, workers parking re-located to the periphery. |
| | AM4 - Integrated Mobility Hub | The current bus service is bad. Timetables (see AMZ re connection to Kemble) are often non-existent, illegible or out-of-date. Buses are dirty. Large double deckers are used on inner town services (50 and 58) | Exclude double decker buses from inner town centre |

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| AM4 - Integrated Mobility Hub | Yes an IMH is vital but its positioning is almost impossible. Forum car park is the logical answer but then where do you park? | Support but if replacing large car park (Forum) need alternative parking for elderly in particular. Also consider people parking at Beeches CP and catching National Express Buses on London Road Stop. |
| AM4 - Integrated Mobility Hub | This is a brilliant idea. But alternative parking to replace Forum CP will be needed for the elderly in particular. (I don't mean disabled, just getting on a bit and unable to carry all the shopping home} Also, think of people parking cars at Beeches CP and catching National Express Buses. | Forum CP suggested for IMH |
| AM4 - Integrated Mobility Hub | Would like to see this at the Old Station Carpark. Although it is noted that National Express would continue to use the London Road stop. | Old Station Carpark suggested for IMH |
| AM4 - Integrated Mobility Hub | An Integrated Mobility Hub should be supported by dedicated bus lanes or bus gates to speed up travel times for buses. One of the central car parks should be transformed into a bus station to accommodate public transport options. | Suggest dedicated bus lanes to support IMH by speeding up bus travel times. |
| AM4 - Integrated Mobility Hub | Yes! Especially integrated timetables for Kemble train station and bus services. | |
| AM4 - Integrated Mobility Hub | The old station is a natural place for the mobility hub that has good and short access route to a dual carriageway, is suitable for long wheel base vehicles, is within the town centre, is a short walking distance to the Church, and connects with Cirencester's rich heritage. | |
| AM4 - Integrated Mobility Hub | Coates Parish Council have the following comment with regard to the absence of a drop-off facility for coaches and the proposed IMH, a coach park could destroy the natural character of the town, as in the case of Bourton on the Water. | Concern that coach park would destroy natural character of the town. |

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| | AM4 - Integrated Mobility Hub | Happy, but it is my view, irrespective of whatever economic or passenger number surveys have been carried out, the Kemble railway shuttle will never be economic and will not happen. A transport link to Kemble is laudable however. This should be an electric bus service, possible on a dedicated bus lane, if feasible and economic. The challenges and risks of an electric bus connection tied to the transport hub seem minor compared to the major operational/economic risks of a light railway. | |
| | AM5 - Strategic Connections & Transport Links | Re-emphasise need for decent Cirencester - Kemble - Tetbury bus service. New trains up and down arrive / dep at 1X40/45 it should be easy to achieve. | |
| | AM5 - Strategic Connections & Transport Links | We desperately need a transport hub which local buses and national express coaches can access easily. | |
| | AM5 - Strategic Connections & Transport Links | The provision of the Very Light Rail would greatly enhance the connectivity to the National mainline network | |
| | AM5 - Strategic Connections & Transport Links | Coates Parish Council has the following comment. Whilst the improvement of public transport, pedestrian and cycle networks is to be commended, motivating the public to use such services may be an issue and, by implication, running the services may not be a profitable proposition for a provider. CNP States that Kemble Station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safe guard the environment and reduce congestion for residents of Kemble. | |
| | AM5 - Strategic Connections & Transport Links | Happy, but see previous regarding Kemble Light Railway. | |

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| 7 Design & Built Environment | DBE1 - Design Quality | Why no inclusion of the spectacular views of the church tower when viewed from the Burford Road/ Hare Bushes perspective? The field there is popular with dog walkers from the surrounding estates to the north of the town and the open views would be ruined by any development on that land (currently part of Abbey Home Farm, I believe). | Suggest inclusion of view of the church tower from Burford Road/Hare Hushes. |
| | DBE1 - Design Quality | Coates Parish Council has the following comment: Creating a sense of enclosure to streets and spaces needs careful consideration as, historically, it has the potential to segregate communities and encourage anti-social gatherings, particularly in the evenings | |
| | DBE2 - Protection of Landscape & Townscape Views | See Harebush views comments in DBE1 | |
| | DBE3 - Conversion of Existing Properties | Coates Parish Council commends the conversion of unused upper floors of commercial buildings in Cirencester to residential use. Generally, more focus needs to be given to housing available to local people, both to purchase and rent, across the age ranges of the local population. | |
| | DBE4 - Protection of NDHAs | The ideals are fine -its maintaining these principles that is always difficult and seem to be ignored in practice. | |
| | DBE4 - Protection of NDHAs | Should the Band Stand in the Abbey Grounds be a Non-Designated Heritage Asset? I can't find it on Historic England as a Listed Structure. It is distinctive and represents part of our social history. | Suggests inclusion of Band Stand in Abbey Grounds as a NDHA |
| | DBE4 - Protection of NDHAs | I really like this. | |
| | DBE4 - Protection of NDHAs | this is an important policy to protect the rich heritage of Cirencester | |

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| | DBE5 - Net-Zero & Energy Efficiency Measures in the Design & Construction Process | Obsession with net zero energy efficiency should not blind the fact that windows need to open to allow fresh air into buildings for health benefits. | |
| | DBE5 - Net-Zero & Energy Efficiency Measures in the Design & Construction Process | Electrical vehicle charging points are very important as there is a shortage of safely located, publicly available ones in the area, which, for me is a significant barrier to moving to an electric car | Would like to see more publicly available, safely located, EV chargers. |
| | DBE7 - Homes in Multiple Occupation | Again ideals are excellent - but need to be stressed in planning. | |
| 8 Quality Public Realm | QPR1 - Illuminated Signage | No digital billboards should be allowed in the town or vicinity, as residents cannot choose to ignore these when they are placed in the street. | Recommend no digital billboards in town |
| | QPR2 - Quality Steets & Spaces | Signs - particularly road signs must be cleaned regularly. Many are a disgrace. | Maintain and clean road signs |
| | QPR2 - Quality Steets & Spaces | The historic centre of the town should not allow through traffic especially when there is a purpose built two lane dual carriageway which offers a bypass around the centre. This would protect the centre of the town and reduce the level of traffic. | Ban through traffic in historic centre of town. |
| | QPR4 - Heritage Trails and Wayfinding Systems | Creating riverside walks through the town would be attractive to residents and visitors. | |
| | QPR4 - Heritage Trails and Wayfinding Systems | We don't want too many overlapping different ones as this is confusing. | |

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| 9 The 20 Minute Neighbourhood | TMN1 - 20 Minute Neighbourhoods | I fully endorse the policy. | |
| | TMN1 - 20 Minute Neighbourhoods | A good principle. But every household has a unique 20 minute neighbourhood. A bit misleading to put all those circles on the map, making it look as if you were in one or another, not your own unique one. I'm not sure it really applies to small market towns, more to cities. Very interesting ideas in supporting information. | Suggests circle map is misleading and confusing. |
| | TMN1 - 20 Minute Neighbourhoods | Currently, on our street, most traffic is ignoring the 20 mph advisory speed limit- often going faster than 30mph. 20 mph is essential but will it be enforced? | |
| | TMN1 - 20 Minute Neighbourhoods | Worried by proposal to extend all ring road roundabouts to 3 lanes because of new housing estate. The Tesco 3 lane roundabout is daunting & confusing which prevents some older drivers attempting to use it. Living in Abbey Estate we always walk to town by various routes. Many times we are overtaken by silent cyclists who make no allowance for where we might walk & how we don't hear them coming. Shared routes might need separation lanes & reminders to think of safety of walkers. Visitors to town will enjoy pedestrian spaces & roads but there must be good parking around this area & long stay places & low costs to boost businesses. markets etc. More seats & toilets open for longer would encourage people to walk. | |
| | TMN1 - 20 Minute Neighbourhoods | Increasing direct, safe walking and cycling connections are important to the town and the viability of the town centre. The dual carriageways, with national 70mph speed limit, create barriers within the town. The proposed crossings do not create new restrictions for vehicles because they are all located at roundabouts where vehicles are already required to stop. Many people consider subways unsafe and bridges significantly increase the distance pedestrians and cyclists must travel. | |
| | TMN1 - 20 Minute Neighbourhoods | Provided the 20 minute rule is seen as GUIDANCE only and is not rigid, Coates Parish Council is generally supportive, but care must be taken not to take away the heart of Cirencester's town centre | |

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| 10 The Natural Environment | NE1 - Biodiversity Net Gain | This is excellent. | |
| | NE1 - Biodiversity Net Gain | Important that the 10% biodiversity net gain is within, not outside, the town boundary. | |
| | NE2 - Rewilding Schemes | Always a good idea but rewilding becomes neglect and messy!! Prefer ordered control! | |
| | NE2 - Rewilding Schemes | To be encouraged | |
| | NE3 - Wildlife Corridors | Fully support this policy | |
| | NE3 - Wildlife Corridors | Why is the County Council trying to charge people for replanting the Highway trees? These are part of wildlife corridors. Too many have been cut down and not replaced. | |
| | NE3 - Wildlife Corridors | There are additional corridors and green spaces that should also be recognised and I point you to the comments submitted by the Cirencester Wildlife Group on this policy. | |
| | NE4 - Green & Blue Infrastructure Protection & Enhancement | Developers don't always deliver on their promises. | |
| | NE4 - Green & Blue Infrastructure Protection & Enhancement | Most of the policy and the supporting information in this section of the plan make sense. I would like to see reference made to Building with Nature standards as a way of securing good quality green infrastructure in new developments though, as this is a benchmark of what good GI should look like and is accessible to everyone. It incorporates specific standards for wildlife and biodiversity. | Make reference to Building with Nature standards as a way of securing good quality green infrastructure in new developments as benchmark of what good GI should look like, with specific standards for wildlife and biodiversity. |
| | NE5 - Flood Mitigation | No more building on the flood plain. | No building on flood plain |

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| | NE5 - Flood Mitigation | I think the Policy needs to be strengthened, given past experience of flooding and projections of the impact of climate change. Developers should prove that their developments cannot make the situation worse, and, should contribute to reduction in risk and improvement of flood mitigation measures. Passing the problem further downstream cannot be an acceptable solution. | Strengthen Policy NE5 to require developers to prove their developments cannot make the situation worse and that they will contribute to reduction in risk and improvement of flood mitigation measures. |
| | NE5 - Flood Mitigation | Huge problems in Cirencester from flooding & sewage surcharging because old & inadequate sewage systems & treatment centres. Any improvements depend on Thames Water financial decisions. Our property is regularly affected in Winter & after heavy rain by polluting sewage flowing out of manholes into road drains. | |
| | NE5 - Flood Mitigation | Please see additional comments in Cirencester Wildlife Group's response. | |
| | NE6 - Local Green Space Designations | In the list of local green spaces, No. 42 St John Baptist Churchyard - why is there not tick under tranquility and wildlife? | Suggest No. 42 St John Baptist Churchyard -has tick under tranquility and wildlife |
| | NE6 - Local Green Space Designations | What happens if developers fail to keep promises & find "legal" ways to avoid keeping to local planning requests. | |
| | NE6 - Local Green Space Designations | Please see additional specific comments and recommendations in Cirencester Wildlife Group's response to this policy. | |
| | NE6 - Local Green Space Designations | this is important particularly as the largest green space within the town is about to start charging for access. | |
| | NE6 - Local Green Space Designations | As public access to Cirencester Park is now restricted, Coates Parish Council question whether it still be described as a Local Green Space with access enjoyed by residents and visitors | Question validity of Ciren Park as LGS given it is now restricted access. |
| | NE7 - Green Gaps | Is there really any power to stop these losses. How can a buffer zone be compensated for if it is removed?! These green spaces around the town are key to Ciren character & atmosphere making it so different to other historic towns encircled in suburbs. | |

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| | NE7 - Green Gaps | Please see Cirencester Wildlife Group's comments on this section as well. I support and endorse the comments made by this group as I am Chairperson. | |
| | NE7 - Green Gaps | the mitigation is not sufficient, the green gaps should be retained | Mitigation is not sufficient - green gaps should be retained. |
| | NE7 - Green Gaps | Green gaps between Cirencester and adjoining settlements should be retained . | |
| | NE7 - Green Gaps | Coates Parish Council is supportive. As highlighted in sections 10.70-10.74, it is important that adjacent settlements preserve their distinct identity and urban sprawl is prevented. | |
| 11 The Local Economy | LE1 - Protect & Enhance Economic Activity | Continuing to hold Markets (eg Friday market, Farmers' Markets) should be encouraged. As well as drawing tourism and trade, they are valuable places for social interaction, making shopping pleasurable, rather than purely transactional. I generally buy more in such environments than I would either online or in supermarkets and shops. The balance between branches of shops which are part of chains and one-off independent shops is important. A factor in people visiting the town (as tourists or from the local area) is being able to visit a shop/cafe etc which is a one-off or different from the standard high streets. | |
| | LE1 - Protect & Enhance Economic Activity | Coates Parish Council has the following comment. Whilst agreeing with the policy statement, the proposed plan should be wary of keeping all local traffic out of the town as the economy of the town centres has declined in recent years. The 20 minute neighbour plan has the potential to be detrimental to business in the centre of town. Given the location of the amphitheatre It is not clear how tourists visiting the amphitheatre, would boost the economy of the local economy. It is more likely to cause congestion and ruin the site. | Proposed plan should be wary of keeping all local traffic out of town and potential of 20MNH to do same as could be detrimental to business in centre of town. |
| 12 Wellbeing & Community | WBC1 - Air Quality | Improved liaison with Police to enforce vehicle drivers to switch off petrol / diesel engines when parked in town or near schools would be beneficial especially taxi/private hire vehicle drivers. | |
| | WBC1 - Air Quality | Good | |

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| | WBC1 - Air Quality | Air quality monitoring, including oxides and particulates, should be measured across the whole town. Without this the town cannot expect to be able to maintain and improve air quality. | Air quality monitoring, including oxides and particulates, should be measured across the whole town |
| | WBC3 - Equal Access to Green Spaces For All | All good aims | |
| | WBC3 - Equal Access to Green Spaces For All | Mixed feelings - Unfortunately free access to Cirencester Park will no longer be possible for all after Mid March 2024. This is very very sad and not good for the Health Agenda. The Plan has some very good ideas for other green spaces. | |
| | WBC4 - Access to Play Spaces | Good | |
| | WBC5 - Community Facilities | Coates Parish Council wishes to emphasise the importance of parking for primary health care facilities, as most residents from surrounding villages can only access these by car. | |
| | WBC6 - Designing Out Crime | Good ideas here | |
| | WBC8 - Noise Pollution | I'm not sure what the status of the projects in Appendix 2 is - there are lots of good ideas some of which I prefer to others. | |
| | WBC8 - Noise Pollution | Don't with cars being encouraged out of the town centre at night. For example, many people would want access by car for safety reasons. Has the introduction of a 20mph speed limit and the market place design reduced noise pollution? Would reducing speed limits on the dual carriageways reduce noise pollution? | |
| | WBC8 - Noise Pollution | Discouraging cars from entering the town centre at night could increase the risk of harm to women and vulnerable people. | Discouraging cars from entering the town centre at night could increase the risk of harm to women and vulnerable people. |

Responses from Members of the Public and Other Organisations – Sentiment Pie Charts

By close of the consultation period, there had been 930 contributions from members of the public and other organisations.

930 Contributions

855 Comments 75 Agreements

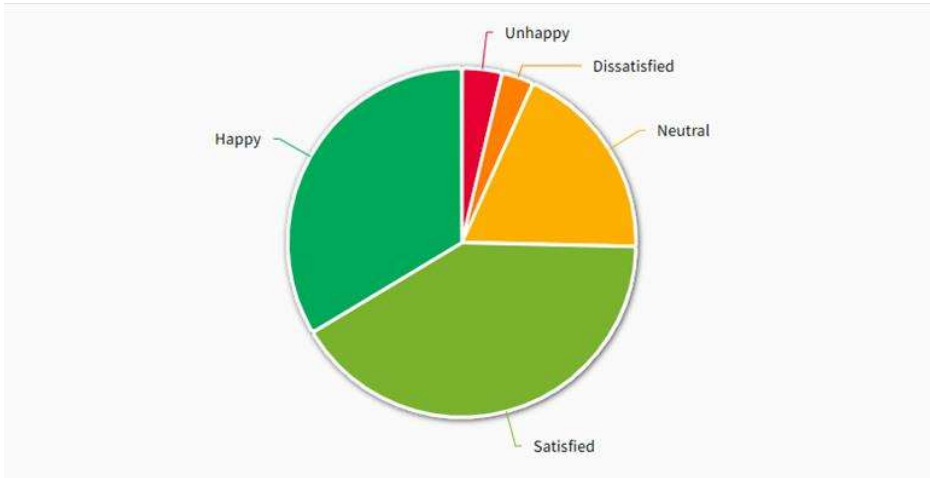


The following percentages are based on the number of contributions made to the consultation, not the total number of people who participated. Contributions were primarily made by people who live in Cirencester, work, or have a business.

| Age Profile: | Employment Status: |
|--------------|-----------------------------|
| 4% 35-44 | 1% Carer |
| 6% 45-54 | 1% Student |
| 35% 55-64 | 2% Town Councillor |
| 32% 65-74 | 2% Retired Part-Time |
| 20% 75-84 | 2% Part Time Employment |
| 3% 85+ | 3% Self-Employed |
| | 8% Steering Group Volunteer |
| | 15% Full Time Employment |
| | 66% Retired |

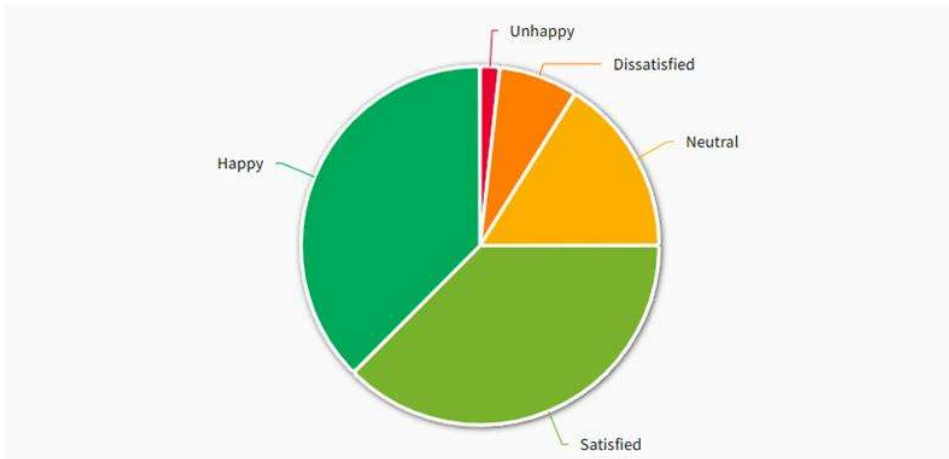
126 respondents provided further details about their gender and identity; this provides a more accurate idea of the total number of people who participated in the consultation. 44% male, 40% female, 16% did not say, no-one identified as being transgender. 75% identified as white British, 4% identified as either white Irish, white British African or white British European, 3% identified as white-other. 9% identified as having a long-term illness or mobility impairment. 16% only use their car as the usual method of travel in the area, 15% walk/cycle/jog, 65% use a combination including car and walking. 11% also use the bus and train.

Vision – Pie Chart and Word Cloud – How do you feel about the vision?

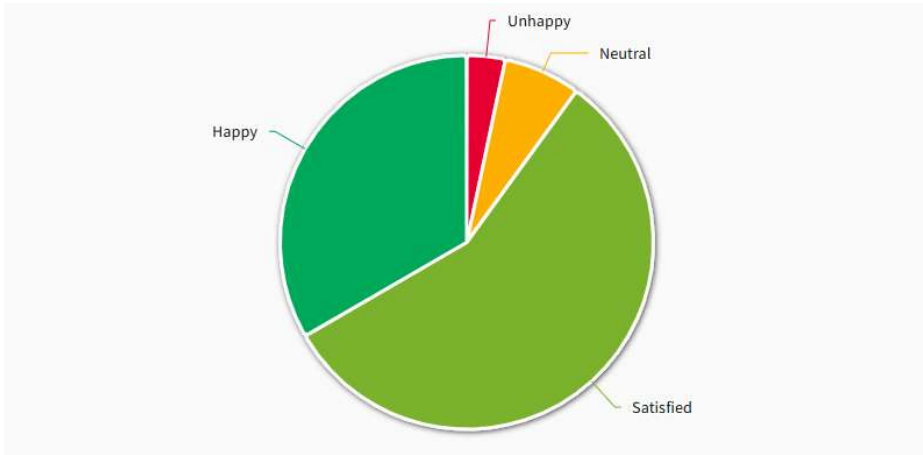


Page 273

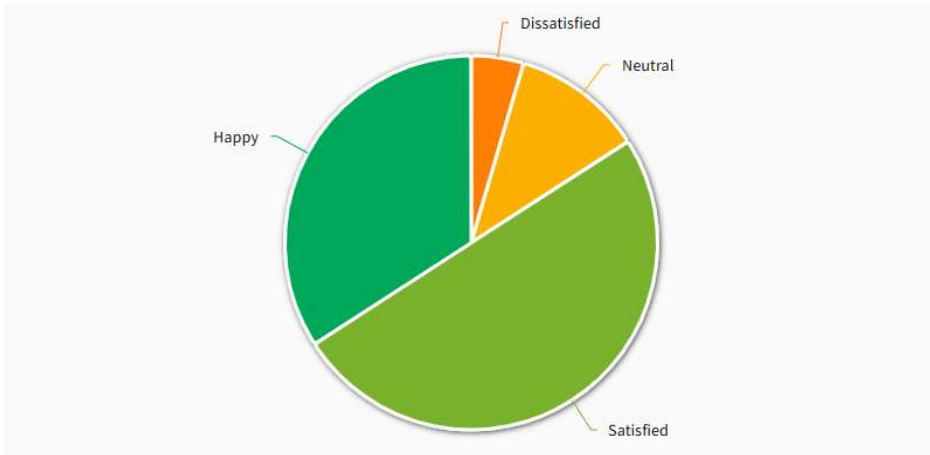
Aims and Objectives – Pie Chart and Word Cloud – How do you feel about the set of aims and objectives?



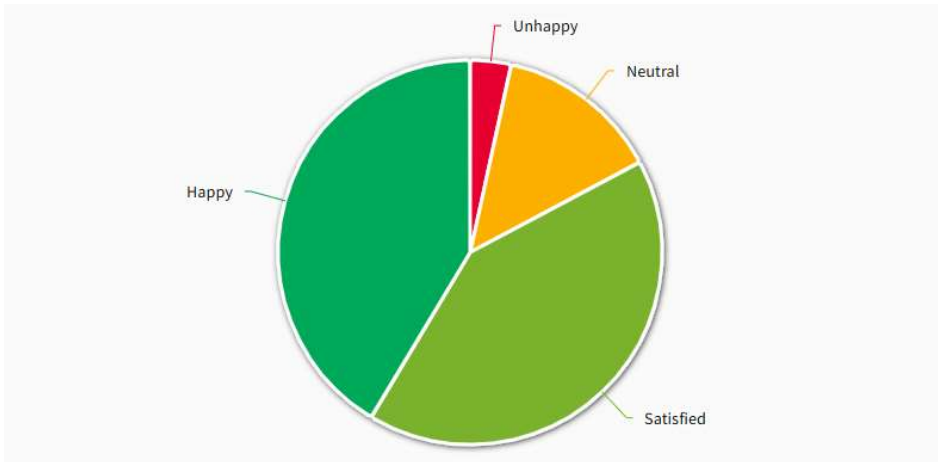
DB3 – Conversion of Existing Properties



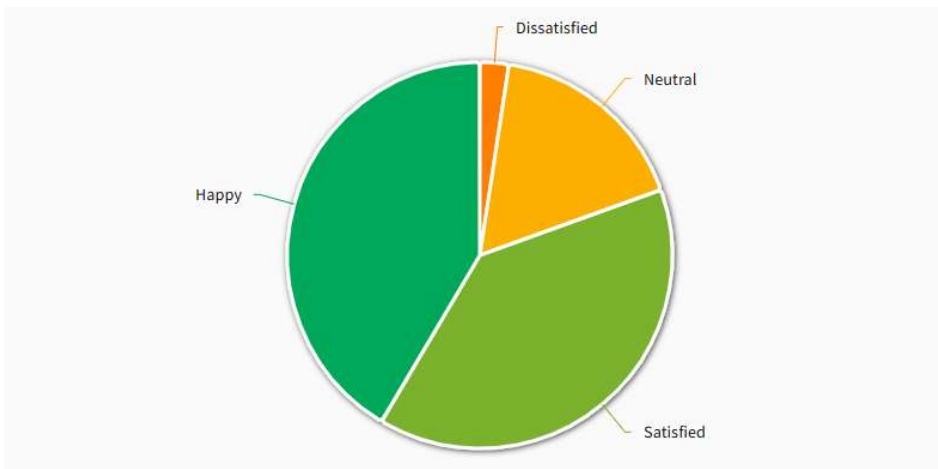
DB4 – Protection of Non-Designated Heritage Assets



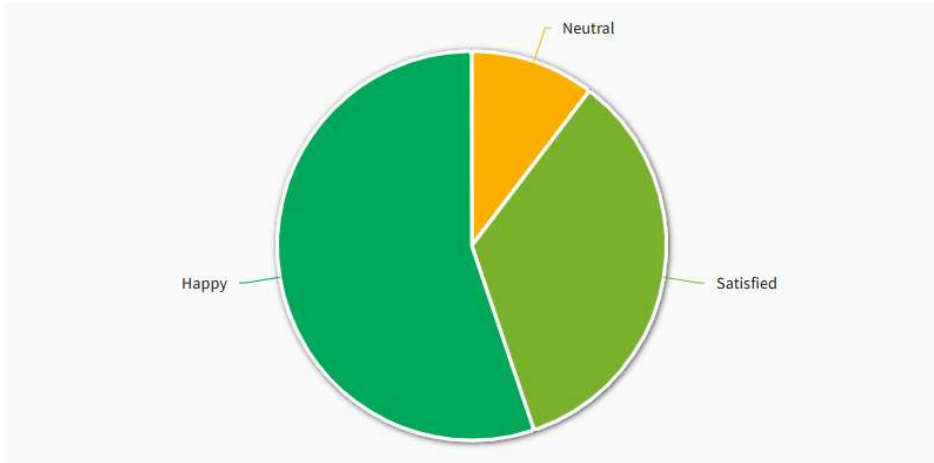
QPR2 – Quality Streets and Spaces



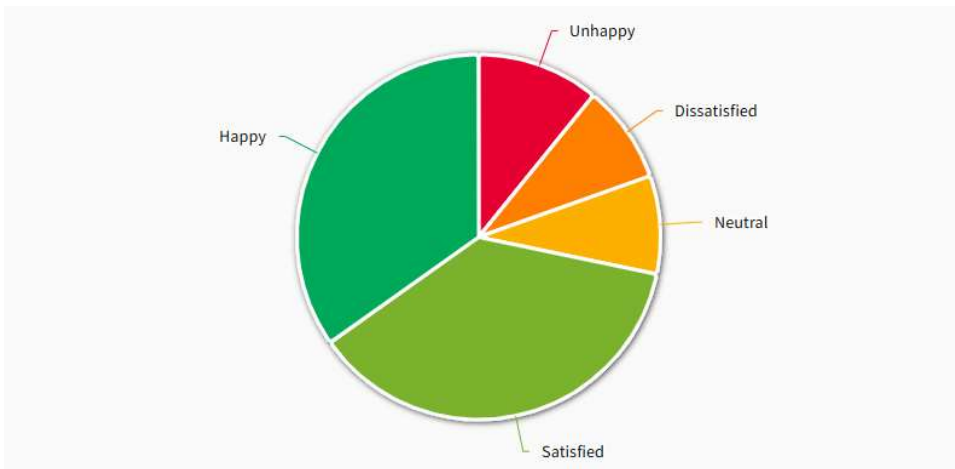
QPR3 – Social and Civic Spaces



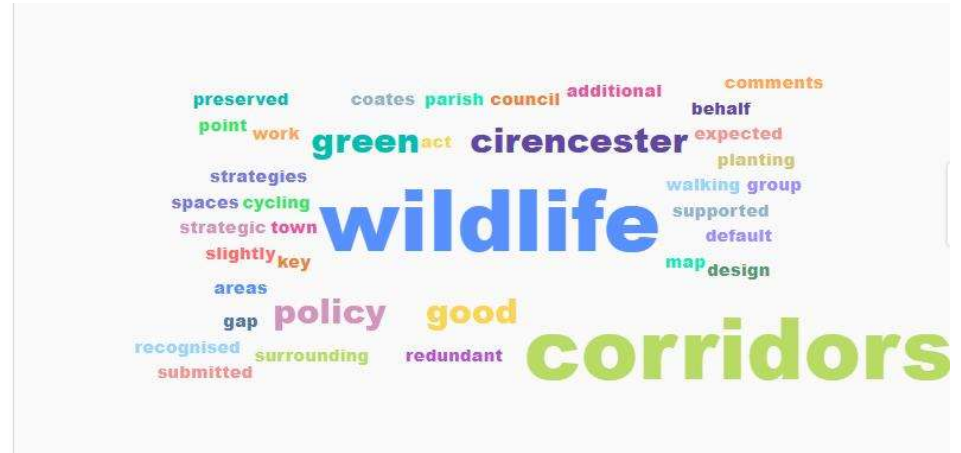
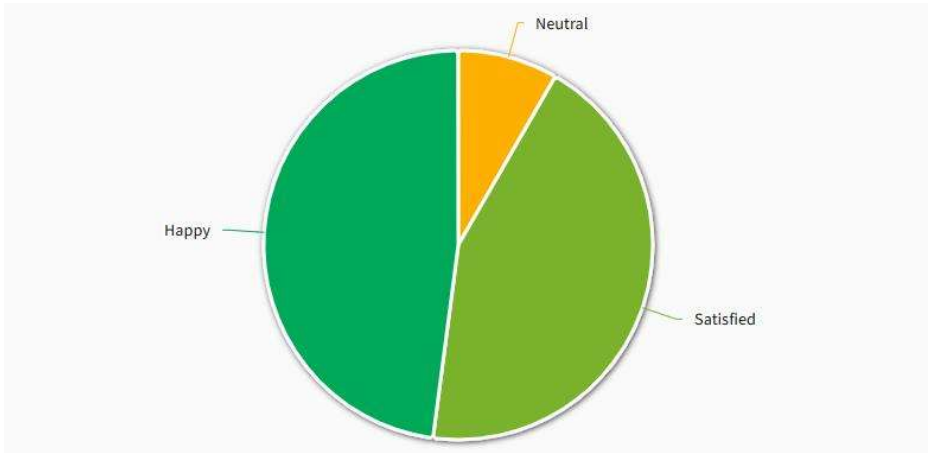
QPR4 – Heritage Trails and Wayfinding Systems



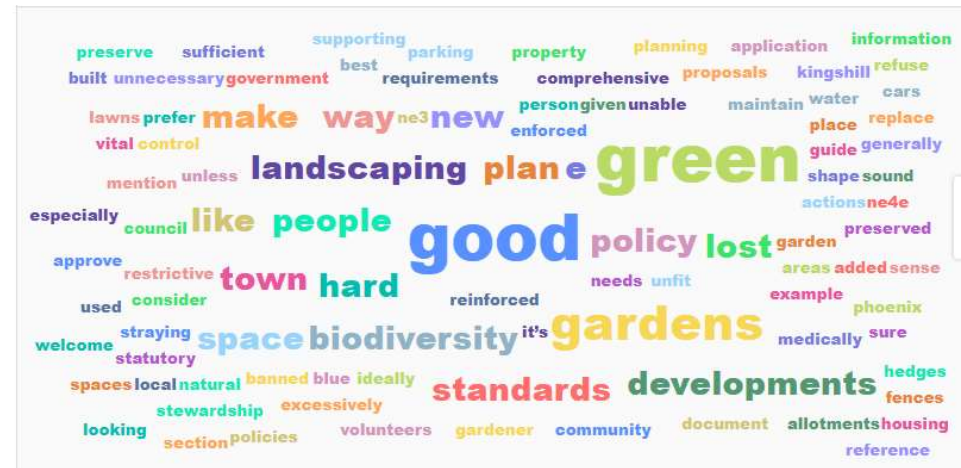
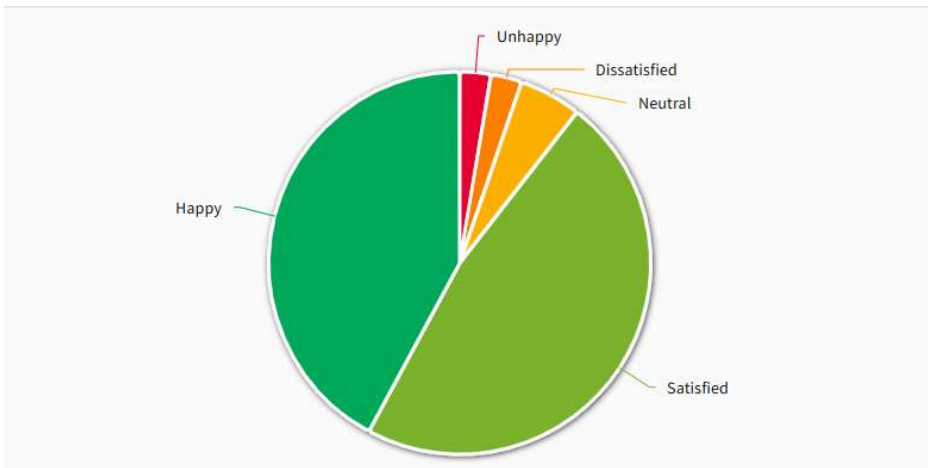
The 20 Minute Neighbourhood – Pie Chart and Word Cloud – How do you feel about this policy?



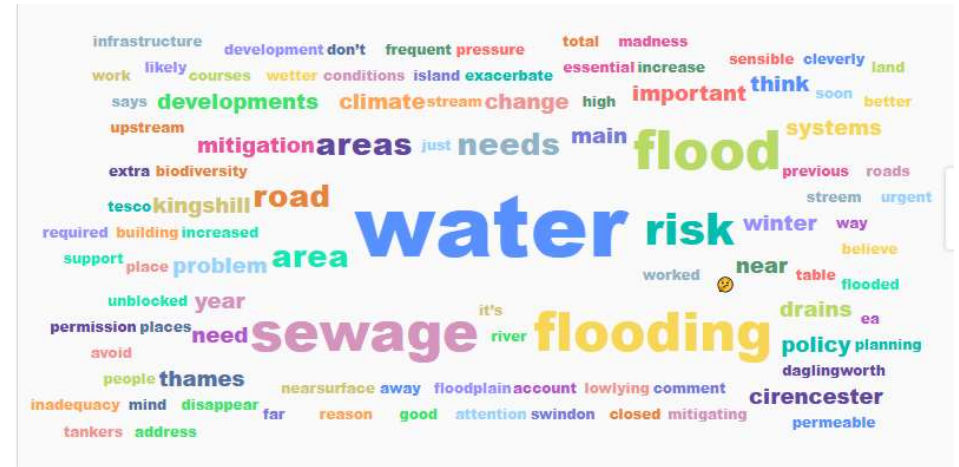
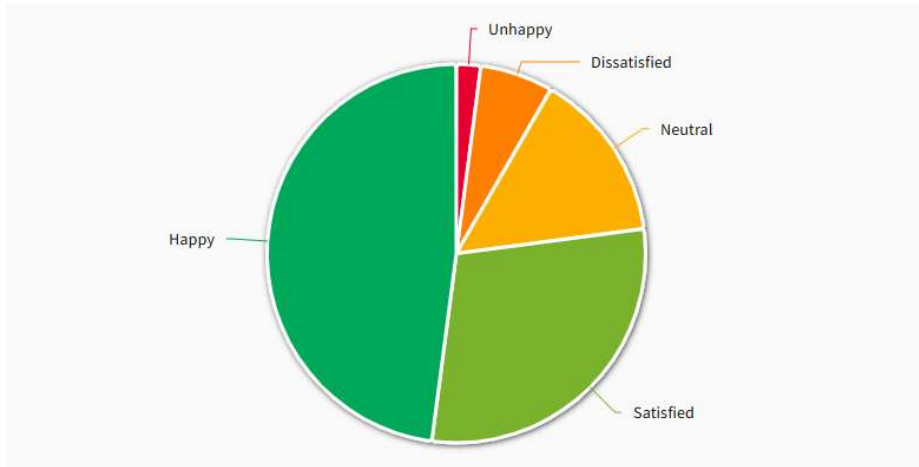
NE3 – Wildlife Corridors



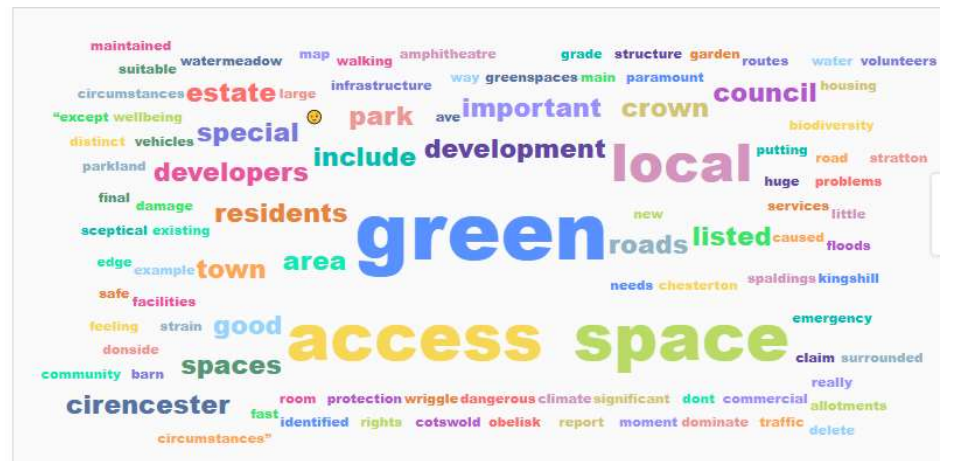
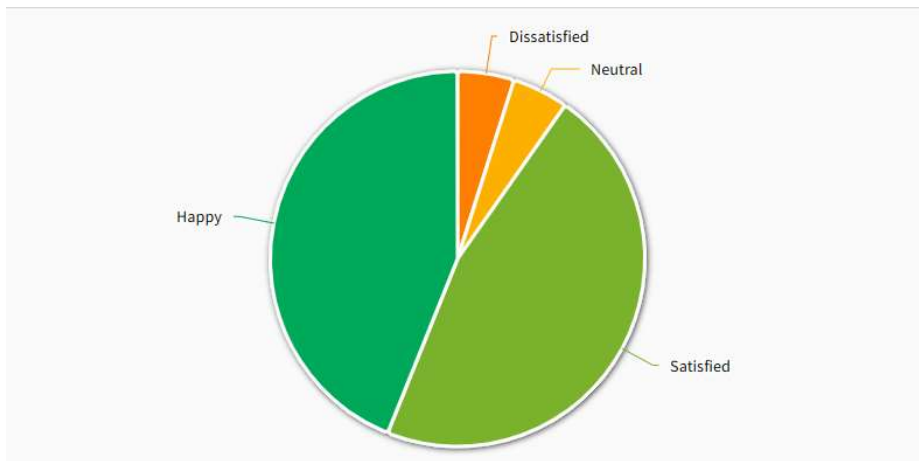
NE4 – Green and Blue Infrastructure Protection and Enhancement



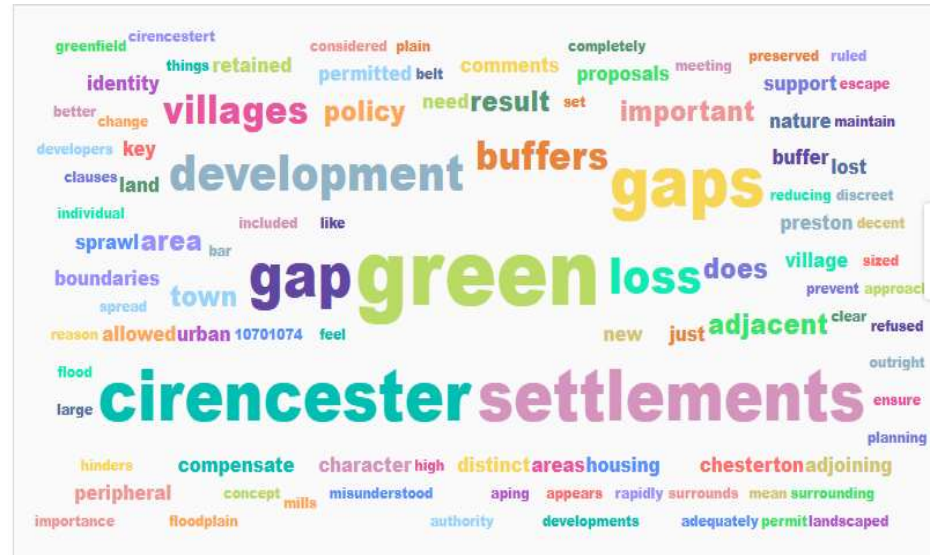
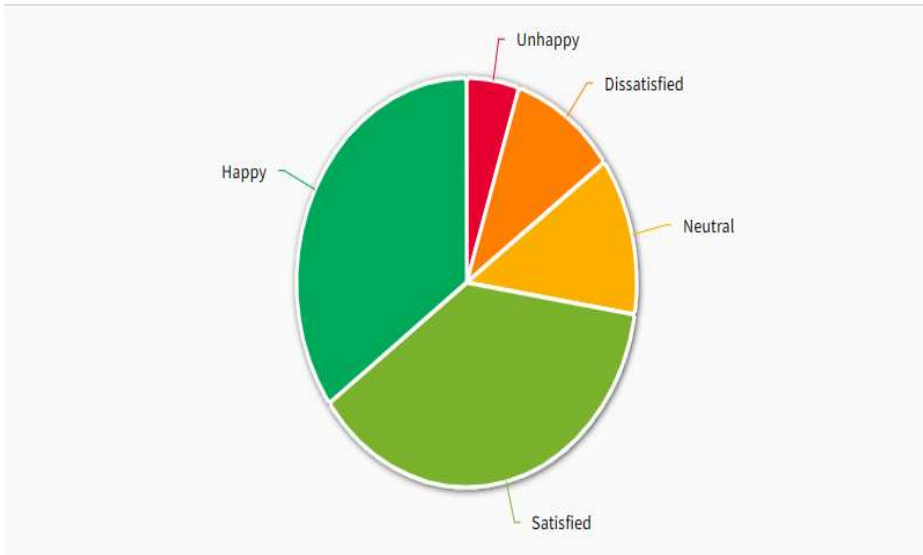
NE5 – Flood Mitigation



NE6 – Local Green Space Designations

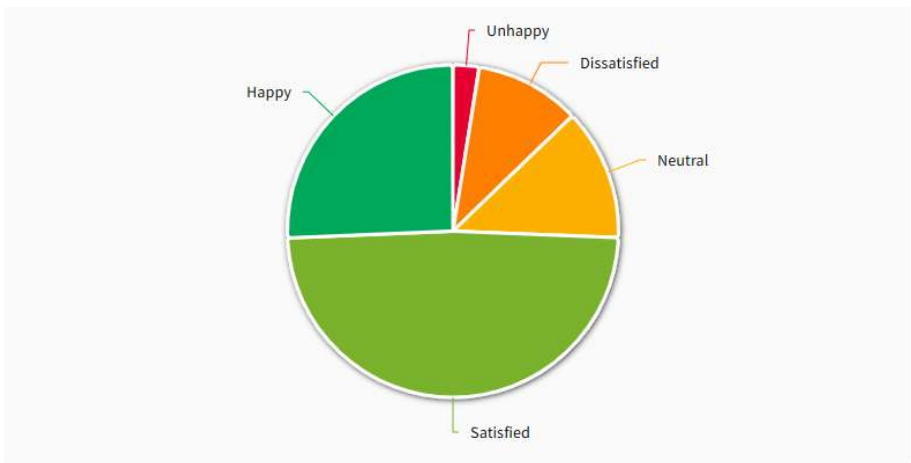


NE7 – Green Gaps

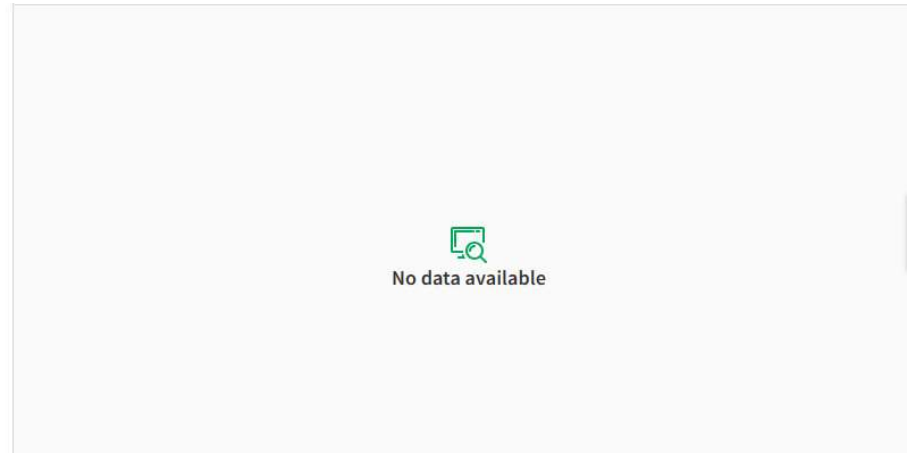
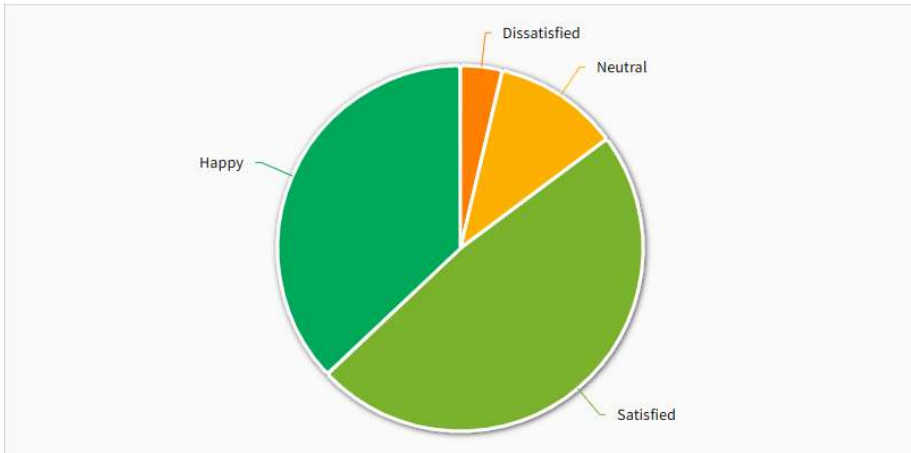


The Local Economy – Pie Charts and Word Clouds

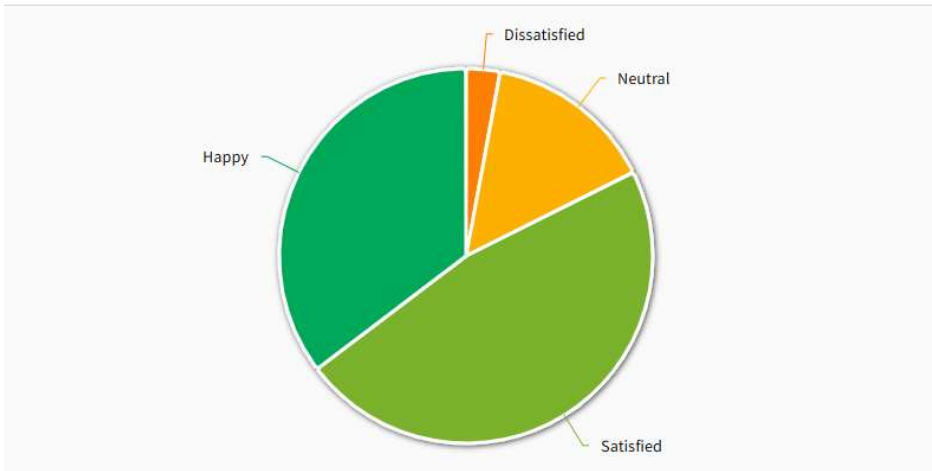
LE1 – Protect and Enhance Economic Activity



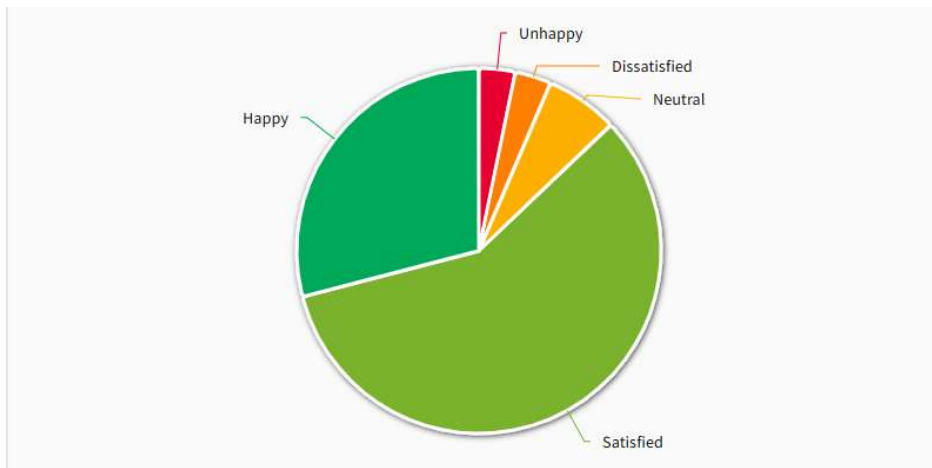
LE4 – New Employment Premises and Design Quality



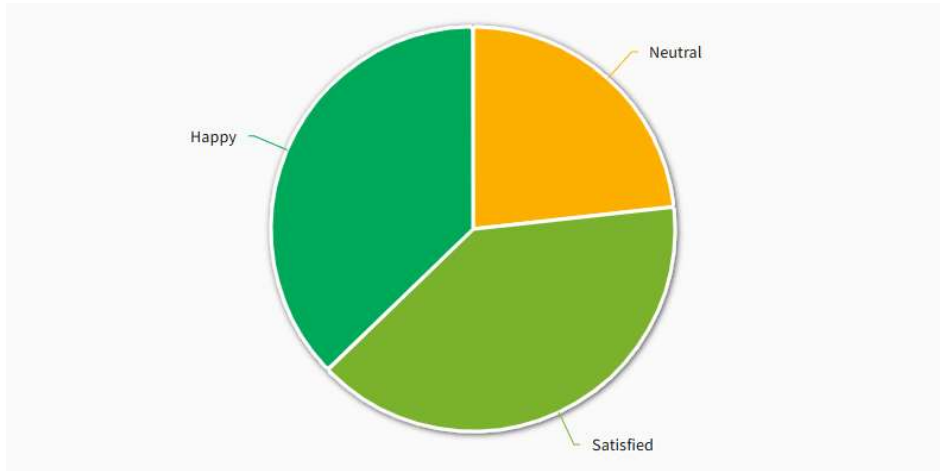
WBC3 – Equal Access to Green Spaces for All



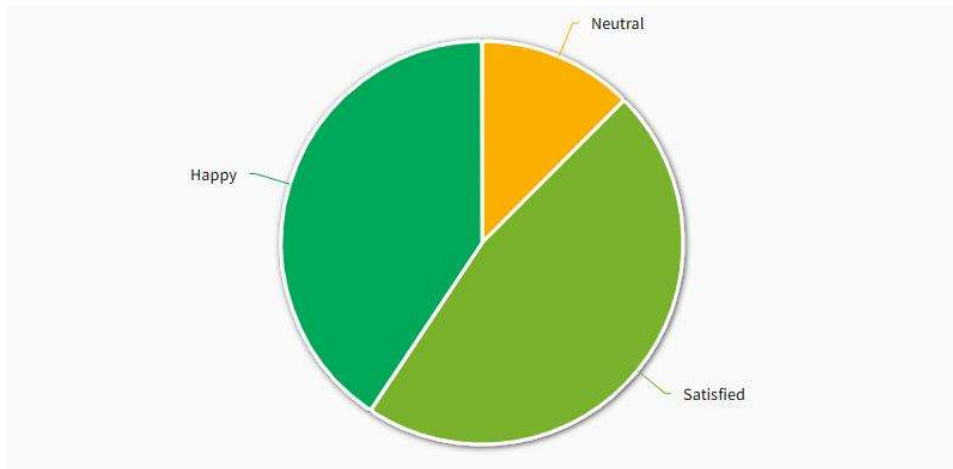
WBC4 – Access to Play Spaces



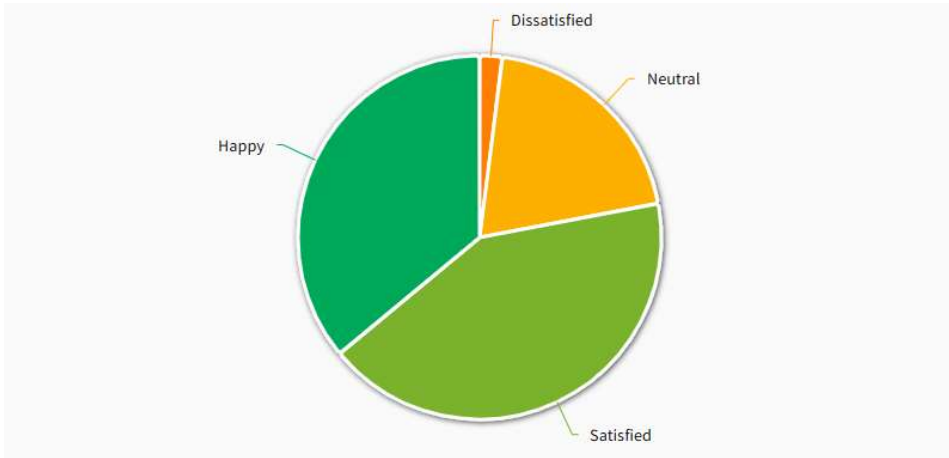
WBC5 – Community Facilities



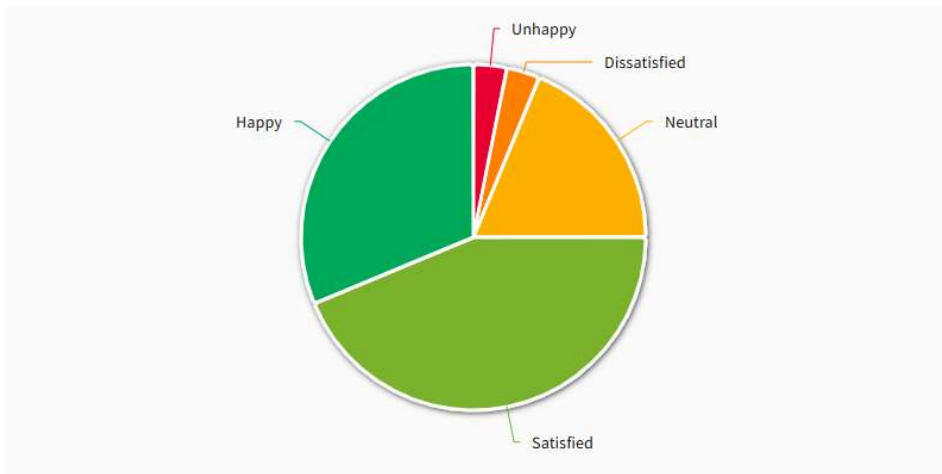
WBC6 – Designing out Crime



WBC7 – Light Pollution



WBC8 – Noise Pollution

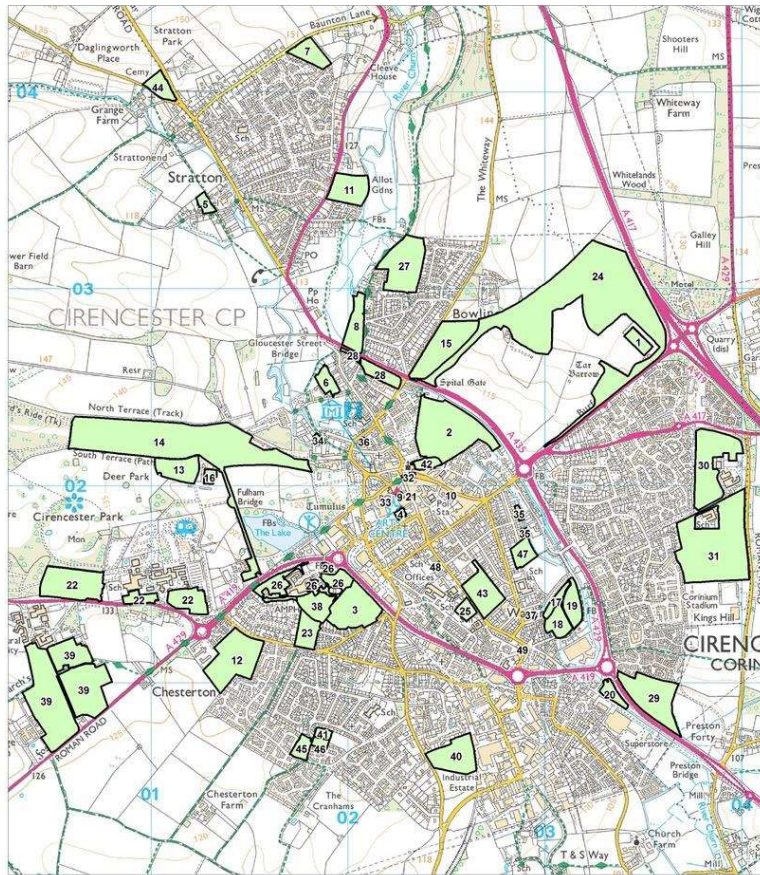


Local Green Space Designations

APPENDIX 03

LOCAL GREEN SPACES DESIGNATION

49 sites were identified by the Cirencester NDP Steering Group as worthy of consideration for designation within the Plan. 39 of those have been deemed not to meet criteria for designation in the Cirencester NDP, following consultation with Statutory Consultees. All 49 sites have been described and mapped below, with reasons given in the table opposite for non-designation in the Plan, on advice from Cotswold District Council.



Sites considered for designation within the Neighbourhood Plan

| Reason for Non-designation as a Local Green Space | |
|---|--|
| | Proposed LGS Designation |
| | Already designated as a LGS within the Local Plan |
| | Already subject to strong constraints or protections |
| | LGS protections at this site could constrain future development of community benefit |
| | Site is not compliant with the NPPF |

| Number | Local Green Space Site | Reason | Number | Local Green Space Site | Reason |
|--------|---|--------|--------|--|--------|
| 1 | Abbey Farm Allotments Harebush | | 26 | Hospital Grounds | |
| 2 | Abbey Grounds | | 27a | Humpty Dumps (Bowling Green Road) | |
| 3 | Amphitheatre | | 27b | Humpty Dumps (Bowling Green Lane / Ave) | |
| 4 | Ashcroft Road Bowls Club | | 28 | Jack Gardner Memorial Garden | |
| 5 | Barn Way Allotments | | 29 | Kingshill Country Park | |
| 6 | Barton Lane Allotments | | 30 | Kingshill School Playing Fields | |
| 7 | Baunton Lane Playing Field | | 31 | Kingshill Playing Field (Also known as Kingshill Sports Development) | |
| 8 | Bromford Allotments Bowling Green Lane | | 32 | Market Place | |
| 9 | Brewery Court | | 33 | Old Tesco Supermarket Seating Area | |
| 10 | Catalpa Square | | 34 | Open Air Swimming Pool | |
| 11 | Cheltenham Road Allotments | | 35 | Purley Road Allotments | |
| 12 | Cheltenham Cemetery | | 36 | Quaker Meeting House Quiet Garden | |
| 13 | Cirencester Cricket Club | | 37 | Queen Street Allotment Gardens | |
| 14 | Cirencester Park and Old Kennels | | 38 | Queens Wood | |
| 15 | Cirencester Rugby Club | | 39 | Royal Agricultural University Playing Fields | |
| 16 | Cirencester Tennis Club | | 40 | Somerford Road Allotments | |
| 17 | City Bank Allotments | | 41 | Springfield Road Allotments | |
| 18 | City Bank Nature Reserve | | 42 | St John's Churchyard | |
| 19 | City Bank Recreational Ground | | 43 | St Michael's Park | |
| 20 | Cricklade Road Picnic Area | | 44 | Stratton Cemetery | |
| 21 | Cricklade Street/West Way Seating | | 45 | Thistle Park Chesterton Community Garden | |
| 22 | Deer Park Secondary School & Cirencester College Playing Fields | | 46 | Two Acres and Land at Cranhams Lane | |
| 23 | Four Acre Field | | 47 | Victoria Road Meadow | |
| 24 | Harebush Woods | | 48 | Watermoor Road Cemetery | |
| 25 | Holy Trinity Churchyard Garden of Remembrance | | 49 | Watermoor Road/Way Corner Seating | |

1. ABBEY FARM ALLOTMENTS HAREBUSH



Accessed from London Road or through Harebush Woods, this site is owned and managed by the Chester-Masters.

2. ABBEY GROUNDS



Hidden behind the large parish church of St John Baptist, the Abbey Grounds is the site of St Mary's Abbey, demolished in 1539, and forms an informal, free public recreational facility of 8.44 hectares, incorporating the former Abbey's trout lake, the only remaining Abbey structure in the Norman Arch, a children's playground, a bandstand, remains of the roman wall and large areas of mown grass used for a variety of informal games and leisure activities. Extending to the River Churn it retains some of the 17th century landscaping. It is bordered by the A417 Grove Lane Bypass, the rear of the town's Market Place and the later residential housing off Dugdale road, with winding pathways and extensive views across the grounds, especially from east to west towards

the parish church tower. Pedestrian access is from Gosditch St next to the church, through the Norman Arch from Grove Lane, via Corinium Gate or through the pay and display Abbey grounds car park on Dugdale Road.

3. AMPHITHEATRE



The open grounds, lake, wildfowl, trees and greenery form an impressive pastoral centrepiece, inviting restful contemplation of the general town scene. During August it hosts a free three day Phoenix music festival with other annual events such as the food and drink festival. Ownership is with Cirencester Town Council. Cirencester Amphitheatre stands on the site of a former limestone quarry, just outside what was the original roman wall, to the west of the town. It is now bordered by the A429 Bristol Rd bypass, the residential housing of Cotswold Avenue and Querns wood which sits within Cirencester hospital grounds. Built around the early 2nd century and one of the largest in Britain, today all that remains are the grassy mounds of its oval structure covering 5.2 hectares. Open to the public it is used as a thoroughfare by locals connecting Chesterton to the town centre, occasional historical events with the Ermine Street Guard and recreational use. The main entrance is Cotswold Avenue with information boards and limited parking. Ownership rests with Cirencester Town Council and English Heritage.

4. ASHCROFT ROAD BOWLS CLUB



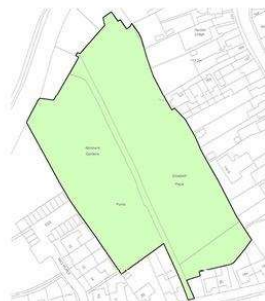
Formed in 1930 the outdoor town lawn green bowls club is a private members club of 0.14 hectares located and accessed through the Brewery car park, well supported with league tournaments and a modern clubhouse with a licensed bar. Owned and managed by Cirencester Bowls Club.

5. BARN WAY ALLOTMENTS



Accessed from Barn Way, this site of 0.59 hectares sits on the peripheral of the town and is owned and managed by the Bathurst estate.

6. BARTON LANE ALLOTMENTS



Barton Lane Allotments are situated to the west of Cirencester, close to the town centre, tucked to the north behind Gloucester Street. There are 41 plots managed over 0.92 hectares owned and managed by St John's Hospital and Other Almshouses Charity. The site is well hidden and many residents of Cirencester are unaware of its existence, often pleasantly surprised when they discover it for the first time.

7. BAUNTON LANE PLAYING FIELD



Full size football pitch and recently renovated children's playground with tunnels, slides and climbing frame, accessed off Baunton Lane. Also used for community gatherings and maintained by volunteers. Owned by Cirencester Town Council.

8. BROMFORD ALLOTMENTS BOWLING GREEN LANE



Accessed from Bowling Green Lane this site of 2.14 hectares sits with the River Churn along its length and is owned and managed by the Chester-Masters.

9. BREWERY COURT



Pedestrian 0.08 hectare area of open space with seating, within the former location of an 18th century town Brewery, now the New Brewery Arts Crafts building which dominates the square. The area connects foot traffic from its boundary with Cricklade Street through to the Brewery Car park with several retail units within. Multiple private ownership.

10. CATALPA SQUARE



Demolition of several building in Dyer St during the 1960s and 70s created the area now known as Catalpa Square, 0.04 hectares in size and named after the four Catalpa trees planted within, now removed. Bordered by shops it serves mainly as a seating area dominated by the relocated Jubilee column of 1935. Privately leased.

11. CHELTENHAM ROAD ALLOTMENTS



Site of 2.63 hectares accessed from Cheltenham Rd on the peripheral of the Town in Stratton, owned and managed by St John's Hospital and Other Almshouses Charity.

12. CHESTERTON CEMETERY



Opened in 1871 and still in use as a burial ground, the site of 4.57 hectares is accessed from Chesterton Lane through the former neo-gothic keepers lodge gate with on road parking. The site contains many war graves and a former non-conformist chapel, now used for storage. Owned by Cotswold District Council.

13. CIRENCESTER CRICKET CLUB



Membership private cricket club with pitch and clubhouse formed in 1842. It is one of the oldest in the country, sitting within Cirencester Park, towards the education quarter, next to Cirencester Tennis Club and accessed by vehicle from Tetbury Road or on foot through the park from Cecily Hill. Well supported with matches and junior level coaching.

14. CIRENCESTER PARK AND OLD KENNELS



Cirencester Park as a whole, stands at the north-west edge of the town and covers over 1000ha in area, extending towards the parishes of Coates, Duntisbourne Rouse, Daglingworth and Sapperton. It lies on gently undulating land, bounded to the south by the A419, to the west by a minor road from the A419 to

Winstone, and on the other sides by agricultural land.

An extensive wooded park divided by straight line avenues which define key viewpoints, it was established by Allen, first Earl Bathurst, from 1714 to 1775, with the help of Alexander Pope and much influenced by Bathurst's association with Stephen Switzer.

The Broad Ride, identified here, forms the central axis of the park. Privately owned the park is open to the public. A path connects Broad Ride with Old Kennels, redeveloped open land owned by the Bathurst Estate which now serves as an area of rewilding, car park and retail site with a footpath connecting the Education Quarter on the Tetbury Road roundabout through to Cirencester Park when open.

15. CIRENCESTER RUGBY CLUB



The current site of the Rugby Club sits on the fringes of the town, at the traffic lights on Grove Lane, with the Whiteway junction. It has existed here since 1953/4 using an old Nissen Hut as a clubhouse. Later additions formed the facilities now seen, including the spoils of the bypass to create and level up the pitches. A new car park was added in 2020 and today the club provides training for youth teams as well as professional fixtures. The site covers 4.86 hectares and is owned and managed by Cirencester Rugby Club.

16. CIRENCESTER TENNIS CLUB



Membership private tennis club run on a lease from the Bathurst estate, with 4 hard surface outdoor courts. It sits within Cirencester Park towards the education quarter and has been there since 1993. It is accessed by vehicle from Tetbury Road or on foot through the park from Cecily Hill. Well supported with tournaments, coaching and recreational play.

17. CITY BANK ALLOTMENTS



Located off Queen St along the River Churn, City Bank allotments of 1.02 hectares are owned and managed by and connect with the City Bank nature reserve area. The site has easy access to plenty of water due to the close proximity of the river. Owned by Cirencester Town Council.

18. CITY BANK NATURE RESERVE



City Bank was established in 2018 and is part of an area covering Victoria Road Playing Fields, The Glade, City Bank field and the Old Nursery. Nestled amongst the nearby houses, this area is a sanctuary for wildlife and a great space for recreation whilst connecting walkers to City Bank Park and beyond. Volunteers maintain the area which is a haven for wild orchids, a wide range of birds with otters, kingfishers, and water voles. Wildlife themed events and activities are regularly held as part of Love Parks Week and by local wildlife groups offering guided tours and talks. Access is from Victoria Rd or through City Bank Park. Owned by Cirencester Town Council.

19. CITY BANK RECREATIONAL GROUND



Flat open recreational field of 1.56 hectares bordered and enclosed by City Bank Park and City Bank

View, with footpath access through to the adjacent nature reserve. Used mainly for leisure it also connects, by footpaths, the Beeches area of the town to Watermoor, and is well used by dog walkers. Access has been improved with the addition of a wood bridge over the River Churn which meanders along its edge. Fitness equipment sits near the remains of a sluice gate to one of the towns former mills. Ownership with Cirencester Town Council.

20. CRICKLADE ROAD PICNIC AREA



Enclosed by the A419 Swindon Rd Bypass and Cricklade Rd retail sites, this 1.21 hectare parcel of land provides a free opportunity for the public to sit and enjoy the wide stretch of the River Churn within and from several picnic benches. No allocated parking but well served by pavements and a nearby pedestrian crossing. Owned by Cotswold District Council.

21. CRICKLADE STREET/WEST WAY SEATING



Pedestrian connection and vehicle turnaround point between Cricklade Street and West Way containing

seating and landscaping, sometimes used as a spot for busking musicians. Adopted public highway, owned and maintained by Gloucestershire County Council.

22. DEER PARK SECONDARY SCHOOL & CIRENCESTER COLLEGE PLAYING FIELDS



Deer Park Secondary School (2.9 hectares) and Cirencester College (2.42 hectares) are accessed from the Tetbury or Stroud roads and used by students of each establishment.

23. FOUR ACRE FIELD



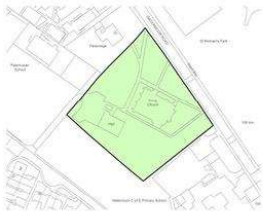
Four Acre field covers 1.7 hectares in the Chesterton area of Cirencester and is bordered by Querns Wood, Chesterton Lane, Cotswold Close and the rear gardens of Chesterton Park. Used by dog walkers, weekend footballers and for other recreational activities, it contains a small playground and some outdoor fitness equipment. Recent re-wilding has extended its biodiversity and wildlife value with footpaths connected walkers through Querns wood to the town centre. Owned by Cirencester Town Council.

24. HAREBUSH WOOD



Harebush Wood was created in the 1820's by Jane Chester Master as a working 26.8 hectares wood with active timber production and remains privately owned by the family. It is open to the public as a circular walk on the edges of the town, home to bluebells and wildlife, accessible opposite the Norman Arch on the A417 Grove Lane or through the Burford Rd allotments. Owned by the Chester-Masters.

25. HOLY TRINITY GARDEN OF REMEMBRANCE



Garden of Remembrance within the grounds of Holy Trinity Church Watermoor Rd, accessed through the churchyard towards the rear of the church. It is 0.08 hectares in size with some seating and a memorial stone plaque stating its function. Not a burial ground.

26. HOSPITAL GROUNDS



Cirencester Hospital has the largest NHS grounds in Gloucestershire at 6.76 hectares and contains areas of meadow and courtyards that provide a respite for staff and patients, whilst connecting, through a footpath, to Querns wood and onwards to the Amphitheatre, well used by walkers. A cleared open space with seating provides the opportunity for outdoor small events or performances and there is a small orchard. NHS ownership.

27A. HUMPTY DUMPS (BOWLING GREEN ROAD)



Humpty Dumps (Bowling Green Road) is an area of open land (0.28 hectares) bordered by Bowling Green, Road and Crescent. It is well used by riders and walkers, with other recreational activity including sledging

from the sloping parts, mountain bike riding, kite flying and star gazing. Informal paths connect the area to the town centre as well as providing a visual link between the urban landscape and agricultural land. The site is a haven for wildlife. Owned by Cirencester Town Council.

27b. HUMPTY DUMPS (BOWLING GREEN LANE/AVE)



Humpty Dumps (Bowling Green Lane/Ave) is an area of open land (4.8 hectares) off Berry Hill Crescent and Road. To the north west is a working farm with parts of the area used to graze sheep. Foot and bridle paths run through the site, both well used by riders and walkers, with other recreational activity including sledging from the sloping parts, mountain bike riding, kite flying and star gazing. Informal paths connect the area to the town centre as well as providing a visual link between the urban landscape and agricultural land. The site is a haven for wildlife. Privately owned.

28. JACK GARDNER MEMORIAL GARDEN



Named after former Cirencester UDC Councillors John Edward Gardner and Graham Jack Brookes, the garden is a linear strip of recreational parkland, 1.87 hectares in size fronted by the A417 Abbey Way, bordered by Spitalgate Lane, Gooseacre Lane and the housing of Trafalgar Road. It contains a stretch of the River Churn and within has had the recent addition of rewilding areas with further tree planting to support others including a memorial tree to the actor Robert Adie. Appreciated by dog walkers, it also connects by footpath over Gooseacre Lane bridge, the East or Stratton area of the town with the town centre. Ownership with Cirencester Town Council.

29. KINGSHILL COUNTRY PARK



On the site of an old water meadow this 2.34 hectare Country Park sitting alongside a recent large housing development bordering the A419

Swindon Rd bypass and hosts an outside gym with a running/walking track. There are benches for picnics and a community orchard. Well used by local residents with access from Griffiths Close, it provides a circular recreational space alongside acting as a green buffer between residences and a major highway. Located within are 50 allotment plots. Owned by Cirencester Town Council.

30. KINGSHILL SCHOOL PLAYING FIELDS



The Kingshill School Playing Fields sit adjacent to Kingshill Sports and Recreation Facility on Kingshill Lane and are used by students of the school.

31. KINGSHILL PLAYING FIELD (ALSO KNOWN AS KINGSHILL SPORTS DEVELOPMENT)



Kingshill Park covering 12.92 hectares sits adjacent to Kingshill secondary and Watermoor primary schools on Kingshill Lane, an open area of

field which sits alongside Coronium Stadium, home to Cirencester football team. Within is an open-air skate park, opened in 2014, and several footpaths connect walkers from here and London Road to the Beeches past former railway lines and on to the town centre roads. Owned by Cirencester Town Council.

32. MARKET PLACE



Dominated by the church of St John Baptist, the Market Place forms the principle space of the town having acted as the focus for social, religious and community activities since the early Medieval period. It retains its pre-eminence as the most important community space to a significant degree as a triangular area bordered by West Market Place at its most northern point leading south towards the junction with North Way. The mainly listed buildings within evolved as the town established itself from its medieval origins as a major centre of trade including a 14th century coaching inn, now the Kingshead Hotel. Significant structural changes to the area occurred from the eighteenth century onwards and most extensively during the nineteenth and twentieth centuries such as the opening of the Corn Hall in 1861. Recent changes have included extending the pedestrianised areas by removing the central parking bays. Today it still serves as the main location for trade, religious services and an annual mop fair. Various ownership.

33. OLD TESCO SUPERMARKET SEATING AREA



Pedestrian area of 0.09 hectares with bench seating with foot traffic connection from the Brewery Car park to Castle Street or through an open passageway to the Sheep Street car park, dominated by the larger retail units that surround it. Privately owned

34. OPEN AIR SWIMMING POOL



Located on the edge of Cirencester Park, 0.15 hectares and accessed from Riverside Walk off Thomas St, Cirencester Outdoor Pool is one of the oldest open-air pools in the country. Built by the Bathurst family about 1869 and later given to the town, now run as a charity, there is a 28-metre main pool, fed by a natural spring, with slide, separate children's paddling pool and a small refreshment café. Very popular with residents and visitors, it opens seasonally between May and September with booking essential to gain admission. Run as a charity by the open-air pool association with the land leased from Cirencester Town Council.

35. PURLEY ROAD ALLOTMENTS



Owned by the Bingham Library Trust and managed by Cirencester Town Council, the Purley Road allotments of 0.17 hectares are located behind the early 20th century Purley Road properties at the Cirencester primary school playing field end. They are the smallest town allotment sites with just 7 plots.

36. QUAKER MEETING HOUSE QUIET GARDEN



The Quaker Garden is to the rear of the meeting house at 53 Thomas Street 0.02 hectare in size. Once a burial ground, it was re-landscaped by WWI German prisoners as a garden and the headstones moved to its perimeter wall where they still rest. Open to the public once a week as a place for quiet reflection with mature trees and seating. Owned by the Quakers.

37. QUEEN STREET ALLOTMENT GARDENS



Located behind private homes on the corner of Victoria Road and Queen Street - near to, but not part of, the City Bank Allotments.

38. QUERNS WOOD



Querns Wood, accessed from and bordered by the hospital grounds, the Amphitheatre and Four Acre field, is an area of woodland with the NHS hospital grounds which includes a network of footpaths used by walkers to connect Chesterton to the town centre and for recreational use. Originally an arboretum established by the owner of Querns House, now the hospital, the site is believed to be part of the Quarry area that became the Amphitheatre. Mainly maintained by volunteers several new trees have been donated by local businesses. Owned by Cirencester Town Council.

39. ROYAL AGRICULTURAL UNIVERSITY PLAYING FIELDS



The Royal Agricultural University Playing Fields (4.85 hectares) are accessed from the Tetbury or Stroud Roads and used by students of the establishment.

40. SOMERFORD ROAD ALLOTMENTS



The Somerford Rd allotments of 3.4 hectares are situated to the north west of the town accessed from Somerford road and backing on to the residential housing of Oaklands, owned and managed by the Bathurst estate.

41. SPRINGFIELD ROAD ALLOTMENTS



Located next to Thistle Park. The site has a secured gated access but limited parking and is owned by Cirencester Town Council.

42. ST JOHN'S CHURCHYARD



To the rear of the church of St Johns the Baptist, the cemetery was closed to burials in 1871 and contains 25 grade 1 listed tomb monuments and other headstones in various states of repair with many mature trees and a recent war memorial bench. Accessed through a passage from the Market Place or by the rear door of the church on Gosditch St the area is maintained by volunteers.

43. ST MICHAEL'S PARK



St Michaels Park is located a short walk from the Market Place, bordered by Watermoor Rd, King St, the Avenue and Chester St. The main entrances are from the Tower St direction and on King Street, with public access daily, there are no allocated parking. Formal and informal open lawns and spaces include hard surface tennis courts, a children's play area, mini golf, boules, table tennis and crazy golf. The Park was developed in 1984 by , is 2.72 hectares and has a variety of formal and informal sports and recreation facilities and large open lawns. A winding path connects King street to Tower Street, much appreciated as a route from and towards the town centre. A variety of events are held at the park throughout the year such as Love Parks Week, a Teddy bears Picnic and outdoor cinema. A seasonal café provides refreshments and BBQs

can be rented. Ownership with Cirencester Town Council.

44. STRATTON CEMETERY



Opened in 1888 and sitting next to St Peters Church, Stratton, the site is 1.1 hectares, still in use and accessed through a small car park from Overley Rd. Owned and managed by Cotswold District Council.

45. THISTLE PARK CHESTERTON COMMUNITY GARDEN



Thistle park community garden is set within a green open space landscaped with flowers and benches in the Chesterton estate, accessed along Springfield Rd. It contains a playground, open gym equipment and allotments owned and managed by Cirencester Town Council.

46. TWO ACRES



Two Acre field covers 2.2 hectares in the Chesterton area of Cirencester is bordered by Cranhams Lane on which there is gated access and the rear gardens of Foxes Bank Drive and Countess Liliat Rd. Used by dog walkers and for other recreational activities it connects by footpath to Thistle Park and onwards to the Thistle Park Community garden. Owned by Cirencester Town Council.

48. WATERMOOR ROAD CEMETERY



Dissenter burial ground of 0.03 hectares on Watermoor Road no longer in use through a gated entrance next to several Almshouses. Owned and managed by Cotswold District Council.

49. WATERMOOR ROAD/WAY CORNER SEATING



Development of an unused piece of open land by a local community group as and bordered by Watermoor Rd, Watermoor Way and School Lane, with seating, landscaping and a large art sculpture Hare used as part of the town's walking Hare trail. Adopted public highway, owned and maintained by Gloucestershire County Council.

47. VICTORIA ROAD MEADOW



Located to the rear of Cirencester Junior School on Victoria Road, this former playing field has been restored to a meadow of wild flowers through the Wild Town rewilding scheme. Access from a passageway off Victoria Rd, a footpath connects through the meadow to City Bank nature reserve and the Beeches area of town. Well used by walkers.



Cirencester Neighbourhood Plan

SEA Screening Opinion

Cotswold District Council

Final report

Prepared by LUC

October 2022

| Version | Status | Prepared | Checked | Approved | Date |
|---------|----------------------------|------------|------------|------------|------------|
| 1 | Draft SEA Screening Report | K Nicholls | K Nicholls | K Nicholls | 18.10.2022 |
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Cirencester Neighbourhood Plan

Contents

| | |
|------------------|----------|
| Chapter 1 | 1 |
| Introduction | |

| | |
|------------------|----------|
| Chapter 2 | 2 |
| SEA Screening | |

| | |
|---|---|
| Scope of the Cirencester Neighbourhood Plan | 2 |
| Baseline Information | 5 |
| SEA Screening | 9 |

| | |
|-------------------|-----------|
| References | 17 |
|-------------------|-----------|

Table of Tables

| | |
|---|----|
| Table 2.1: Application of SEA Directive to the Cirencester Neighbourhood Plan | |
| 11 | |
| Table 2.2: Likely Significant Effects | 12 |

Table of Figures

| | |
|--|----|
| Figure 2.1: Application of the SEA Directive to Plans and Programmes | 10 |
|--|----|

Chapter 1

Introduction

1.1 Cirencester Town Council is supporting the preparation of a Neighbourhood Plan, which is being prepared by a steering group comprising local people on behalf of the Town Council. The town of Cirencester is located within Cotswold District and includes part of the Cotswold National Landscape (formerly called the Cotswold Area of Outstanding Natural Beauty). The emerging Neighbourhood Plan covers the full extent of the electoral boundary of the Town Council, which includes eight wards of New Mills, Abbey, Watermoor, Chesterton, St Michael's, Stratton, Four Acres and the Beeches.

1.2 LUC has been appointed by Cotswold District Council to consider whether there is a need for Strategic Environmental Assessment (SEA) to be undertaken for the Neighbourhood Plan. SEA may be required for a Neighbourhood Plan if it is likely to have significant environmental effects. Sustainability Appraisal (SA) is similar to SEA but includes assessment of the likely significant effects of a plan or programme on economic and social factors, as well as environmental factors. Planning Practice Guidance (PPG) [\[See reference 1\]](#) clarifies that there is no legal requirement for a neighbourhood plan to be subject to SA, but that SA can be used to demonstrate how the plan will contribute to sustainable development.

1.3 Cotswold District Council has commissioned LUC to carry out SEA Screening of the Pre-Submission Draft Cirencester Neighbourhood Plan (September 2022) in order to determine whether an assessment is required under European Directive 2001/42/EC (the SEA Directive), transposed into UK law through the SEA Regulations [\[See reference 2\]](#).

Chapter 2

SEA Screening

Scope of the Cirencester

Neighbourhood Plan

2.1 In October 2018, Cirencester Town Council approached Cotswold District Council to have the electoral boundary designated as a neighbourhood area, so the Town Council could develop a Neighbourhood Plan. A Steering Group, made up of volunteers from the community and members of the Cirencester Town Council, has been involved in producing the current version of the Cirencester Neighbourhood Plan, the Pre-Submission (Regulation 14) Draft.

2.2 The Neighbourhood Plan covers the entire electoral boundary of Cirencester Town Council, which includes eight wards. The Pre-Submission Draft Neighbourhood Plan includes a vision for the long-term future of Cirencester along with 13 objectives:

1. Maintain, protect, and enhance the distinctive Cotswold-rich visual character, views and heritage of Cirencester, its immediate historic setting and vistas and its connections to the surrounding areas.
2. Require all new development to contribute to the 20 Minute Neighbourhood model of development through the creation of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community.
3. Create a robust yet flexible network of streets and shared spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport and a mobility hub.

4. More effectively integrate the outlying residential areas (e.g., Kingshill, Kingsmeadow, Stratton, Chesterton) by foot, cycle, and public transport to the town centre, which are currently hindered by highway barriers and footpath gaps. The key barrier is that created by the A419 and A429 road system which wraps around Cirencester town centre, frustrating easy access to the middle from outlying residential areas and safe links to the surrounding countryside.
5. Facilitate a reduction in carbon emissions and contribute to achieving the national goal of Net Zero by adopting and implementing the relevant recommendations.
6. Protect, maintain, and enhance the natural environment, including local green spaces, parks, trees and green buffers, habitats, the River Churn, Gumstool Brook and all wildlife corridors alongside their connection to the wider landscape, promoting biodiversity and planting native species where possible.
7. Improve the sustainability of new build development through use of low carbon materials, construction methods and facilitate low carbon running carbon costs in accordance with the Cotswold Design Code.
8. Ensure that land made available for new developments better facilitates and maintains a vibrant connected, economically active, and sustainable Town Centre without adding to congestion or flood-risk.
9. Prioritise new residential development towards affordable homes and first time buyers and avoid age-specific residences.
10. Minimise future flood risk by protecting and, where possible, extending the functional floodplain. Require new developments to provide multifunctional mitigation measures, such as sustainable urban drainage systems, to ensure that rainwater is attenuated within the site. Support solutions to improve the management of the river flow on the upper Churn to reduce flooding and drying up.

11. Protect existing, and deliver new easily accessible, community infrastructure, including for primary health care, skills development, recreation, sport, leisure, and cultural enrichment, to fill existing gaps and support the future of Cirencester and its population growth.
12. Facilitate a reduction in noise and light pollution within the town and in new development whilst maintaining and improving air quality through a reduction in emissions.
13. Support skills development for local people.

2.3 The Neighbourhood Plan sets out 33 planning policies to realise and deliver the vision for Cirencester. These policies are contained within the following policy chapters: Access and Movement, Design and Built Environment, Quality of the Public Realm, Local Economy, Natural Environment and Wellbeing and Community.

2.4 No sites have been allocated for development within the Neighbourhood Plan, although various policies include criteria that will apply to any proposals for development. Policy DBE4 supports the provision of affordable housing integrated within residential developments, while Policy DBE5 requires that new developments include mechanisms to restrict the ownership and occupancy as a principal residence. Policy DBE3 requires new development to be designed to respond positively to the Cotswold vernacular and to the distinctive Cirencester context.

2.5 Other policies in the Neighbourhood Plan address a range of topics including the natural environment, green infrastructure, transport, heritage and the economy. Together these policies seek to ensure that new development in Cirencester is high quality and sensitively designed so as not to have adverse impacts on the surroundings and that it contributes positively to the public realm.

2.6 The final part of the Neighbourhood Plan lists Neighbourhood Plan Projects which are set out under the same categories as the policies.

Baseline Information

2.7 This section summarises baseline information for the town of Cirencester, drawing from the information set out in the Pre-Submission (Regulation 14) Draft Neighbourhood Plan.

Context

2.8 The town of Cirencester is located within Cotswold District and includes part of the Cotswold National Landscape. The Town Council electoral boundary, which the Neighbourhood Plan covers, includes eight wards: New Mills, Abbey, Watermoor, Chesterton, St Michael's, Stratton, Four Acres and the Beeches.

Biodiversity, Flora and Fauna

2.9 There are no Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites within Cirencester, the closest being North Meadow and Clattinger Farm SAC approximately 5.5km to the south, Cotswold Beechwoods SAC approximately 8.5km to the north west and Rodborough Common SAC approximately 10km to the west. Cotswold Water Park Site of Special Scientific Interest (SSSI) is 1.4km to the south and is in favourable condition, Daneway Banks SSSI lies 2km to the west of the Cirencester boundary and is in favourable condition, while Barnsley Warren SSSI is 2.8km to the north east and is in both favourable (60%) and unfavourable recovering (40%) condition.

2.10 Within Cotswold District as a whole there are over 260 locally designated Key Wildlife Sites.

Population

2.11 In 2018, Cirencester had a population of approximately 20,780 people. The town has a higher than average population of elderly people, with 22.1% of people being over the age of 65 compared to 18% nationally. The number of people aged 0-15 is lower than nationally, at 16.3% compared to 19.1% across England.

Human Health

2.12 The majority of Cirencester's residents are in good or very good health (82.9%) with a small proportion (4.1%) in bad to very bad health. Information from the 2011 Census indicates that the proportion of the Cirencester population that is in very good health (47.6%) is slightly lower than the Cotswold average (48.8%) but very slightly higher the England average (47.2%).

2.13 Cirencester has an ageing population which is likely to lead to more cases of residents suffering from age-related conditions such as dementia.

Soil

2.14 Around Cirencester town the land is classified as urban. Most of the rest of the plan area comprises Grade 3 agricultural land with small areas of Grade 2 agricultural land in the south, and a larger area of non-agricultural land in the west. It is not known whether the Grade 3 land comprises Grade 3a which is classed as high quality, or the lower quality Grade 3b.

2.15 The soil type in and around Cirencester is primarily shallow lime-rich soils over chalk or limestone.

Water

2.16 While the majority of the plan area is at very low risk of fluvial and surface water flooding, there are areas of flood zone 3 associated with the River Churn, which the town of Cirencester lies on the bank of. The areas of flood zone 3 cover extensive areas at Stratton meadow, Kingsmeadow, and alongside the inner bypass, effectively separating the main part of the town from Beeches, Kingshill, Bowling Green and Stratton and acting as a significant constraint to development. In the face of climate change, the risk of further surface water drainage problems is likely to increase.

Air and Climatic Factors

2.17 Air Quality in the Cotswold Area is generally very good. There are two Air Quality Management Areas (AQMA) within Cotswold District at Birdlip and Lechlade, both of which are approximately 15km from Cirencester. There are no AQMAs within Cirencester. Air quality monitoring, using a network of diffusion tubes to measure nitrogen dioxide (NO₂) levels, is undertaken throughout the District. The District's air quality monitoring shows that NO₂ levels during 2020 were below the National Air Quality Objective in all locations.

2.18 Climate data is not available at ward level, but within Cotswold District as a whole, reductions in overall carbon emissions of 30.3% were achieved between 2005 and 2019. This reduction is mostly due to progress in reducing emissions from domestic, followed by industry and commercial with minimal progress on public sector and transport. Transport makes the largest contribution to carbon emissions in Cotswold District.

Material Assets

2.19 Cirencester is well connected by road to its locality by the key routes of the A417 and the A429 that skirt the main settlement and run diagonally north to

south. Cirencester itself is not accessible by train, with the nearest station being at Kemble, around five miles away.

2.20 The town centre of Cirencester is characterised by a variety of shops from national retail chains to quaint independent stores that contribute to the town's character. The town centre comprises a number of different areas including Market Place which has recently been renovated to include a dedicated market space, the streets of Cricklade Street, Dyer Street and Castle Street that offer a range of retail stores, courtyard areas at The Old Post Office and a sheltered undercover area along Bishops Walk. The town centre has been facing pressures not only due to the Covid-19 pandemic but also due to competition from online shopping and its impacts on the high street.

2.21 Due to its historic environment, tourism is a major and growing part of Cirencester's local economy. However, if not properly managed, it could have adverse impacts on the environment and the daily life of local people.

2.22 Due mainly to Cirencester's popularity with tourists, the town has high second homes rates, with the Cotswold District having one of the highest rates of empty houses in England. There were 3,776 houses and flats in the District classed as second homes for council tax purposes as of October 2021. This means one in every 18 homes in Cotswold District were out of use. This issue is contributing to a lack of housing in Cirencester and creating pressure for new development sites to be built out to meet the local housing need.

Landscape

2.23 Wrapping around the northern and western edges of Cirencester is the Cotswold National Landscape (formally called the Area of Outstanding Natural Beauty, or AONB).

2.24 Cirencester falls within National Character Area 107: Cotswolds. The Cotswolds landscape consists of a steep slopes crowned by high, open uncultivated land with increasingly wooded valleys.

Cultural Heritage

2.25 Much of Cirencester is covered by four large Conservation Areas which act to protect many centuries of historic development within the town centre, around Cirencester Park, the Gloucester street and river walk, and to the south of the town.

2.26 Within the Cirencester Town Centre Conservation Area there are 179 listed buildings, two of which are Grade I listed, alongside nine grade II* listings and 168 Grade II listings. Cirencester Park, an impressive swathe of Grade I historic parkland, also lies to the west of the town.

SEA Screening

2.27 An assessment has been undertaken to determine whether the Pre-Submission (Regulation 14) Draft Cirencester Neighbourhood Plan (September 2022) requires SEA in accordance with the SEA Regulations.

2.28 Figure 2.1 overleaf presents the flow diagram entitled 'Application of the SEA Directive to plans and programmes' which is taken from the Practical Guide to the Strategic Environmental Assessment Directive, published in September 2005. This is a useful guide when considering whether a plan should be subject to SEA (The Practical Guide has been superseded by the National Planning Practice Guidance; however it still provides a useful and relevant guide to the process to use in making SEA screening decisions).

Figure 2.1: Application of the SEA Directive to Plans and Programmes

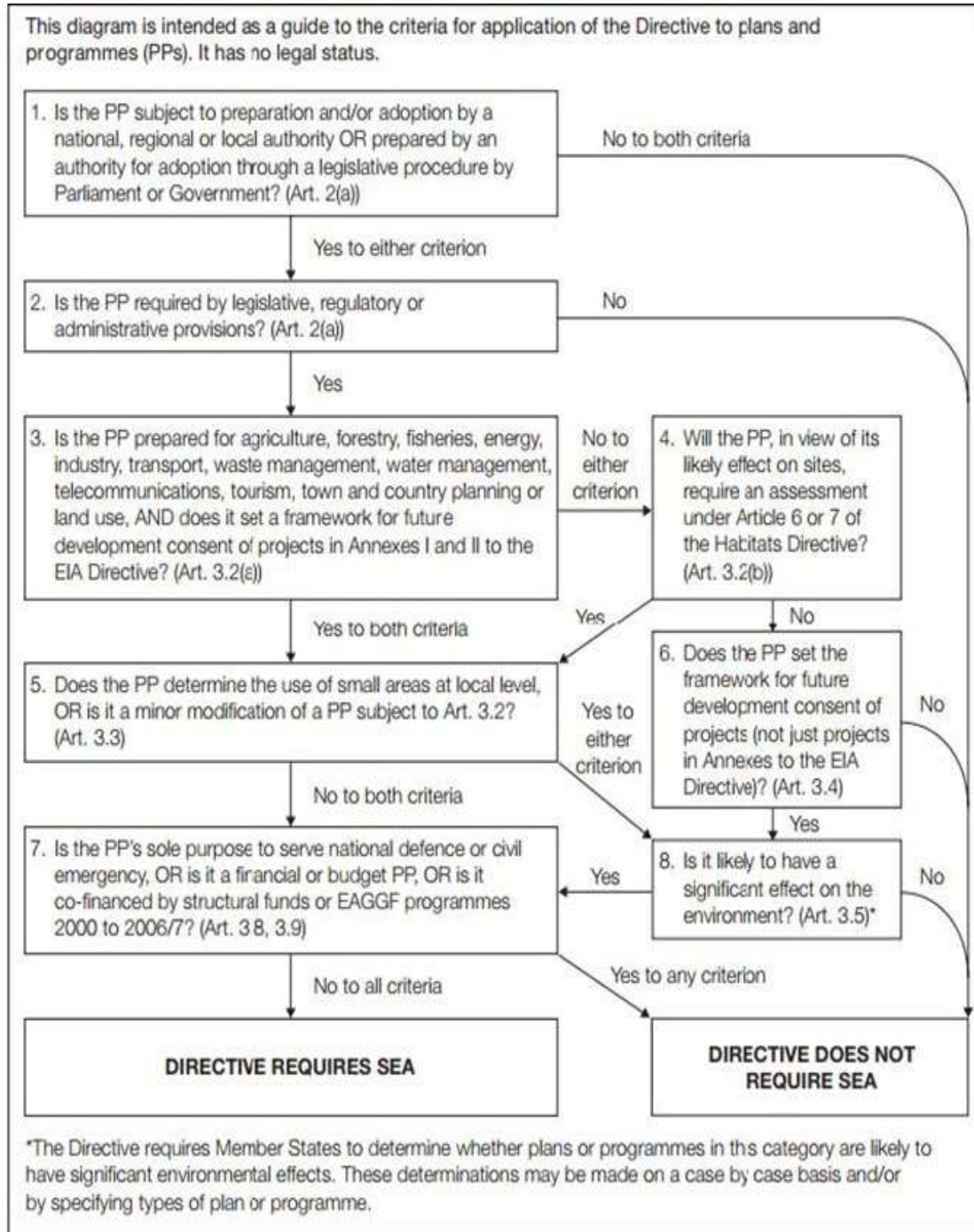


Table 2.1: Application of SEA Directive to the Cirencester Neighbourhood Plan

| Stage | Yes/No | Reason |
|---|-------------------|---|
| <p>1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))</p> | <p>Yes</p> | <p>The Cirencester Neighbourhood Plan is being prepared under the Localism Act 2011 and will be adopted ('made') by the Local Authority (Cotswold District Council) as part of the statutory development plan. Move to Q2.</p> |
| <p>2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))</p> | <p>No</p> | <p>The Cirencester Neighbourhood Plan is being prepared under the Localism Act 2011 and in accordance with the Neighbourhood Planning (General) Regulations 2012. However, there is no requirement to produce a Neighbourhood Plan; it is an optional plan. Once made it will become part of the statutory development plan. Therefore, it should continue to be screened. Move to Q3.</p> |
| <p>3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))</p> | <p>Yes and No</p> | <p>The Cirencester Neighbourhood Plan is being prepared for town and country planning and land use, but it does not set a framework for future development consent of projects in Annexes I and II to the EIA Directive. Move to Q4.</p> |

| Stage | Yes/No | Reason |
|--|------------|---|
| 4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)) | No | HRA screening of the Cirencester Neighbourhood Plan has identified that there are no likely significant effects on European sites and an Appropriate Assessment is not required. No: Move to Q6. |
| 6. Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art. 3.4) | Yes and No | The Cirencester Neighbourhood Plan does not allocate sites for development; however it includes policies against which proposals for development within the plan area will be assessed. Move to Q8. |
| 8. Is it likely to have a significant effect on the environment? (Art. 3.5) | No | See Table 2.2. SEA IS NOT REQUIRED |

Table 2.2: Likely Significant Effects

| SEA Requirement | Comments |
|--|--|
| The characteristics of the plans and programmes, having regard, in particular, to: | |
| 1. The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources. | Once made, the Cirencester Neighbourhood Plan will become part of the statutory development plan and will guide the delivery of development in Cirencester, including in terms of design. The Cirencester Neighbourhood Plan does not allocate sites for residential or other forms of development. The Cotswold District Local Plan 2011-2031 (adopted in August 2018) identifies Cirencester as the main focus for development and allocates new development sites in Cirencester through |

| SEA Requirement | Comments |
|--|--|
| | <p>Policy S1. These include two housing development sites, eight established employment sites, four mixed use development sites and a car parking site. A strategic site South of Chesterton, Cirencester, is also allocated through Policy S2 for up to 2,350 dwellings and around 9.1ha of employment land.</p> <p>The adopted Local Plan set the District's housing requirement to be 8,400 dwellings for the Plan period (2011 to 2031), an average of 420 dwellings a year. Since the Local Plan has been adopted the housing need has to be reassessed every five years based on national policy. The housing need is now 490 dwellings per annum. There is currently an insufficient housing land supply to deliver 490 dwellings a year between 2023 and 2031. It is currently estimated that this increase would require the allocation of sites capable of delivering around 700 to 900 additional dwellings by 2031.</p> <p>The emerging Cotswold District Local Plan Partial Update Regulation 18 'Issues and Options' was consulted on between 4th February and 20th March 2022. It is at an early stage in its preparation and does not yet set out information about housing figures.</p> |
| <p>2. The degree to which the plan or programme influences other plans and programmes including those in a hierarchy</p> | <p>The Cirencester Neighbourhood Plan has to be in general conformity with the local strategic framework (the adopted Cotswold District Local Plan 2011-2031 (2018) and the emerging Cotswold District Local Plan Partial Update). The Cirencester Neighbourhood Plan must also have regard to the National Planning Policy Framework. The Cirencester Neighbourhood Plan does not have influence over other plans. Once made, the Cirencester Neighbourhood Plan will form part of the statutory development plan for Cirencester and will be used in conjunction with the emerging Cotswold District Local Plan Partial Update (once adopted) and the adopted Cotswold District</p> |

| SEA Requirement | Comments |
|--|---|
| | Local Plan 2011-2031 to determine planning applications. |
| 3. The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development. | One of the Basic Conditions which the Neighbourhood Plan must meet is to contribute to sustainable development. |
| 4. Environmental problems relevant to the plan or programme. | Baseline information relating to Cirencester was described earlier in this chapter. Key issues of relevance to the Neighbourhood Plan are the presence of the Cotswold National Landscape within part of the plan area, local biodiversity assets and the variety of designated heritage assets. |
| 5. The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection). | N/A |
| Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: | |
| 6. The probability, duration, frequency and reversibility of the effects. | The Cirencester Neighbourhood Plan does not allocate sites for housing or other forms of development. The Cirencester Neighbourhood Plan covers the period up to 2033. Effects of the Cirencester Neighbourhood Plan are expected to be indirect (due to not allocating sites) but long-term and permanent. |
| 7. The cumulative nature of the effects. | Cumulative effects could result from the Cirencester Neighbourhood Plan in combination with development that takes place in the surrounding towns and villages, although the Cirencester Neighbourhood Plan does not allocate sites for housing or other forms of development. As the emerging Cotswold District Local Plan Partial Update is still in its |

| SEA Requirement | Comments |
|--|---|
| | <p>development, it is not yet possible to assess with certainty the amount and location of development that may result from the Plan within and close to Cirencester.</p> <p>The Cotswold District Local Plan 2011-2031 (adopted August 2018) allocates a number of new development sites in Cirencester, as detailed in row 1 above.</p> |
| <p>8. The transboundary nature of the effects.</p> | <p>The Neighbourhood Plan focuses on Cirencester only. Transboundary effects under the SEA Regulations refers transboundary effects on other EU Member States; therefore they are not relevant to the Neighbourhood Plan.</p> |
| <p>9. The risks to human health or the environment (e.g. due to accidents).</p> | <p>There are no anticipated risks to human health or the environment from the Cirencester Neighbourhood Plan.</p> |
| <p>10. The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).</p> | <p>The Cirencester Neighbourhood Plan covers all of Cirencester. The population of the town was estimated to be around 20,780 people as of 2018.</p> |
| <p>11. The value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> ■ Special natural characteristics or cultural heritage; ■ Exceeded environmental quality standards or limit values; and ■ Intensive land-use. | <p>Cirencester is bordered by the Cotswold National Landscape. Cotswold Water Park SSSI, Daneway Banks SSSI and Barnsley Warren SSSIs are all within 3km of the plan area. There are numerous designated heritage features within Cirencester.</p> |
| <p>12. The effects on areas or landscapes which have a recognised national, Community or international protection status.</p> | <p>Cirencester is directly adjacent to and includes parts of the Cotswold National Landscape.</p> |

SEA Screening Conclusion

2.29 A screening assessment has been undertaken by applying the criteria from the SEA Directive and Schedule 1 of the SEA Regulations to determine whether or not the Cirencester Neighbourhood Plan is likely to have significant environmental effects when assessed against the topics listed in the SEA Regulations.

2.30 The Cirencester Neighbourhood Plan sets out a vision and detailed planning policies to shape development in the town up to 2033 and decision makers will need to consider the criteria of these policies when determining future applications in the town. However, it does not directly impact on land use through the allocation of sites for housing or other forms of development. While the final part of the Neighbourhood Plan lists Neighbourhood Plan Projects, none of these are allocations for built development.

2.31 On this basis, it is considered that the Cirencester Neighbourhood Plan is unlikely to have significant environmental effects and that full SEA is therefore not required.

Next Steps

2.32 This SEA Screening Report will be sent to the three statutory consultees (Natural England, Historic England and the Environment Agency) and will be reviewed as appropriate in light of any comments received.

LUC

October 2022

References

- 1 <https://www.gov.uk/government/collections/planning-practice-guidance>
- 2 The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633) as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232) and The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020 (SI 2020/1531). It should be noted that the purpose of the amendments to the SEA Regulations is to ensure that the law functions correctly after the UK has left the European Union. No substantive changes are made to the way the SEA regime operates.

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Cirencester Neighbourhood Plan

Habitats Regulations Assessment Screening Report

Cotswold District Council

Final report

Prepared by LUC

October 2022

| Version | Status | Prepared | Checked | Approved | Date |
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Contents

| | |
|---|-----------|
| Chapter 1 | 1 |
| Introduction | |
| The requirement to undertake Habitats Regulations Assessment of development plans | 1 |
| Stages of Habitat Regulations Assessment | 4 |
| Previous HRA work | 6 |
| Structure of this report | 7 |
| | |
| Chapter 2 | 8 |
| Cirencester Neighbourhood Plan | |
| Vision | 8 |
| Objectives | 9 |
| Policies | 11 |
| | |
| Chapter 3 | 14 |
| HRA Screening Method | |
| Identifying European sites that may be affected and their conservation objectives | 15 |
| Assessment of 'likely significant effects' of the plan | 16 |
| Assessment of potential in-combination effects | 17 |
| Types of impact that have been considered | 18 |
| | |
| Chapter 4 | 23 |
| Screening Assessment | |

Contents

| | |
|--|-----------|
| HRA Screening of policies | 23 |
| Chapter 5 | 33 |
| Assessment Conclusion | |
| Summary of HRA Screening | 33 |
| Appendix A | 35 |
| Relevant legislation and case law | |
| Appendix B | 41 |
| Map of European sites within 15km of the Cirencester Neighbourhood Plan Area | |
| Appendix C | 43 |
| Attributes of European sites | |
| References | 60 |

Table of Figures

| | |
|--|----|
| Figure B.1: Map of European sites within 15km of the Cirencester Neighbourhood Plan Area | 41 |
|--|----|

Chapter 1

Introduction

1.1 LUC has been commissioned by Cotswold District Council to carry out Habitats Regulations Assessment (HRA) Screening of the Cirencester Neighbourhood Plan. The Neighbourhood Plan has been developed by a steering group supported by Cirencester Town Council and covers the full extent of the electoral boundary of the Town Council. This HRA report assesses the impacts of the Pre-Submission (Regulation 14) Draft Neighbourhood Plan (September 2022).

The requirement to undertake Habitats Regulations Assessment of development plans

1.2 The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007 [See reference 1]; the currently applicable version is the Habitats Regulations 2017 [See reference 2], as amended. Prior to the Cirencester Neighbourhood Plan being made, the Council is therefore required by law to carry out an HRA. The Council can commission consultants to undertake HRA work on its behalf and this (the work documented in this report) is then reported to and considered by the Council as the 'competent authority'. The Council considers this work and would usually [See reference 3] only progress a plan if it considers that the plan will not adversely affect the integrity [See reference 4] of any 'European site', as defined below. The requirement for authorities to comply with the Habitats Regulations when preparing a plan is also noted in the Government's online Planning Practice Guidance [See reference 5] (PPG).

1.3 HRA refers to the assessment of the potential effects of a development plan on one or more sites afforded the highest level of protection in the UK: Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). These were classified under European Union (EU) legislation but, since 1 January 2021, are protected in the UK by the Habitats Regulations 2017 (as amended). Although the EU Directives from which the UK's Habitats Regulations originally derived are no longer binding, the Regulations still make reference to the lists of habitats and species that the sites were designated for, which are listed in annexes to the EU Directives:

- SACs are designated for particular habitat types (specified in Annex 1 of the EU Habitats Directive [\[See reference 6\]](#)) and species (Annex II). The listed habitat types and species (excluding birds) are those considered to be most in need of conservation at a European level. Designation of SACs also has regard to the threats of degradation or destruction to which the sites are exposed and, before EU exit day, to the coherence of the 'Natura 2000' network of European sites. After EU exit day, regard is had to the importance of such sites for the coherence of the UK's 'national site network'.
- SPAs are classified for rare and vulnerable birds (Annex I of the EU Birds Directive [\[See reference 7\]](#)), and for regularly occurring migratory species not listed in Annex I.

1.4 The term 'European sites' was previously commonly used in HRA to refer to 'Natura 2000' sites [\[See reference 8\]](#) and Ramsar sites (international designated under the Ramsar Convention). However, a Government Policy Paper [\[See reference 9\]](#) on changes to the Habitats Regulations 2017 post-Brexit states that:

- Any references to Natura 2000 in the 2017 Regulations and in guidance now refers to the new 'national site network'.
- The national site network includes existing SACs and SPAs; and new SACs and SPAs designated under these Regulations.
- Designated Wetlands of International Importance (known as Ramsar sites) do not form part of the national site network. Many Ramsar sites overlap

with SACs and SPAs and may be designated for the same or different species and habitats.

1.5 Although Ramsar sites do not form part of the new national site network, Government guidance [\[See reference 10\]](#) states that:

1.6 “Any proposals affecting the following sites would also require an HRA because these are protected by government policy:

- proposed SACs
- potential SPAs
- Ramsar sites - wetlands of international importance (both listed and proposed)
- areas secured as sites compensating for damage to a European site.”

1.7 Furthermore, the NPPF [\[See reference 11\]](#) and practice guidance [\[See reference 12\]](#) currently state that competent authorities responsible for carrying out HRA should treat Ramsar sites in the same way as SACs and SPAs.

1.8 The legislative requirement for HRA does not apply to other nationally designated wildlife sites such as Sites of Special Scientific Interest or National Nature Reserves. For simplicity, this report uses the term 'European site' to refer to all types of designated site for which Government guidance requires an HRA. The overall purpose of the HRA is to conclude whether or not a proposal or policy, or whole development plan would adversely affect the integrity of the European site in question. This is judged in terms of the implications of the plan for a site's 'qualifying features' (i.e. those Annex I habitats, Annex II species, and Annex I bird populations for which it has been designated). Significantly, HRA is based on the precautionary principle. Where uncertainty or doubt remains, an adverse effect should be assumed.

Stages of Habitat Regulations Assessment

1.9 The section below summarises the stages involved in carrying out an HRA, based on various guidance documents [See reference 13 and 14]. This HRA report presents the methodology and findings of Stage 1: Screening. Further details of the approach to Screening are provided in Chapter 3. Relevant legislation and case law that has informed the HRA methodology is described in Appendix A.

Stage 1: Screening (the 'Significance Test')

Tasks

- Description of the development plan and confirmation that it is not directly connected with or necessary to the management of European sites.
- Identification of potentially affected European sites and their conservation objectives.
- Assessment of likely significant effects of the development plan alone or in combination with other plans and projects, prior to consideration of avoidance or reduction ('mitigation') measures.

Outcome

- Where effects are unlikely, prepare a 'finding of no significant effect report'.
- Where effects judged likely, or lack of information to prove otherwise, proceed to Stage 2.

Stage 2: Appropriate Assessment (the ‘Integrity Test’)

Task

- Information gathering (development plan and data on European sites).
- Impact prediction.
- Evaluation of development plan impacts in view of conservation objectives of European sites.
- Where impacts are considered to directly or indirectly affect qualifying features of European sites, identify how these effects will be avoided or reduced (‘mitigation’).

Outcome

- Appropriate Assessment report describing the plan, European site baseline conditions, the adverse effects of the plan on the European site, how these effects will be avoided through, firstly, avoidance, and secondly, mitigation, including the mechanisms and timescale for these mitigation measures.
- If effects remain after all alternatives and mitigation measures have been considered proceed to Stage 3.

Stage 3: Assessment where no alternatives exist and adverse impacts remain taking into account mitigation

Task

- Identify and demonstrate ‘imperative reasons of overriding public interest’ (IROPI).
- Demonstrate no alternatives exist.
- Identify potential compensatory measures.

Outcome

- This stage should be avoided if at all possible. The test of IROPI and the requirements for compensation are extremely onerous.

Previous HRA work

1.10 The Cirencester Neighbourhood Plan is a new plan and has not previously been subject to HRA. However, HRA work has been undertaken for the Cotswold District Local Plan.

1.11 The Local Plan was adopted in 2018 and the most recent iteration of the HRA of the Local Plan was prepared by LUC in 2017. LUC is currently undertaking the HRA of the Local Plan Partial Update. Information from these Local Plan HRAs has informed the HRA of the Cirencester Neighbourhood Plan, where relevant.

Structure of this report

1.12 This chapter (Chapter 1) described the background to the production of the Cirencester Neighbourhood Plan and the requirement to undertake HRA. The remainder of the report is structured as follows:

- Chapter 2: Cirencester Neighbourhood Plan summarises the content of the plan, which is the subject of this report.
- Chapter 3: Method sets out the approach used, and the specific tasks undertaken during the screening stage of the HRA.
- Chapter 4: Screening assessment describes the findings of the screening stage of the HRA.
- Chapter 5: Conclusions and next steps summarises the HRA conclusions for the Cirencester Neighbourhood Plan and describes the next steps to be undertaken.

1.13 The information in the main body of the report is supported by the following appendices:

- Appendix A provides details of relevant legislation and case law.
- Appendix B presents a map showing the European sites within 15km of the Cirencester Neighbourhood Plan Area.
- Appendix C sets out information about the European sites that are the focus of the HRA.

Chapter 2

Cirencester Neighbourhood Plan

Vision

2.1 The overarching vision for Cirencester by the end of the Neighbourhood Plan period in 2033 is:

Our vision for Cirencester, in the period to 2033, is to pass on to future generations a historic and vibrant, welcoming, and friendly rural market town with a strong sense of community. It will be rich in heritage, character, and cultural opportunities.

Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the Town while, at the same time, respecting the environment and supporting employment and skills opportunities which respond to the climate emergency.

The Town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will remain key attributes with improvements where appropriate. Opportunities for walking and cycling that link all areas of the town and its surrounding towns, villages and countryside will be enhanced.

All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population.

Objectives

2.2 The overarching vision is supported by a series of objectives. The objectives for the Cirencester Neighbourhood Plan are as follows:

1. Maintain, protect, and enhance the distinctive Cotswold-rich visual character, views and heritage of Cirencester, its immediate historic setting and vistas and its connections to the surrounding areas.
2. Require all new development to contribute to the 20 Minute Neighbourhood model of development through the creation of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community.
3. Create a robust yet flexible network of streets and shared spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport and a mobility hub.
4. More effectively integrate the outlying residential areas (e.g., Kingshill, Kingsmeadow, Stratton, Chesterton) by foot, cycle, and public transport to the town centre, which are currently hindered by highway barriers and footpath gaps. The key barrier is that created by the A419 and A429 road system which wraps around Cirencester town centre, frustrating easy access to the middle from outlying residential areas and safe links to the surrounding countryside.

5. Facilitate a reduction in carbon emissions and contribute to achieving the national goal of Net Zero by adopting and implementing the relevant recommendations.
6. Protect, maintain, and enhance the natural environment, including local green spaces, parks, trees and green buffers, habitats, the River Churn, Gumstool Brook and all wildlife corridors alongside their connection to the wider landscape, promoting biodiversity and planting native species where possible.
7. Improve the sustainability of new build development through use of low carbon materials, construction methods and facilitate low carbon running carbon costs in accordance with the Cotswold Design Code.
8. Ensure that land made available for new developments better facilitates and maintains a vibrant connected, economically active, and sustainable Town Centre without adding to congestion or flood-risk.
9. Prioritise new residential development towards affordable homes and first time buyers and avoid age-specific residences.
10. Minimise future flood risk by protecting and, where possible, extending the functional floodplain. Require new developments to provide multifunctional mitigation measures, such as sustainable urban drainage systems, to ensure that rainwater is attenuated within the site. Support solutions to improve the management of the river flow on the upper Churn to reduce flooding and drying up.
11. Protect existing, and deliver new easily accessible, community infrastructure, including for primary health care, skills development, recreation, sport, leisure, and cultural enrichment, to fill existing gaps and support the future of Cirencester and its population growth.

12. Facilitate a reduction in noise and light pollution within the town and in new development whilst maintaining and improving air quality through a reduction in emissions.

13. Support skills development for local people.

2.3 These objectives are used as a framework for the Neighbourhood Plan policies.

Policies

2.4 The policies within the Cirencester Neighbourhood Plan are listed below. New development provided for within the Cirencester Neighbourhood Plan is expected to be in line with the Cotswold Local Plan, and no development sites are allocated within the Cirencester Neighbourhood Plan.

Town Centre

- Policy TC1: Town Centre/General Development
- Policy TC2: Town Centre/Master Plan

Access and Movement

- Policy AM1: Better Links between Town Centre & Neighbourhoods
- Policy AM2: Better Links between Neighbourhoods & Countryside
- Policy AM3: The Pedestrian Environment
- Policy AM4: Promotion of an Access and Mobility Hub
- Policy AM5: Promotion of Active Travel Modes

Design and Built Environment

- Policy DBE1: 20 Minute Neighbourhood Model (20MN)
- Policy DBE2: Heritage Protection of Landscape and Townscape Views
- Policy DBE3: Contributing to the Local Cotswold Character
- Policy DBE4: Affordable Housing
- Policy DBE5: Principal Residence Requirement
- Policy DBE6: Ground Floor Conversion and Use of Upper Floors
- Policy DBE7: Sustainable Construction
- Policy DBE8: Non Designated Heritage Assets

Quality of the Public Realm

- Policy QPR1: Quality Streets and Spaces
- Policy QPR2: Social and Civil Spaces
- Policy QPR3: Heritage Trails and Wayfinding Systems

Local Economy

- Policy LE1: Protect and Enhance Economic Activity
- Policy LE2: Provision for Innovative Work Spaces, New and Small Businesses
- Policy LE3: Skills Development
- Policy LE4: New Employment Premises and Design Quality

Natural Environment

- Policy NE1: Biodiversity and the Natural Environment

- Policy NE2: Green Corridors, Footpaths, Surrounding Landscape and Skylines
- Policy NE3: Biodiversity and the Natural Environment in Peripheral Areas
- Policy NE4: Flood Resilience
- Policy NE5: Cirencester Designated Local Green Spaces

Well-Being and Community

- Policy WBC1: Improve Air Quality
- Policy WBC2: Health Impact Assessments (HIA)
- Policy WBC3: Access to Green Spaces
- Policy WBC4: Outdoor Recreation Spaces
- Policy WBC5: New Community Services and Facilities
- Policy WBC6: Minimise Light Pollution
- Policy WBC7: Design and Public Safety

Chapter 3

HRA Screening Method

3.1 HRA Screening of the Cirencester Neighbourhood Plan has been undertaken in line with current available guidance and sought to meet the requirements of the Habitats Regulations. The tasks that were undertaken during the screening stage of the HRA are described in detail below; and the conclusions reached are provided in Chapter 4. Relevant legislation and case law is described in Appendix A.

3.2 The purpose of the screening stage is to:

- Identify all aspects of the plan which would have no effect on a European site, so that they can be eliminated from further consideration in respect of this and other plans.
- Identify all aspects of the plan which would not be likely to have a significant effect on a European site (i.e. would have some effect because of links/connectivity, but which are not significant), and which therefore do not require 'Appropriate Assessment'. These effects are considered in relation to the plan both alone and in combination with other aspects of the same plan or other plans or projects,
- Identify those aspects of the plan where it is not possible to rule out the risk of significant effects on a European site, either alone or in combination with other plans or projects. This provides a clear scope for the parts of the plan that will require Appropriate Assessment.

Identifying European sites that may be affected and their conservation objectives

3.3 In order to initiate the search of European sites that could potentially be affected by a development, it is established practice in HRA to consider sites within the area covered by the plan, and other sites that may be affected beyond this area.

3.4 A distance of 15km from the boundary of the plan area is typically used in the first instance to identify European sites with the potential to be affected by the proposals within a development plan. Consideration is then given to whether any more distant European sites may be connected to the plan area via effects pathways, for example through hydrological links or recreational visits by residents. The 15km distance has been agreed with Natural England for HRAs elsewhere and is considered precautionary. All European sites within 15km have been assessed in this HRA.

3.5 The assessment also takes into account areas that may be functionally linked to the European sites. The term 'functional linkage' is used to refer to the role or 'function' that land beyond the boundary of a European site might fulfil in terms of supporting the species populations for which the site was designated or classified. Such an area is therefore 'linked' to the site in question because it provides a (potentially important) role in maintaining or restoring a protected population at favourable conservation status.

3.6 While the boundary of a European site will usually be drawn to include key supporting habitat for a qualifying species, this cannot always be the case where the population for which a site is designated or classified is particularly mobile. Individuals of the population will not necessarily remain in the site all the time. Sometimes, the mobility of qualifying species is considerable and may extend so far from the key habitat that forms the SAC or SPA that it would be entirely impractical to attempt to designate or classify all of the land or sea that

may conceivably be used by the species [See reference 15]. HRA therefore considers whether any European sites make use of functionally linked habitats, and the impacts that could affect those habitats.

3.7 Three European sites are within 15km of the Cirencester parish boundary:

- North Meadow and Clattinger Farm SAC (c.5.5km south and south east);
- Cotswold Beechwoods SAC (c.9km north west); and
- Rodborough Common (c. 10km west).

3.8 These sites are shown on the figure in Appendix B. Detailed information about each European site is provided in Appendix C, described with reference to Standard Data Forms for the SPAs and SACs, and Natural England's Site Improvement Plans [See reference 16]. Natural England's conservation objectives [See reference 17] for the SPAs and SACs have also been reviewed.

3.9 None of the sites with 15km of the parish boundary has qualifying features that require functionally linked habitat (i.e. mobile species such as bats or birds). Functionally linked land from the Severn Estuary SPA and Ramsar site is considered in the HRA of the emerging Cotswold District Local Plan; therefore the potential for likely significant effects on those sites as a result of the Cirencester Neighbourhood Plan is considered in the next section. No other European sites beyond 15km from the parish boundary are considered to be linked to the Plan area.

Assessment of 'likely significant effects' of the plan

3.10 As required under Regulation 105 of the Conservation of Habitats and Species Regulations 2017 [See reference 18] (as amended), an assessment has been undertaken of the 'likely significant effects' of the plan. The assessment has been prepared in order to identify which policies would be

likely to have a significant effect on European sites. The screening assessment has been conducted without taking mitigation into account, in accordance with the 'People over Wind' judgment (see Appendix A).

3.11 A risk-based approach involving the application of the precautionary principle has been adopted in the assessment, such that a conclusion of 'no significant effect' is only reached where it is considered unlikely, based on current knowledge and the information available, that a development plan policy would have a significant effect on the integrity of a European site.

3.12 Relevant case law helps to interpret when effects should be considered as a likely significant effect, when carrying out HRA of a land use plan (see Appendix A).

3.13 A screening assessment has been prepared, to document consideration of the potential for likely significant effects resulting from each policy in the Cirencester Neighbourhood Plan. A summary of the findings of this assessment is provided in Chapter 4.

Assessment of potential in-combination effects

3.14 Regulation 105 of the Habitats Regulations 2017 requires an Appropriate Assessment where "a land use plan is likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and is not directly connected with or necessary to the management of the site". Therefore, where likely insignificant effects are identified for the plan alone, it is necessary to consider whether these may become significant effects in combination with other plans or projects.

3.15 Where the plan is likely to have an effect on its own (due to impact pathways being present), but it is not likely to be significant, the in-combination assessment at Screening stage needs to determine whether there may also be

the same types of effect from other plans or projects that could combine with the plan to produce a significant effect. If so, this likely significant effect arising from the plan in combination with other plans or projects, would then need to be considered through the Appropriate Assessment stage to determine if the impact pathway would have an adverse effect on integrity of the relevant European site. Where the screening assessment has concluded that there is no impact pathway between development proposed in the plan and the conditions necessary to maintain qualifying features of a European site, then there will be no in-combination effects to assess at the Screening or Appropriate Assessment stage. This approach accords with recent guidance on HRA [See reference 19].

3.16 If impact pathways are found to exist for a particular effect but it is not likely to be significant from the plan alone, the in-combination assessment will identify which other plans and programmes could result in the same impact on the same European site. This will focus on planned growth (including housing, employment, transport, minerals and waste) around the affected site, or along the impact corridor.

3.17 The potential for in-combination impacts would therefore focus on plans prepared by local authorities that overlap with European sites that are within the scope of this HRA. The findings of any associated HRA work for those plans would be reviewed where available. Where relevant, any strategic projects in the area that could have in-combination effects with the plan would then also be identified and reviewed.

Types of impact that have been considered

3.18 Consideration has been given to the potential for the development proposed to result in significant effects associated with the following types of impact:

- Physical loss or damage to habitat;

- Non-physical disturbance (noise, vibration and light pollution);
- Non-toxic contamination;
- Air pollution;
- Recreation pressure; and
- Changes to water quantity or quality.

3.19 Assumptions relating to these types of impact are set out below.

Physical loss or damage to habitat

3.20 Physical loss or damage to habitat will only occur where development is within the boundaries of a European site, or its functionally linked land. There are no European sites within the Plan area and functionally linked land is not relevant to the sites within 15km. Therefore, there is no impact pathway for physical loss or damage to habitat and this impact has not been assessed in the HRA Screening.

Non-physical disturbance

3.21 Non-physical disturbance is most likely to be significant within a distance of 500 metres from a European site. Noise and vibration effects are most likely to disturb bird species and thus a key consideration with respect to European sites where birds are the qualifying features. Artificial lighting at night has the potential to affect species where it occurs in close proximity to key habitat areas, such as key roosting sites of SPA birds. There are no European sites or functionally linked land within 500m of the Plan area; therefore there is no impact pathway for non-physical disturbance and this impact has not been assessed in the HRA Screening.

Non-toxic contamination

3.22 Non-toxic contamination can include the creation of dust which can smother habitats preventing natural processes and may also lead to effects associated with increased sediment and dust which can potentially affect the turbidity of aquatic habitats and can also contribute to nutrient enrichment which can lead to changes in the rate of vegetative succession and habitat composition. The effects of non-toxic contamination are most likely to be significant if development takes place within 500m of a European site with qualifying features sensitive to these disturbances, such as riparian and wetland habitats, or sites designated for habitats and plant species. There are no European sites or functionally linked land within 500m of the Plan area; therefore there is no impact pathway for non-toxic contamination and this impact has not been assessed in the HRA Screening.

Air pollution

3.23 Air pollution is most likely to affect European sites where plant, soil and water habitats are the qualifying features, but some qualifying animal species may also be affected, either directly or indirectly, by deterioration in habitat as a result of air pollution. In terms of vehicle traffic, nitrogen oxides (NO_x, i.e. NO and NO₂) are considered to be the key pollutants. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO_x can cause eutrophication of soils and water.

3.24 Based on the Highways England Design Manual for Road and Bridges (DMRB) LA 105 Air quality [See reference 20] (which sets out the requirements for assessing and reporting the effects of highway projects on air quality), it is assumed that air pollution from roads is unlikely to be significant beyond 200m from the road itself. Where increases in traffic volumes are forecast, this 200m buffer needs to be applied to the relevant roads in order to make a judgement about the likely geographical extent of air pollution impacts.

All three European sites within 15km of the Plan area are sensitive to air pollution (see Appendix C). Cotswold Beechwoods and Rodborough Common SACs are both within 200m of the A46 and North Meadow and Clattinger Farm SAC is within 200m of the A419. Therefore, air pollution has been considered within the HRA Screening.

Recreation pressure

3.25 Recreation activities and human presence can result in significant effects on European sites. European sites with qualifying bird species are likely to be particularly susceptible to recreational disturbances, for example from walking, dog walking, angling, and illegal use of off-road vehicles and motorbikes. Recreation can also physically damage habitat as a result of trampling, fire or vandalism and also through erosion associated with terrestrial activities. All three European sites within 15km of the Plan area have habitats that are sensitive to recreation pressure (see Appendix C); therefore recreation pressure has been considered within the HRA Screening.

3.26 Each European site will typically have a 'Zone of Influence' (ZOI) within which increases in population would be expected to result in likely significant effects. ZOIs are usually established following targeted visitor surveys and the findings are therefore typically specific to each European site (and often to specific areas within a European site). ZOIs for the three European sites within 15km of the Plan area have been established through visitor survey work and are as follows:

- North Meadow and Clattinger Farm SAC: 8.0km **[See reference 21]**;
- Rodborough Common SA: 3.8km **[See reference 22]** and
- Cotswold Beechwoods SAC: 15.4km **[See reference 23]**.

3.27 Cirencester Parish therefore lies within the ZOIs of North Meadow and Clattinger Farm SAC and Cotswold Beechwoods SAC but is outside of the ZOI for Rodborough Common SAC. Recreation impacts are therefore screened out of this HRA in relation to that site.

Changes to water quality or quantity

3.28 An increase in demand for water abstraction and treatment resulting from the growth can result in changes in hydrology at European sites. Depending on the qualifying features and particular vulnerabilities of the European sites, this could result in likely significant effects, for example, due to changes in environmental or biotic conditions, water chemistry and the extent and distribution of preferred habitat conditions.

3.29 North Meadow and Clattinger Farm SAC is sensitive to water pollution carried by flood waters (see Appendix C), while the qualifying habitats of Rodborough Common SAC are also sensitive to changes in water quality. While Cirencester is not hydrologically connected to Rodborough Common SAC there is a potential impact pathway for changes to water quality and/or quantity at North Meadow and Clattinger Farm SAC as the River Churn flows south from Cirencester towards the Cotswold Water Park which is adjacent to North Meadow and Clattinger Farm SAC and is potentially functionally linked to the Severn Estuary SPA and Ramsar site. Therefore, the potential for hydrological impacts on North Meadow and Clattinger Farm SAC has been assessed in the HRA Screening.

Chapter 4

Screening Assessment

4.1 As described in the Chapter 3, a screening assessment has been carried out in order to identify the likely significant effects of the plan on the scoped-in European sites. The detailed screening assessment, which sets out the decision-making process used for this assessment can be found below.

HRA Screening of policies

Policies with the potential for likely significant effects

4.2 This section provides an explanation of the HRA Screening conclusions reached in this HRA, in relation to impact type and European site. The following categories are used:

- Screened out – due to distance thresholds/lack of sensitivities of qualifying features as discussed in this chapter.
- No likely significant effects – as impact of Cirencester Neighbourhood Plan is unlikely to be significant on its own or in combination.

Policy TC1: Town Centre/General Development

4.3 This policy requires development to meet a number of design and planning principles; however the policy will not itself result in new development.

Policy TC2: Town Centre/Masterplan

4.4 This policy requires that proposals for the redevelopment of opportunity sites within Cirencester Town Centre adhere to certain design and planning principles. This policy will not itself result in new development.

Policy AM1: Better links between Town Centres and Neighbourhoods

4.5 This policy states that support will be given to proposals for new and enhanced active travel routes (walking and cycling) that successfully connect outlying neighbourhoods with the town centre. This policy will not result in new development.

Policy AM2: Better links between Neighbourhoods and Countryside

4.6 This policy states that support will be given to proposals for new and enhanced active travel routes (walking and cycling) that successfully connect outlying areas with the surrounding countryside. This policy will not result in new development.

Policy AM3: The Pedestrian Environment

4.7 This policy states that support will be given for an enhanced pedestrian experience throughout the plan area, through a range of coordinated measures. The policy will not itself result in new development.

Policy AM4: Promotion of an Access and Mobility Hub

4.8 This policy sets out criteria that will apply to any proposals for the redevelopment of a town centre site and the land immediately around for the purposes of a multi-modal access and mobility hub should. The policy will not itself result in new development.

Policy AM5: Promotion of Active Travel Modes

4.9 This policy sets out criteria that will apply to proposals for new development which are likely to generate increased pedestrian and/or vehicular traffic movement, in order to ensure that they will promote the use of active modes of travel. However, the policy will not itself result in new development.

Policy DBE1: 20 Minute Neighbourhood Model (20MN)

4.10 This policy states that all development proposals should demonstrate how they will contribute to the 20 Minute Neighbourhood Model (20MN) of connectivity to daily and weekly needs. It also sets out specific requirements that will apply to proposals that seek to support the 20MN. However, the policy will not itself result in new development.

Policy DBE 2 Heritage Protection of Landscape and Townscape Views

4.11 This policy states that proposals that obscure or result in the loss of the positive characteristics of significant views of and within the town will not be supported. The policy will not result in new development.

Policy DBE 3: Contributing to the Local Cotswold Character

4.12 This policy sets out criteria that will apply to proposals for new development in order to ensure that they are designed to respond positively to the Cotswold vernacular and to the distinctive Cirencester context. The policy will not itself result in new development.

Policy DBE 4: Affordable Housing

4.13 This policy sets out criteria relating to affordable housing, which will apply to residential development proposals. The policy will not itself result in new development.

Policy DBE 5: Principal Residence Requirement

4.14 This policy sets out criteria that will apply to residential developments, seeking to avoid the ongoing uncontrolled growth of dwellings used for second or holiday homes. The policy will not itself result in new development.

Policy DBE 6: Ground Floor Conversion and Use of Upper Floors

4.15 This policy sets out criteria that will apply to proposals for ground floor conversions and the use of upper floors in the town centre. It seeks to avoid adverse impacts on the appearance and character of the town centre and to support its vitality and viability. This policy will not result in new development.

Policy DBE 7: Sustainable Construction

4.16 This policy encourages applicants to design buildings to last, employing modern innovative technologies and methods of construction to reduce construction costs, speed up construction, and minimise energy consumption and carbon emissions during the building's lifetime. The policy will not itself result in new development.

Policy DBE 8: Non Designated Heritage Assets

4.17 This policy seeks to protect identified Non-Designated Heritage Assets from inappropriate demolition or alteration. This policy will not result in new development.

Policy QPR 1: Quality Streets and Spaces

4.18 This policy seeks to protect and enhance historic streets, parks, gardens and spaces across Cirencester. This policy will not result in new development.

Policy QPR 2: Social and Civic Spaces

4.19 This policy supports new developments that provide for a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town. This policy will not result in new development.

Policy QPR 3: Heritage Trails and Wayfinding Systems

4.20 This policy supports proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged. This policy will not result in new development.

Policy LE1: Protect and Enhance Economic Activity

4.21 This policy seeks to protect and enhance existing economic activity and premises across the town centre and avoid the loss of employment uses. This policy will not result in new development.

Policy LE2: Provision for Innovative Workspaces, New and Small Businesses

4.22 This policy supports development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses. This policy will not itself result in new development.

Policy LE3: Skills Development

4.23 This policy supports development proposals that provide opportunities for training, obtaining skills and education. Proposals that will provide enhancements to existing skills and training facilities will be supported; however the policy will not itself result in new development.

Policy LE4: New Employment Premises and Design Quality

4.24 This policy sets out design criteria that will apply to proposals for new employment development outside existing industrial and employment areas, and requires them to demonstrate how they respect local character. The policy will not itself result in new development.

Policy NE 1: Biodiversity and the Natural Environment

4.25 This policy sets out criteria that will apply to development proposals to ensure that they protect and enhance biodiversity. This policy will not result in new development.

Policy NE 2: Green Corridors, Footpaths, Surrounding Landscapes and Skylines

4.26 This policy requires proposals to preserve and enhance the natural beauty of the Cotswold AONB and requires a Landscape and Visual Assessment where development may be prominent or adversely affect local landscape character. This policy will not result in new development.

Policy NE 3: Biodiversity and the Natural Environment in Peripheral Areas

4.27 This policy sets out criteria that will apply to development proposals towards the periphery of the plan area, requiring them to demonstrate how they

will provide a net gain in biodiversity and avoid or mitigate adverse effects. This policy will not result in new development.

Policy NE 4: Flood Resilience

4.28 This policy sets out criteria that will apply to development proposals in order to increase flood resilience. It requires proposals which would add to water discharge to address potential flood risk rising sea levels, groundwater levels and surface runoff as relevant. This policy will not result in new development.

Policy NE 5: Cirencester Designated Local Green Spaces

4.29 This policy provides protection for existing local Green Spaces in Cirencester and will not result in new development.

Policy WBC 1: Improve Air Quality

4.30 This policy supports measures that improve air quality, especially through a reduction in road vehicle use in the town centre and near educational establishments, and during construction. This policy will not result in new development.

Policy WBC 2: Health Impact Assessment (HIA)

4.31 This policy requires a Health Impact Assessment (HIA) to be undertaken for larger sites. This policy will not result in new development.

Policy WBC 3: Access to Green Spaces

4.32 This policy supports proposals that improve and extend the existing footpath and cycle network, allowing greater access between places where people live, the town and village centres, green spaces, recreation areas and the open countryside. This policy will not result in new development.

Policy WBC 4: Outdoor Recreation Spaces

4.33 This policy supports planning proposals that invest in a network of appropriate play spaces and outdoor gyms and trails for all ages, creating new play spaces in places where gaps are identified. This policy will not result in new development.

Policy WBC 5: New Community Services and Facilities

4.34 This policy supports proposals for new and improved community services within the settlement boundary as well as utility infrastructure to meet the identified needs of the community. However, the policy will not itself result in new development.

Policy WBC 6: Minimise Light Pollution

4.35 This policy requires proposals for external lighting schemes in any new development to minimise light pollution. This policy will not result in new development.

Policy WBC 7: Design and Public Safety

4.36 This policy sets out criteria which will apply to proposals for new development in the plan area in order to create and support a sense of safety. This policy will not result in new development.

Chapter 5

Assessment Conclusion

5.1 At the Screening stage of HRA, no likely significant effects are predicted on European sites, either alone or in combination with other policies and proposals.

Summary of HRA Screening

5.2 The following impacts were screened out, as there is no potential impact pathway associated with development permitted by the Cirencester Neighbourhood Plan:

- Physical loss or damage to habitat;
- Non-physical disturbance; and
- Non-toxic contamination.

5.3 The following impacts were screened in as there is a potential impact pathway associated with development permitted by the Cirencester Neighbourhood Plan, but no likely significant effects have been identified:

- Air pollution (in relation to all three European sites);
- Recreation pressure (in relation to Cotswold Beechwoods SAC and North Meadow and Clattinger Farm SAC); and
- Changes to water quality or quantity (in relation to North Meadow and Clattinger Farm SAC).

5.4 The Cirencester Neighbourhood Plan does not allocate any sites for development. While the final part of the Neighbourhood Plan lists Neighbourhood Plan Projects, some of which could involve some small-scale physical works, these are not specific development allocations set out in policy and would not go beyond the scale of development already provided for in the

Cotswold Local Plan. The scale and nature of these projects are not considered likely to have significant effects on either the Cotswold Beechwoods SAC, Rodborough Common SAC, North Meadow and Clattinger Farm SAC or Severn Estuary SPA or Ramsar site, alone or in combination with other plans.

Next steps

5.5 An Appropriate Assessment is not required for the Cirencester Neighbourhood Plan as none of the policies will directly result in new built development and likely significant effects from the plan can therefore be ruled out.

5.6 HRA is an iterative process and as such, this assessment should be updated if any relevant, newly available evidence or comments from key consultees are received prior to the plan being finalised. This report should be subject to consultation with Natural England to confirm that the conclusions of the assessment are considered appropriate at this stage of plan-making.

LUC

October 2022

Appendix A

Relevant legislation and case law

Requirements of the Habitat Regulations

Assessment

A.1 In assessing the effects of the Plan in accordance with Regulation 105 of the Habitats Regulations (as amended), there are potentially two tests to be applied by the competent authority: a ‘Significance Test’, followed, if necessary, by an Appropriate Assessment which will inform the ‘Integrity Test’. The relevant sequence of questions is as follows:

- Step 1: Under Reg. 105(1)(b), consider whether the plan is directly connected with or necessary to the management of the sites. If not:
- Step 2: Under Reg. 105(1)(a) consider whether the plan is likely to have a significant effect on the site, either alone or in combination with other plans or projects (the ‘Significance Test’). [These two steps are undertaken as part of Stage 1: Screening shown above.] If so:
- Step 3: Under Reg. 105(1), make an Appropriate Assessment of the implications for the site in view of its current conservation objectives (the ‘Integrity Test’). In so doing, it is mandatory under Reg. 105(2) to consult Natural England, and optional under Reg. 105(3) to take the opinion of the general public. [This step is undertaken during Stage 2: Appropriate Assessment shown above.]
- Step 4: In accordance with Reg.105(4), but subject to Reg.107, give effect to the land use plan only after having ascertained that the plan will not adversely affect the integrity of the European site.

A.2 It is normally anticipated that an emphasis on Stages 1 and 2 of this process will, through a series of iterations, help ensure that potential adverse effects are identified and eliminated through the avoidance of likely significant

effects at Stage 1, and through Appropriate Assessment at Stage 2 by the inclusion of mitigation measures designed to avoid or reduce effects. The need to consider alternatives could imply more onerous changes to a plan document. It is generally understood that so called ‘imperative reasons of overriding public interest’ (IROPI) are likely to be justified only very occasionally and would involve engagement with the Government.

A.3 The HRA should be undertaken by the ‘competent authority’, in this case Cotswold District Council, and LUC has been commissioned to do this on their behalf. The HRA also requires close working with Natural England as the statutory nature conservation body in order to obtain the necessary information and agree the process, outcomes and any mitigation proposals.

Relevant case law

Screening

A.4 This HRA has been prepared in accordance with relevant case law findings, including most notably the ‘People over Wind’ and ‘Holohan’ rulings from the Court of Justice for the European Union (CJEU).

A.5 The People over Wind, Peter Sweetman v Coillte Teoranta (April 2018) judgment ruled that Article 6(3) of the Habitats Directive should be interpreted as meaning that mitigation measures should be assessed as part of an Appropriate Assessment and should not be taken into account at the screening stage. The precise wording of the ruling is as follows:

“Article 6(3)must be interpreted as meaning that, in order to determine whether it is necessary to carry out, subsequently, an appropriate assessment of the implications, for a site concerned, of a plan or project, it is not appropriate, at the screening stage, to take account of

measures intended to avoid or reduce the harmful effects of the plan or project on that site.”

A.6 In light of the above, the HRA screening stage does not rely upon avoidance or mitigation measures to draw conclusions as to whether the CNP could result in likely significant effects on European sites. Instead, any such measures are considered at the Appropriate Assessment stage as relevant.

A.7 The approach to this HRA is also consistent with the *Holohan v An Bord Pleanala* (November 2018) CJEU judgement which stated that:

Article 6(3) of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora must be interpreted as meaning that an ‘appropriate assessment’ must, on the one hand, catalogue the entirety of habitat types and species for which a site is protected, and, on the other, identify and examine both the implications of the proposed project for the species present on that site, and for which that site has not been listed, and the implications for habitat types and species to be found outside the boundaries of that site, provided that those implications are liable to affect the conservation objectives of the site.

Article 6(3) of Directive 92/43 must be interpreted as meaning that the competent authority is permitted to grant to a plan or project consent which leaves the developer free to determine subsequently certain parameters relating to the construction phase, such as the location of the construction compound and haul routes, only if that authority is certain that the development consent granted establishes conditions that are strict enough to guarantee that those parameters will not adversely affect the integrity of the site.

Article 6(3) of Directive 92/43 must be interpreted as meaning that, where the competent authority rejects the findings in a scientific expert opinion recommending that additional information be obtained, the ‘appropriate assessment’ must include an explicit and detailed statement of reasons capable of dispelling all reasonable scientific doubt concerning the effects of the work envisaged on the site concerned.

A.8 In undertaking this HRA, LUC consider the potential for effects on species and habitats, including those not listed as qualifying features, to result in secondary effects upon the qualifying features of European sites, including the potential for complex interactions and dependencies. In addition, the potential for offsite impacts, such as through impacts to functionally linked land, and/or species and habitats located beyond the boundaries of European site that may be important in supporting the ecological processes of the qualifying features, has also been fully considered in this HRA.

A.9 The approach to the HRA also needs to take into consideration the ‘Wealden’ judgement and the ‘Dutch Nitrogen Case’ judgements from the Court of Justice for the European Union.

A.10 Wealden District Council v Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority (2017) ruled that it was not appropriate to scope out the need for a detailed assessment for an individual plan or project based on the annual average daily traffic (AADT) figures detailed in the Design Manual for Roads and Bridges or the critical loads used by Defra or Environmental Agency without considering the in-combination impacts with other plans and projects.

A.11 In light of this judgement, HRA therefore needs to consider traffic growth based on the effects of development from the plan in combination with other drivers of growth such as development proposed in neighbouring districts and demographic change.

A.12 The 2018 'Coöperatie Mobilisation for the Environment and Vereniging Leefmilieu (Dutch Nitrogen)' judgement stated that:

“...the positive effects of the autonomous decrease in the nitrogen deposition...be taken into account in the appropriate assessment..., it is important that the autonomous decrease in the nitrogen deposition be monitored and, if it transpires that the decrease is less favourable than had been assumed in the appropriate assessment, that adjustments, if required, be made.”

A.13 The Dutch Nitrogen judgement also states that according to previous case law:

“...it is only when it is sufficiently certain that a measure will make an effective contribution to avoiding harm to the integrity of the site concerned, by guaranteeing beyond all reasonable doubt that the plan or project at issue will not adversely affect the integrity of that site, that such a measure may be taken into consideration in the 'appropriate assessment' within the meaning of Article 6(3) of the Habitats Directive.”

A.14 The HRA of the Cirencester Neighbourhood Plan therefore will only consider the existence of conservation and/or preventative measures if the expected benefits of those measures are certain at the time of the assessment.

Interpretation of 'likely significant effects'

A.15 In the Waddenzee case [See reference 24], the European Court of Justice ruled on the interpretation of Article 6(3) of the Habitats Directive (translated into Reg. 102 in the Habitats Regulations), including that:

An effect should be considered ‘likely’, “if it cannot be excluded, on the basis of objective information, that it will have a significant effect on the site” (para 44). An effect should be considered ‘significant’, “if it undermines the conservation objectives” (para 48). Where a plan or project has an effect on a site “but is not likely to undermine its conservation objectives, it cannot be considered likely to have a significant effect on the site concerned” (para 47).

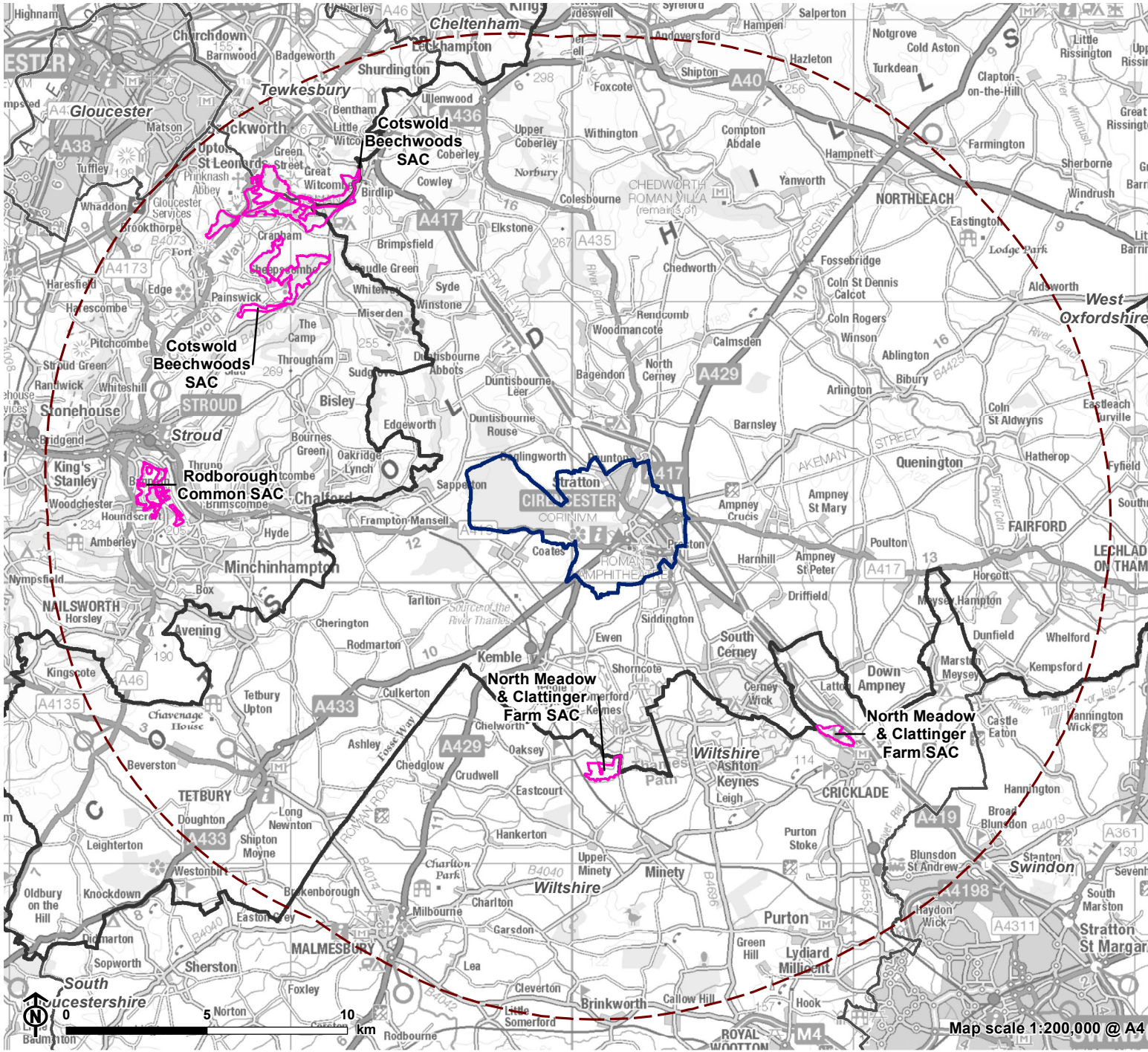
A.16 A relevant opinion delivered to the Court of Justice of the European Union commented that:

“The requirement that an effect in question be ‘significant’ exists in order to lay down a de minimis threshold. Plans or projects that have no appreciable effect on the site are thereby excluded. If all plans or projects capable of having any effect whatsoever on the site were to be caught by Article 6(3), activities on or near the site would risk being impossible by reason of legislative overkill.”

A.17 This opinion (the ‘Sweetman’ case) therefore allows for the authorisation of plans and projects whose possible effects, alone or in combination, can be considered ‘trivial’ or de minimis; referring to such cases as those “that have no appreciable effect on the site”. In practice such effects could be screened out as having no likely significant effect – they would be ‘insignificant’.

Appendix B

Map of European sites within 15km of the Cirencester Neighbourhood Plan Area



Cotswold Local Plan Partial Update – HRA
Cotswold District Council



Figure B.1: Map of European sites within 15km of the Cirencester Neighbourhood Plan Area

- Cirencester Parish
- 15km from Cirencester Parish boundary
- Cotswold District boundary
- Surrounding Local Authorities
- Habitat sites**
- Special Area of Conservation (SAC)

Map scale 1:200,000 @ A4

Appendix C

Attributes of European sites

C.1 This appendix contains information on the European sites scoped into the HRA. Site areas and designated features are drawn from SAC and SPA Standard Data Forms and Ramsar Site Information Sheets [See reference 25]. The overviews of sites and their locations are drawn from Natural England's Site Improvement Plans [See reference 26]. Site conservation objectives are drawn from Natural England's website and are only available for SACs and SPAs [See reference 27]

North Meadow and Clattinger Farm SAC

Overview of site and its location

C.2 North Meadow & Clattinger Farm Meadows SAC consists of a series of traditionally managed unimproved grasslands within the floodplain of the Upper Thames which continue to be managed as pasture and as hay meadow.

C.3 It contains a rich variety of species-rich grassland types including the rare MG4 community for which the SAC is designated as well as a number of notable plant species. These grasslands represent rare and scattered remnants of a much more widespread unimproved grassland habitat before agricultural intensification and extensive gravel quarrying locally were responsible for widespread losses of this habitat and its subsequent fragmentation.

Qualifying features

C.4 Annex I habitats that are a primary reason for selection of this site:

- Lowland hay meadows (*Alopecurus pratensis*, *Sanguisorba officinalis*)

Conservation objectives

C.5 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and
- The supporting processes on which qualifying natural habitats rely.

Key Vulnerabilities

C.6 Inappropriate Water Levels: An effective WLMP needs to be in place in order to protect the integrity of the site. There have been several unseasonal floods over the last six years which are beginning to cause changes and losses in the vegetation communities on the site.

C.7 Water Pollution: Both sediment and nutrient input are of concern. A diffuse pollution plan is in place and catchment sensitive farming initiative covers the catchment. Diffuse pollution has the potential to affect aquatic habitats and species as well as habitat quality in areas of riverside habitat supporting *Vertigo moulinsiana*. Diffuse pollution is arising from highway runoff as well as from farmland. Pollution also results from overflowing sewers (a result of high groundwater levels infiltrating sewers) with ongoing/recurring incidents at numerous locations on the River Lambourn.

C.8 Habitat Fragmentation: The two component SSSIs are located 8km apart. Inclusion and restoration of a number of intervening sites locally would increase the habitat, thereby making it more resilient to fluctuating water levels in the face of climate change. The NNR team at North Meadow has, over a number of years, been working to achieve this aim. Also, one option is that additional land should be included within the North Meadow SSSI for this purpose. This would help buffer the site, possibly provide space for adaptation in anticipation of the

Appendix C Attributes of European sites

effects of climate change, and better manage visitor impacts. Clattinger forms part of a more extensive site which provides good opportunities for on-site management.

C.9 Commons Management: Fencing is required to keep livestock from straying off site. North Meadow NNR is common land and it is the responsibility of neighbouring landowners to erect fences. There are a number of problems involved in achieving this.

C.10 Public Access/Disturbance: There is increasing visitor pressure especially during the flowering time of Snake's-head Fritillary leading to localised damage on sites in the SAC.

C.11 Water Pollution: The SAC's hay meadow vegetation communities are sensitive to elevated nutrient levels. With increasing flooding there is an increased risk of flood water carrying diffuse pollution onto the site and causing soil enrichment with negative consequences for the species richness of the meadows. For this Annex I feature, the deposition of nutrients, particularly phosphate ('P'), as sediment in floodwaters have the potential to impact the site,

C.12 Conservation Measures: Active and ongoing conservation management is needed to protect, maintain or restore hay meadow vegetation. Conservation measures for hay meadow vegetation will typically include grazing, cutting, scrub management, weed control, recreation/visitor management. Also covered is maintenance of surface drainage features and retention of suitable land use infrastructure/patterns to enable site management.

C.13 Air Quality: Hay meadows is considered sensitive to changes in air quality. Exceedance of these critical values for air pollutants may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation structure and composition and causing the loss of sensitive typical species associated with it. There are critical levels for ammonia (NH₃), oxides of nitrogen (NO_x) and sulphur dioxide (SO₂), and critical loads for nutrient nitrogen deposition and acid deposition. There are currently no critical loads or levels for other pollutants such as Halogens, Heavy Metals, POPs, VOCs or

Dusts. Ground level ozone is regionally important as a toxic air pollutant but flux-based critical levels for the protection of semi-natural habitats are still under development. Overall nitrogen deposition, which includes ammonia, at both sites currently falls just below the critical loading for the habitat present. North Meadow is adjacent to the A419 trunk road and on the outskirts of the market town of Cricklade whilst Clattinger Farm is in a more rural location, further from potential sources of pollution.

C.14 Adaptation and resilience: Such environmental changes may include changes in sea levels, precipitation and temperature for example, which are likely to affect the extent, distribution, composition and functioning of a feature within a site. The vulnerability and response of features to such changes will vary. The overall vulnerability of this particular SAC to climate change is high. This SAC is on two locations, 4.5 miles apart. This current fragmentation means that neither site is able to support the other through buffering and connectivity. Both sites have potential, associated restoration opportunities which could help to buffer the feature. Climate change may bring differing challenges at both sites. Since the early 2000's North Meadow has been subject to prolonged and often unseasonal periods of flooding which has brought shifts towards wetter, less species-rich plant communities. Clattinger Farm has experienced less prolonged and large scale flooding and may in the future suffer from lack of water as the adjacent Swill Brook regularly dries up in the summer months.

C.15 Functional connectivity with wider landscape: Increasing actual and functional landscape-scale connectivity would be beneficial. The agricultural drainage ditch network associated with both sites has fallen out of regular maintenance. Regular ditch maintenance has been re-instated on North Meadow through the management of the NNR and also across some of Clattinger Farm by the owner. However, the drainage of both sites, particularly North Meadow, rely on properly functioning agricultural drainage ditches beyond the control of the site owners on third party land. It will be necessary to re-instate regular maintenance on ditches downstream of both sites to restore functional connectivity to the wider landscape and help maintain the Hay meadows.

C.16 Hydrology: Flooding Regime: Hay meadows are strongly dependent on moist, but not waterlogged, soils on floodplains. Changes in source, depth, duration, frequency, magnitude and timing of water supply can have significant implications for the assemblage of characteristic plants present. Too much inundation can result in a shift from H6510 to other vegetation types (such as inundation grassland, swamps); too little flooding may compromise the necessary conservation/agricultural management due to reduced nutrient inputs which will reduce hay yields, making hay management less viable and sustainable.

C.17 Hydrology: Water Table: Hay meadows is strongly dependent on moist, but not waterlogged, soils on floodplains. Changes in source, depth, duration, frequency, magnitude and timing of water supply can have significant implications for the assemblage of characteristic plants and animals present.

C.18 Soils, substrate and nutrient cycling: Changes to natural soil properties may therefore affect the ecological structure, function and processes associated with this Annex I feature. Prolonged periods of flooding at North Meadow since 2007 have significantly increased the soil P index to as much as index 3 in some years.

C.19 Vegetation community transitions: Transitions/zonations between adjacent but different vegetation communities are usually related to naturally-occurring changes in soil, aspect or slope. Such 'ecotones' retain characteristics of each bordering community and can add value in often containing species not found in the adjacent communities. Retaining such transitions can provide further diversity to the habitat feature, and support additional flora and fauna.

C.20 Vegetation: undesirable species: Undesirable non-woody and woody vascular plants species may require active management to avert an unwanted succession to a different and less desirable state. Often they may be indicative of a negative trend relating to another aspect of a site's structure and function. These species will vary depending on the nature of the particular feature, and in some cases these species may be natural/acceptable components or even dominants.

C.21 Vegetation community composition: This habitat feature will comprise a number of associated semi-natural vegetation types and their transitional zones, reflecting the geographical location of the site, altitude, aspect, soil conditions (especially base-status and drainage) and vegetation management. Maintaining or restoring these characteristic and distinctive vegetation types, and the range of types as appropriate, will be important to sustaining the overall habitat feature. This will also help to conserve their typical plant species, and therefore that of the SAC feature, at appropriate levels.

C.22 Key structural, influential and distinctive species: Some plant or animal species (or related groups of such species) make a particularly important contribution to the necessary structure, function and/or quality of an Annex I habitat feature at a particular site. There may be natural fluctuations in the frequency and cover of each of these species. The relative contribution made by them to the overall ecological integrity of a site may vary.

C.23 Spatial distribution of the feature within the site: A contraction in the range, or geographic spread, of the feature (and its component vegetation and typical species, plus transitional communities) across the site will reduce its overall area, the local diversity and variations in its structure and composition, and may undermine its resilience to adapt to future environmental changes. Fragmentation can impact on their viability and the wider ecological composition of the Annex I habitat. Smaller fragments of habitat can typically support smaller and more isolated populations which are more vulnerable to extinction. These conditions may not be suitable for some of the typical and more specialist species associated with the Annex I habitat feature.

C.24 Extent of the feature within the site: For Hay meadows, there will be year to year fluctuations in climate resulting in variable flooding regimes. A series of summer floods at North Meadow have caused a decline in the area of MG4 grassland, which corresponds to H6510. Excessive and unseasonal flooding presents the most significant risk to Hay meadows at North Meadow.

Non-qualifying habitats and species upon which the qualifying habitats and/or species depend

C.25 The qualifying habitats rely upon soil quality and water quality/quantity.

Cotswold Beechwoods SAC

Overview of site and its location

C.26 The Cotswold Beechwoods represent the most westerly extensive blocks of *Asperulo-Fagetum* beech forests in the UK. The woods are floristically richer than the Chilterns, and rare plants include red helleborine *Cephalanthera rubra*, stinking hellebore *Helleborus foetidus*, narrow-lipped helleborine *Epipactis leptochila* and wood barley *Hordelymus europaeus*. There is a rich mollusc fauna. The woods are structurally varied, including blocks of high forest and some areas of remnant beech coppice.

Qualifying features

C.27 Annex I habitats that are a primary reason for selection of this site:

- *Asperulo-Fagetum* beech forests

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site:

- Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites)

Conservation objectives

C.28 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and
- The supporting processes on which qualifying natural habitats rely.

Key Vulnerabilities

C.29 Invasive Species: The dumping of garden waste and the consequent spread of invasive plants is an on-going threat. The spread of the non-native sycamore provides a challenge and has made particular use of canopy gaps created by storm damage. Although sycamore is considered an acceptable component of woodlands, including beechwoods, on the continent, in the Cotswold it tends to dominate understorey and canopy to the detriment of other (native) tree species.

C.30 Deer: Deer browsing of regenerating trees (and possibly ground flora) remains a major threat to favourable condition throughout the beechwoods.

C.31 Invasive Species: Grey squirrel numbers have increased sharply over the past decade or so and now cause significant damage to tree species, in particular beech. In places, this can lead to pole stage beech being systematically ring barked and killed.

C.32 Disease: Although not known to be present in the Cotswold as yet, Chalara (ash disease) is a major future threat to the beechwoods.

C.33 Public Access/Disturbance: A particular increase has been the use of mountain bikes and horse-riding which use the woods far beyond the limited network of bridleways. This has created numerous additional trackways and so increasing the erosion of the ground flora and potentially opportunities for water erosion. Although the routes away from bridleways are not usually permitted, much of the SAC woodland is NNR or has public access by foot. Additionally, dog walking has increased within the SAC especially at Coopers Hill where car parking is available. This has become a particular issue where professional dog walkers release large numbers of dogs (up to 12) to run uncontrolled through the woods. This causes disturbance to wildlife as well as local nutrification through dog faeces.

C.34 Changes in Species Distributions: There is a risk that global warming will increase the risk of drought to beech trees (which are shallow rooted).

C.35 Air Pollution: impact of atmospheric nitrogen deposition – Nitrogen deposition exceeds site relevant critical loads. High atmospheric nitrogen levels could affect the SAC features through: changes in ground vegetation and mycorrhiza; nutrient imbalance; changes to soil fauna; increase in tall grasses; decline in diversity; increased mineralization; N leaching; or surface acidification. There are critical levels for ammonia (NH₃), oxides of nitrogen (NO_x) and sulphur dioxide (SO₂), and critical loads for nutrient nitrogen deposition and acid deposition. There are currently no critical loads or levels for other pollutants such as Halogens, Heavy Metals, POPs, VOCs or Dusts. The levels of Nitrogen and Acid deposition are currently exceeding the critical loads for this habitat.

C.36 Extent of the feature within the site: There should be no measurable reduction (excluding any trivial loss) in the extent and area of beech forests. Restoration of plantation on ancient woodland is ongoing and will take some time before it is assignable to an Annex 1 habitat type. There is some scope to increase the extent of the SAC feature through plantation restoration but also scope to increase the quality (as the secondary woodland improves). Loss of any woodland area which fragments a site into different parts may interrupt the movement of species between the remaining parts of the woodland, especially those with limited powers of dispersal.

C.37 Spatial distribution of the feature within the site: A contraction in the range, or geographic spread, of beech forest, dry grassland and scrublands across the site will reduce its overall area, the local diversity and variations in its structure and composition, and may undermine its resilience to adapt to future environmental changes. This may also reduce and break up the continuity of a habitat within a site and how well its typical species are able to move around the site to occupy and use habitat. Fragmentation can impact on their viability and the wider ecological composition of the Annex I habitat. Conditions may not be suitable for some of the typical and more specialist species associated with the Annex I habitat feature.

C.38 Vegetation community composition: Beech forests, dry grasslands and scrublands will comprise a number of associated semi-natural vegetation types and their transitional zones, reflecting the geographical location of the site, altitude, aspect, soil conditions (especially base-status and drainage) and vegetation management. Maintaining or restoring these characteristic and distinctive vegetation types, and the range of types as appropriate, will be important to sustaining the overall habitat feature.

C.39 Woodland canopy cover: Woodland canopy density and structure is important because it affects ecosystem function and in particular microclimate, litterfall, soil moisture, nutrient turnover and shading; this in turn influences the composition of plants and animals in lower vegetation layers and soil. The woodland canopy of this feature should provide a core of woodland interior conditions with some open and edge habitat as well.

C.40 Open Space: Having some open, sunlit and largely tree-less areas as part of the woodland community is often important to facilitate natural tree and shrub regeneration and also to provide supporting habitat for specialist woodland invertebrates, birds, vascular and lower plants. This SAC currently contains good sized areas of permanent open space/rides (in SSSI units 12 and 15 of the SAC), however, other units would benefit from more open space and thinning.

C.41 Old growth: For this habitat type, old or over-mature elements of the woodland are particularly characteristic and important features, and their continuity should be a priority. Due to the historic management on this SAC some areas have few or no veteran trees. Maintain veterans at suitable frequency whether they exist and to develop trees to over-maturity and death in those units where ancient/veteran trees are currently lacking.

C.42 Dead and decaying wood: Due to the historic management and existing commoners rights of estover, the targets vary across the site, however, in some of the underpinning SSSI units one of the components causes of failing to achieve favourable condition, is a lack of deadwood.

C.43 Tree age class distribution: Appropriate age structure is affected by a lack of younger trees in some of the underpinning SSSI units and the historic management limits the largest age class in other units.

C.44 Woodland edge (graduated edge; buffered; mosaics with other habitats): Woodland structure plays a critical role in woodland ecosystem functioning. Scrub is an important component of the transition from the woodland into the surrounding unimproved calcareous grassland commons adjacent to areas of this SAC. A number of priority butterfly species rely on the graduated transition such as Duke of Burgundy. Scrub requires ongoing management to prevent it encroaching excessively onto the Grassland habitat and progressing into secondary woodland.

C.45 Species diversity: Sycamore is invasive at this site and in areas where sycamore is present, up to 15% Sycamore is acceptable in the understorey and up to 5% in the canopy on the basis that these are not seed bearing.

C.46 Supporting off-site habitat: Changes in surrounding land-use may adversely (directly/indirectly) affect the functioning of the feature and its component species. This supporting habitat may be critical to the typical species of the feature to support its population dynamics ('metapopulations'), pollination or to prevent/reduce/absorb damaging impacts from adjacent land uses e.g. pesticide drift, nutrient enrichment.

C.47 Browsing and grazing by herbivores: In some areas of the site, deer browsing is heavier than target levels and causes the failure in favourable condition of some underpinning SSSI units. Squirrel damage is also impacting tree regeneration as they tend to target young trees (8-10 year growth), ring barking them and causing their death.

C.48 Regeneration potential: High levels of deer browsing are currently preventing sufficient regeneration in some locations, as is the impact of squirrels.

C.49 Tree and shrub species composition: High densities of sycamore currently result in unfavourable condition at some locations within this SAC. Whilst it is appropriate for beech to be the most prominent tree across the SAC feature, a diversity of native tree and scrub species is to be encouraged both to support the associated fauna and flora and to retain resilience from the threat of tree diseases.

C.50 Key structural, influential and/or distinctive species: Some plant or animal species (or related groups of such species) make a particularly important contribution to the structure, function and/or quality of an Annex I habitat feature at a particular site.

C.51 Undesirable species: These include invasive non-natives such as periwinkle or coarse and aggressive native species e.g. sycamore which may uncharacteristically dominate the composition of the feature. These may also include invasive non-natives such as Cotoneaster species or coarse and aggressive native species which may uncharacteristically dominate the composition of the feature. The named Invasive species were chosen to indicate problems of eutrophication and disturbance from various sources when outside target e.g. poaching, stock feeding.

C.52 Soils, substrate and nutrient cycling: Changes to natural soil properties may therefore affect the ecological structure, function and processes associated with this Annex I feature.

C.53 Root zones of ancient trees: Unless carefully managed, activities such as construction, forestry management and trampling by grazing livestock and human feet during recreational activity may all contribute to excessive soil compaction around ancient trees. Recreational pressure including walking and mountain biking can be an issue in this SAC.

C.54 Hydrology: Changes in source, depth, duration, frequency, magnitude and timing of water supply can have significant implications for the assemblage of characteristic plants and animals present. Currently there are no large abstractions within 3 km of the site. The vulnerability of the site to groundwater abstraction is low. When deciding future groundwater applications consideration should be given to protecting the spring flow and base-flow of the Painswick Stream system. Wet flush features forming part of the H9130 feature are important for the assemblage of rare woodland snails as well as tufa deposits.

C.55 Illumination: Flowering and development of trees and plants can also be modified by un-natural illumination which can disrupt natural seasonal responses. Old mine/cave structures below the SAC are used by greater and lesser horseshoe bats which are typical of this habitat type and particularly sensitive to artificial light levels. Other bats species also use the woodland.

C.56 Extent of the feature within the site: There should be no measurable reduction (excluding any trivial loss) in the extent and area of dry grasslands and scrubland, and in some cases, the full extent of the feature may need to be restored. This feature is susceptible to natural dynamic processes, there may be acceptable variations in its extent through natural fluctuations. As these grassland areas are surrounded by woodland, care must be taken that the woodland does not encroach on the extent of the grassland. Scrub is an integral part of the habitat and its location can vary, but it should be managed so that it does not smother the grassland and progress into secondary woodland.

C.57 Abundance of herbaceous species: A low proportion of grassland herbs can indicate eutrophication, usually from fertilisers, or insufficient removal of biomass, leading to dominance by grasses.

C.58 Vegetation community transitions: Transitions/zonations between adjacent but different vegetation communities are usually related to naturally-occurring changes in soil, aspect or slope. Such 'ecotones' retain characteristics of each bordering community and can add value in often containing species not found in the adjacent communities. Retaining such transitions can provide further diversity to the H6210 habitat feature, and support additional flora and fauna.

C.59 Supporting off-site habitat: Increasing actual and functional landscape-scale connectivity would be beneficial. Changes in surrounding land-use may adversely (directly/indirectly) affect the functioning of the feature and its component species. This supporting habitat may be critical to the typical species of the feature to support their feeding, breeding, population dynamics ('metapopulations'), pollination or to prevent/reduce/absorb damaging impacts from adjacent land uses e.g. pesticide drift, nutrient enrichment. In some locations the connectivity is good, however, other stretches of the scarp would benefit from appropriate management of grassland and woodland rides and glades to improve the linkages of the network.

C.60 Adaptation and resilience: It is currently considered that the sensitivity of unimproved calcareous grassland to climate change at this SAC is low. Older established grasslands being more resilient to those in the earlier stages of succession. Any necessary or likely adaptation or adjustment by the feature and its management in response to actual or expected climatic change should be allowed for, as far as practicable, in order to ensure the feature's long-term viability.

C.61 Air quality: Dry grasslands and scrublands is considered sensitive to changes in air quality. Exceedance of these critical values for air pollutants may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation structure and composition and causing the loss of sensitive typical species associated with it. There are critical levels for ammonia (NH₃), oxides of nitrogen (NO_x) and sulphur dioxide (SO₂), and critical loads for nutrient nitrogen deposition and acid deposition. Concentrations are currently within maximum limits set for this habitat. There are currently no critical loads or

levels for other pollutants such as Halogens, Heavy Metals, POPs, VOCs or Dusts.

C.62 Conservation measures: Active and ongoing conservation management is needed to protect, maintain or restore this feature at this site.

Non-qualifying habitats and species upon which the qualifying habitats and/or species depend

C.63 The qualifying habitats rely upon soil quality and water quality/quantity.

Rodborough Common SAC

Overview of site and its location

C.64 Rodborough Common is the most extensive area of semi-natural dry grasslands surviving in the Cotswolds of central southern England, and represents CG5 *Bromus erectus* – *Brachypodium pinnatum* grassland, which is more or less confined to the Cotswolds. The site contains a wide range of structural types, ranging from short turf through to scrub margins, although short-turf vegetation is mainly confined to areas of shallower soils.

Qualifying features

C.65 Annex I habitats that are a primary reason for selection of this site

- Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)

Conservation objectives

C.66 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitat;
- The structure and function (including typical species) of qualifying natural habitat; and
- The supporting processes on which qualifying natural habitat rely.

Key Vulnerabilities

C.67 Undergrazing - Undergrazing is an issue due to the reliance on the rights of commoners to turn out cattle. The number of stock have dropped over the years to the point that additional cattle now need to be electric fenced on to the most species-rich areas on the slopes. It is the lower slopes that are the most species-rich and are suffering from a lack of grazing.

C.68 Public Access/Disturbance - The common is very close to Stroud and recreational use has greatly increased over the past few decades. This has created many new paths and parking areas which cause soil compaction to the detriment of the surrounding sward. Dog faeces is a particular issue which also damages the sward . New and proposed housing continues to add to the problem.

C.69 Air Pollution: risk of atmospheric nitrogen deposition - Nitrogen deposition exceeds the site-relevant critical load for ecosystem protection and hence there is a risk of harmful effects, but the sensitive features are currently considered to be in favourable condition on the site.

**Non-qualifying habitats and species upon which the
qualifying habitats and/or species depend**

C.70 The qualifying habitats rely upon soil quality and water quality/quantity

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