COTSWOLD
District Council

23 March 2026

DEPUTY LEADER AND CABINET MEMBER FOR HOUSING AND PLANNING DECISION MEETING

A Deputy Leader and Cabinet Member for Housing and Planning Decision Meeting will be held at the Council Chamber - Council Offices, Trinity Road, Cirencester, GL7 1PX on **Tuesday, 31 March 2026 at 9.15 am.**

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. **Introductions**
   Welcome to the public and introduction of participants.

2. **Apologies**
   To receive any apologies for absence.

3. **Declarations of Interest**
   To receive any declarations of interest by the Cabinet Member or any officers present.

4. **Officer Overview of the Report** (Pages 5 - 790)
   Officer to provide a brief verbal summary of the report with key details relating to the decision, providing any updates that need to be considered by the Cabinet Member when taking the decision.

   Purpose:

   - Mickleton Neighbourhood Plan: To approve the designation of Mickleton parish as a Neighbourhood Area for the purposes of Neighbourhood Planning, and the Parish Council as an appropriate Qualifying Body.
   - Siddington Neighbourhood Plan: Officer to update Cabinet Member on Siddington Neighbourhood Plan progress, including likely Reg. 14 consultation dates.
   - Moreton-in-Marsh Neighbourhood Plan: To approve submission of the Moreton-in-Marsh Neighbourhood Plan (and accompanying documents), subject to CDC creating NDHA Map. Approve a Reg. 16 consultation to proceed once NDHA Map published.
   - Cirencester Neighbourhood Plan: Accept resubmission of Cirencester Neighbourhood Plan, with Policies Map now published, and a few minor amendments made. Approve to start a Reg. 16 consultation on Thursday 16th April for 6 weeks until 5pm on Friday 29th May.
   - Chipping Camden Neighbourhood Plan: Officer to update Cabinet Member on Chipping Campden Neighbourhood Plan examination.

5. **Confirmation of Comments**
   Confirmation of comments received by officer or Democratic Services.

6. **Public Questions**
   The Cabinet Member may allow members of the public present at the meeting to speak or make representations. However, all questions must relate directly to the decision being discussed. If a question is deemed irrelevant by the Cabinet Member the member of the public will be advised where to direct their question.

7. **Cabinet Member Questions**

The Cabinet Member may request clarifications on the report and the proposed decision, including any alternative options for consideration.

8. **Decision**

The Cabinet Member will verbally confirm the decision, stating whether they:

- Accept the recommendations of the officer,
- Decide to take a different decision contrary to the officer's recommendation, or
- Decide to refer the decision to a meeting of Cabinet.

The Cabinet Member must inform the Democratic Services Officer of the reason for the decision, which will be officially recorded on the Decision Notice.

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Council name	**COTSWOLD DISTRICT COUNCIL**
Name and date of Committee	**CABINET MEMBER FOR HOUSING AND PLANNING DECISION MEETING, 31 MARCH 2026**
Subject	Five Neighbourhood Plans on the agenda, taken in reverse order of their progress through the process: • **Mickleton Neighbourhood Plan:** Designation • **Siddington Neighbourhood Plan:** Consultation (Reg 14) update • **Moreton-in-Marsh Neighbourhood Plan:** Submission (Reg 15) • **Cirencester Neighbourhood Plan:** Resubmission (Reg 16) • **Chipping Campden Neighbourhood Plan:** Examination (Reg 17) update
Wards affected	**Mickleton:** Campden & Vale **Siddington:** Siddington & Cerney Rural **Moreton-in-Marsh:** Moreton East, Moreton West **Cirencester:** Abbey, Chesterton, Four Acres, New Mills, St. Michael's, Stratton, The Beeches, Watermoor **Chipping Campden:** Campden & Vale
Accountable member	Juliet Layton, Deputy Leader and Cabinet Member for Housing and Planning Email: juliet.layton@cotswold.gov.uk
Accountable officer	Mark Harrison, Senior Local and Neighbourhood Planning Policy Officer Email: mark.harrison@cotswold.gov.uk
Report author	Mark Harrison, Senior Local and Neighbourhood Planning Policy Officer Email: mark.harrison@cotswold.gov.uk

Summary/Purpose	• **Mickleton Neighbourhood Plan:** To approve the designation of Mickleton parish as a Neighbourhood Area for the purposes of Neighbourhood Planning, and the Parish Council as an appropriate Qualifying Body. • **Siddington Neighbourhood Plan:** Officer to update Cabinet Member on Siddington Neighbourhood Plan progress, including likely Reg. 14 consultation dates. • **Moreton-in-Marsh Neighbourhood Plan:** To approve submission of the Moreton-in-Marsh Neighbourhood Plan (and accompanying documents), subject to CDC creating NDHA Map. Approve a Reg. 16 consultation to proceed once NDHA Map published. • **Cirencester Neighbourhood Plan:** Accept resubmission of Cirencester Neighbourhood Plan, with Policies Map now published, and a few minor amendments made. Approve to start a Reg. 16 consultation on Thursday 16 April for 6 weeks until 5pm on Friday 29 May. • **Chipping Camden Neighbourhood Plan:** Officer to update Cabinet Member on Chipping Campden Neighbourhood Plan examination.
Annexes	**Annex A - Mickleton Designation Form** **Annex B - Mickleton Parish Map** **Annex C - Moreton-in-Marsh Neighbourhood Plan Submission Draft** **Annex D - Moreton Policies Maps** **Annex E - Appendix A Design Statement** **Annex F - Appendix B Infrastructure Development Priorities** **Annex G - Appendix C Local Green Spaces** **Annex H - Appendix D Non-Designated Heritage Assets** **Annex I - Appendix E(i) Important Views Map** **Annex J - Appendix E(ii) Important Views descriptions** **Annex K - Appendix F Biodiversity NDP report** **Annex L - Appendix G Greenway Documents**

	Annex M – Appendix H Housing Needs Analysis **Annex N – Moreton Council Minutes 24 Feb 2026** **Annex O – Moreton-in-Marsh Basic Conditions Statement** **Annex P – Moreton-in-Marsh Equalities Impact Assessment** **Annex Q – Moreton-in-Marsh NDP – HRA Screening Letter** **Annex R – Moreton-in-Marsh SEA Decision** **Annex S – Moreton-in-Marsh SEA Screening Opinion Report** **Annex T – Moreton Consultation Statement** **Annex U – Moreton CS Appendix 2 Reg 14 Responses Redacted** **Annex V – Moreton CS Appendix 3 Developers Reg 14 Responses** **Annex W – Moreton CS Appendix 4 CDC Reg 14 Responses** **Annex X – Cirencester NDP** **Annex Y – Cirencester Policies Maps** **Annex Z – Cirencester Basic Conditions Statement** **Annex AA – Cirencester Consultation Statement** **Annex AB – SEA Cirencester Neighbourhood Plan** **Annex AC – Cirencester Neighbourhood Plan HRA report** **Annex AD – Chipping Campden Clarification Note** **Annex AE – Chipping Campden Hearing Note** **Annex AF – Chipping Campden Examination Arrangements**
Recommendation(s)	That the Cabinet Member for Housing and Planning resolves that: 1. Mickleton Parish is designated as a Neighbourhood Area for the purposes of Neighbourhood Planning, and the Parish Council as an appropriate Qualifying Body, with the intention of preparing a Neighbourhood Plan. 2. The Moreton-in-Marsh Neighbourhood Plan is accepted for submission, and subject to the creation of an NDHA map, will commence with a Reg. 16 consultation (dates tbc). 3. Accept resubmission of Cirencester Neighbourhood Plan, with Policies Map now published, and a few minor amendments made. Approve to start a Reg. 16 consultation on Thursday 16 April for 6 weeks until 5pm on Friday 29 May.

Corporate priorities	**All of the corporate priorities are captured by the emerging Neighbourhood Plans:** • Delivering Good Services • Responding to the Climate Emergency • Delivering Housing • Supporting Communities • Supporting the Economy
Key Decision	**NO** Whilst a Neighbourhood Plan *could* have a significant impact in regards part 2, the submitted Neighbourhood Plans are not deemed to have a *significant* impact to the planning framework. All communities to which they relate will have the opportunity to vote on the adoption (or not) of NPs via a referendum.
Exempt	**NO**
Consultees/ Consultation	All Town/ Parish Councils (or NP Steering Groups of those) have been leading on the development of these plans, evidence, documents and maps. Opportunity to thank them for their hard (and voluntary) work.

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Neighbourhood Planning Regs. for reference

Reg 14	Public consultation on draft Plan (led by PC/TC)
Reg 15	Submit revised plan to CDC
Reg 16	Public consultation on submitted Plan (led by CDC)
Reg 17	CDC appoints independent examiner
Reg 17a	Make decisions on examiner's recommendations
Reg 18	CDC publish examination report and decision statement
Referendum	CDC to arrange referendum (polling station type)
Making	CDC makes (adopts) the Plan if >50% votes YES

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Mickleton Neighbourhood Plan: Designation

1. EXECUTIVE SUMMARY

1.1 To consider the designation of Mickleton parish as a Neighbourhood Area for the purposes of Neighbourhood Planning, and the Parish Council as the appropriate Qualifying Body.

2. BACKGROUND

2.1 Under the Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, Local Planning Authorities have a statutory duty to advise or assist communities in the preparation of Neighbourhood Development Plans (NDP).

2.2 The Neighbourhood Planning (General) (Amendment) Regulations 2015 introduced prescribed timeframes within which LPAs must determine applications for neighbourhood areas. The relevant period is as follows: **8 weeks** where the relevant body is a parish council and the area to which the application relates is the whole of the area of the parish council.

3. MAIN POINTS

3.1 The Officer met with a few Mickleton Parish Councillors, in Mickleton, on 11 Feb 2026, to discuss the processes, opportunities and issues around Neighbourhood Planning.

3.2 In the context of new planning permissions, an increased housing requirement for the district, and in the adjoining county of Warwickshire; local councillors were keen to have a say on how their community is shaped, particularly over the quality of housing, even if the quantity is out of their hands. Also discussed were many other topics, local issues and opportunities that could be addressed through a Neighbourhood Plan.

3.3 After later feeding back to a full Parish Council, Mickleton PC decided to proceed with a Neighbourhood Plan.

3.4 The Designation Form (Appendix A) was completed on 16 March 2026 and sent to CDC. It is proposed to be a single-parish plan, and the proposed Neighbourhood Area (i.e. Mickleton Parish) is illustrated in Appendix B.

4. ALTERNATIVE OPTIONS

4.1 CDC may designate, modify, or refuse the designation.

5. CONCLUSIONS

5.1 Recommend to approve the designation of Mickleton parish as a Neighbourhood Area for the purposes of Neighbourhood Planning, and the Parish Council as the appropriate Qualifying Body.

6. FINANCIAL IMPLICATIONS

6.1 None at this stage.

6.2 The Council already have financial obligations towards the procedural elements of Neighbourhood Planning following Reg. 15. Some or all of this can be reclaimed from the Government (MHCLG).

6.3 Officer support towards Neighbourhood Planning is already budgeted for.

7. LEGAL IMPLICATIONS

7.1 Following the call-in period for this meeting, the application will be publicised for 4 weeks, after which CDC will publicise its decision. If any pertinent representations are received in the 4-week period, the Officer will call-in the issue back to the Member to consider those representations, and reconsider the decision.

7.2 Once adopted the Neighbourhood Plan must be considered as part of relevant planning applications, and planning is a statutory function for Cotswold District Council.

8. RISK ASSESSMENT

8.1 No adverse risks foreseen.

9. EQUALITIES IMPACT

9.1 Under equality legislation, the Council has a legal duty to pay 'due regard' to the need to eliminate discrimination and promote equality in relation to:

- Race
- Disability
- Gender, including gender reassignment

- Age
- Sexual Orientation
- Pregnancy and maternity
- Religion or belief

10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

10.1 A forthcoming Neighbourhood Plan may address these issues.

10.2 Or at least should not contradict the sustainable balance of development in line with national policy and guidance, including climate change/ adaptation.

11. BACKGROUND PAPERS

Appendix A: Mickleton Designation Form
Appendix B: Mickleton Parish map

Siddington Neighbourhood Plan: Consultation (Reg 14) update

12. MAIN POINTS

12.1 Had expected Siddington Parish Council to be undertaking their Reg. 14 consultation and that this meeting could be used to approve CDC's comments in response.

12.2 They are working hard on their plan, and the Officer has had several in-person meetings to aid them in the preparation of their plan. The Officer also prepared SEA/ HRA screening which has been consulted on with the statutory bodies.

12.3 Understand that the plan will be ready "imminently", perhaps one to two months.

13. FINANCIAL IMPLICATIONS

13.1 The Council already have financial obligations towards the procedural elements of Neighbourhood Planning following Reg. 15. Some or all of this can be reclaimed from the Government (MHCLG).

13.2 Officer support towards Neighbourhood Planning is already budgeted for.

14. RISK ASSESSMENT

14.1 Siddington Neighbourhood Plan is being prepared at the same time as the Local Plan, which could lead to conflicting policies coming forward in a similar time frame. Generally, the latter adopted plan takes precedence in conflicting topics, but significant evidence and robust justification would be required to alter the adopted approach.

15. EQUALITIES IMPACT

15.1 Under equality legislation, the Council has a legal duty to pay 'due regard' to the need to eliminate discrimination and promote equality in relation to:

- Race
- Disability
- Gender, including gender reassignment
- Age

- Sexual Orientation
- Pregnancy and maternity
- Religion or belief

15.2 Siddington PC, CDC and an Independent Examiner should ensure the Plan meets this legal duty, and make recommendations if it appears to discriminate.

16. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

16.1 The Plan is expected to contain policies on Green Gaps and Local Green Spaces (some of which are proposed for their rich wildlife).

16.2 Nonetheless, the Plan should also not contradict the sustainable balance of development in line with national policy and guidance, including climate change/ adaptation.

17. BACKGROUND PAPERS

None

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Moreton-in-Marsh Neighbourhood Plan: Submission (Reg 15)

18. EXECUTIVE SUMMARY

18.1 Consider submission of the Moreton-in-Marsh Neighbourhood Plan (and accompanying documents).

18.2 There is no map of Non-designated Heritage Assets (NDHA), which are proposed for identification in the Plan. CDC will work with Moreton TC to create this map and publish it.

18.3 Recommend for the Member to approve for a Reg. 16 consultation; the Officer will proceed once the NDHA Map is published.

19. BACKGROUND

19.1 Under the Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, Local Planning Authorities have a statutory duty to advise or assist communities in the preparation of Neighbourhood Development Plans (NDP)1. The Localism Act 2011 (Part 6 chapter 3) sets out the LPA responsibilities.

19.2 The Plan should be checked to ensure it meets the criteria in the Localism Act, as set out in the table below.

20. MAIN POINTS

20.1 Submission check:

Submission Requirements	Yes/No	Comments
1. A map which identifies a) the area to which the proposed NDP relates b) geographically the policies in the plan	a) YES **b) NO**	Map of Neighbourhood Area *This should "grey out" adjoining parishes. (CDC could do). **The plan was submitted without Policies Maps (only inset maps). Speaking to the Independent Examiner for Chipping Campden recently, an inset map for just one policy could be allowed. But where there are numerous policies, in this case; Local Green Space, NDHAs, Employment Land, Important Views, Town Centres,**

Submission Requirements	Yes/No	Comments
		Development Boundary; these must be on a policies map for consultation, so respondents can understand the areas to which the policy applies, and also for DM determining applications in the future for the same reason. **In correspondence with Moreton TC, we have managed to collate maps for those topic areas mentioned above. However, the NDHA map will take longer as it requires identifying the curtilage of properties, not only the location.**
2. A consultation statement, containing: a. details of the persons and bodies who were consulted about the proposed NDP; b. explains how they were consulted; c. summarises the main issues and concerns raised by the persons consulted; and d. describes how these issues and concerns have been considered and, where relevant, addressed in the proposed NDP.	YES	a. MiM Appendix 1 (Consultation Statement) b. Page 3-9 Consultation Statement c. Page 6 Consultation Statement d. MiM Appendix 4 (amendments made to NP, based on Reg 14 reps)
3. The proposed NDP N.B. Does the plan state the period it covers?	YES	2018-2043

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Submission Requirements	Yes/No	Comments
4. A Basic Conditions Statement (paragraph 8 of Schedule 4B to the 1990 Act): a. having regard to national policies and advice, it is appropriate to make the NDP; b. the making of the NDP contributes to the achievement of sustainable development; c. the making of the NDP is in general conformity with the strategic policies contained in the development plan for the area of the authority; d. making the NDP doesn't breach and is otherwise compatible with EU obligations; and e. the making of the NDP does not breach the requirements of Chapter 8(6) of HRA Regs.	YES	Basic Conditions Statement a. page 5 b. page 11 c. page 13 d. page 17 e. page 17 N.B. Can't say myself whether it conforms or not, but can confirm the Basic Conditions Statement addresses these criteria.
5. An environmental report or a screening opinion that SEA is not required.	YES	SEA Screening Opinion (March 2025) LUC(on behalf of CDC) Page 20, para 2.32.
6. An up-to-date HRA	YES	HRA Screening letter (March 2025) LUC(on behalf of CDC) First para

7. All relevant background papers / supporting documents	YES	Draft Plan Appendices: - A: Design Statement - B: IDP - C: LGS - D: NDHAs - E: Important Views Map - F: Important Views Descriptions - G: Greenway Documents - H: Housing Needs Analysis

Submission Requirements	Yes/No	Comments
		Consultation Statement Appendices: - Reg 14 Responses Redacted - Developers Reg 14 Responses - CDC Reg 14 Responses

21. CONCLUSIONS

21.1 Recommend that the Moreton-in-Marsh Neighbourhood Plan is accepted for submission as it meets the submission requirements, with the exception of, and subject to the creation of, an NDHA map by CDC in collaboration with Moreton TC.

21.2 This map will illustrate the plan proposals, and not make any changes to the scope or approach of the submitted plan.

21.3 Recommend that the Officer commences with a Reg. 16 consultation (dates tbc) once the NDHA map has been published.

22. ALTERNATIVE OPTIONS

22.1 The Member could reject the submission, and ask that this proposal is returned to another Cabinet Member Decision Meeting, once the NDHA map is completed, and the submission requirements are met fully and unequivocally.

23. FINANCIAL IMPLICATIONS

23.1 The Council already have financial obligations towards the procedural elements of Neighbourhood Planning following Reg. 15. Some or all of this can be reclaimed from the Government (MHCLG).

23.2 The next costs will be for the Reg. 16 consultation, printing hard copies of Plans, adding notices around the Neighbourhood Area (Moreton).

23.3 Officer support towards Neighbourhood Planning is already budgeted for.

24. LEGAL IMPLICATIONS

24.1 If the Member wished to take the Alternative Option, then CDC must give reasons and issue a decision statement, in accordance with Regulation 19 and also Schedule 4B, paragraph 6 (4) (b) and para 8 of the TCPA 1990.

24.2 Once CDC accepts the submission then it must publicise the NDP in accordance with Regulation 16 for not less than 6 weeks and invite representations. It must also notify the bodies referred to in the submitted consultation statement.

24.3 Once adopted the Neighbourhood Plan must be considered as part of relevant planning applications, and planning is a statutory function for Cotswold District Council.

25. RISK ASSESSMENT

25.1 There is a risk we are to some extent accepting the submission without it fully meeting the requirements. As set out above, the only omission is an NDHA map, which CDC can take responsibility for publishing i.e. Moreton have submitted all they can to this point. The Officer will not proceed to Reg. 16 without the NDHA map.

26. EQUALITIES IMPACT

26.1 Under equality legislation, the Council has a legal duty to pay 'due regard' to the need to eliminate discrimination and promote equality in relation to:

- Race
- Disability
- Gender, including gender reassignment
- Age
- Sexual Orientation
- Pregnancy and maternity
- Religion or belief

26.2 Moreton have submitted an Equalities Impact Assessment at Appendix P.

27. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

27.1 The Neighbourhood Plan addresses these issues through the following policies:

- Policy 1: Climate Adaptation and Energy Efficiency in Developments
- Policy 2: Managing Flood Risk

- Policy 15: Local Green Spaces
- Policy 17: Enhancing Biodiversity
- Policy 20: Transport and Active Travel

27.2 The Plan should not contradict the sustainable balance of development in line with national policy and guidance, including climate change/ adaptation.

28. BACKGROUND PAPERS

Annex C – Moreton-in-Marsh Neighbourhood Plan Submission Draft
Annex D – Moreton Policies Maps
Annex E – Appendix A Design Statement
Annex F – Appendix B Infrastructure Development Priorities
Annex G – Appendix C Local Green Spaces
Annex H – Appendix D Non-Designated Heritage Assets
Annex I – Appendix E(i) Important Views Map
Annex J – Appendix E(ii) Important Views descriptions
Annex K – Appendix F Biodiversity NDP report
Annex L – Appendix G Greenway Documents
Annex M – Appendix H Housing Needs Analysis
Annex N – Moreton Council Minutes 24 Feb 2026
Annex O – Moreton-in-Marsh Basic Conditions Statement
Annex P – Moreton-in-Marsh Equalities Impact Assessment
Annex Q – Moreton-in-Marsh NDP – HRA Screening Letter
Annex R – Moreton-in-Marsh SEA Decision
Annex S – Moreton-in-Marsh SEA Screening Opinion Report
Annex T – Moreton Consultation Statement
Annex U – Moreton CS Appendix 2 Reg 14 Responses Redacted
Annex V – Moreton CS Appendix 3 Developers Reg 14 Responses
Annex W – Moreton CS Appendix 4 CDC Reg 14 Responses

Cirencester Neighbourhood Plan: Resubmission (Reg 16)

29. EXECUTIVE SUMMARY

29.1 Resubmission of Cirencester Neighbourhood Plan, with Policies Map now published, and a few minor amendments made.

29.2 Recommend to approve starting a Reg. 16 consultation on Thursday 16th April for 6 weeks until 5pm on Friday 29 May.

30. BACKGROUND

30.1 Under the Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, Local Planning Authorities have a statutory duty to advise or assist communities in the preparation of Neighbourhood Development Plans (NDP). The Localism Act 2011 (Part 6 chapter 3) sets out the LPA responsibilities.

30.2 At a Cabinet Member Decision Meeting on 14 February 2025, the Cirencester Plan was approved for submission and Reg. 16 consultation.

30.3 As of September 2025, this had not yet taken place, and upon commencement with CDC the Officer noted that the approval had been decided without the provision of a Policies Map.

31. MAIN POINTS

31.1 This would likely be raised through Reg. 16 consultation responses, or requested by an Examiner, later in the process. It was agreed between the Officer and Cirencester Town Council to create a Policies Map. The Policies Map has now been published (Annex Y), which took several months due to the complexity and number of assets identified in the plan.

31.2 The Plan now meets the criteria in the Localism Act, with the addition of the Policies Map.

31.3 When working through the Plan to identify elements that required mapping, a few minor amendments were made by the Town Council to the text, e.g. typos, renumbering, ensuring clarity of intention. The Officer considers these were all minor amendments and have not altered the scope or approach of the Plan.

31.4 However, for that reason a full resubmission (Annexes X-ZC) has been made, rather than the Policies Maps alone.

32. CONCLUSIONS

32.1 Recommended to accept resubmission of Cirencester Neighbourhood Plan, with Policies Map now published, and a few minor amendments made.

32.2 Recommend to approve starting a Reg. 16 consultation on Thursday 16 April for 6 weeks until 5pm on Friday 29 May.

33. ALTERNATIVE OPTIONS

33.1 The Member could reject the submission, if the basic conditions are not considered to be met.

34. FINANCIAL IMPLICATIONS

34.1 The Council already have financial obligations towards the procedural elements of Neighbourhood Planning following Reg. 15. Some or all of this can be reclaimed from the Government (MHCLG).

34.2 The next costs will be for the Reg. 16 consultation, printing hard copies of Plans, adding notices around the Neighbourhood Area (Cirencester).

34.3 Officer support towards Neighbourhood Planning is already budgeted for.

35. LEGAL IMPLICATIONS

35.1 If the Member wished to take the Alternative Option, then CDC must give reasons and issue a decision statement, in accordance with Regulation 19 and also Schedule 4B, paragraph 6 (4) (b) and para 8 of the TCPA 1990.

35.2 Once CDC accepts the submission then it must publicise the NDP in accordance with Regulation 16 for not less than 6 weeks and invite representations. It must also notify the bodies referred to in the submitted consultation statement.

35.3 Once adopted the Neighbourhood Plan must be considered as part of relevant planning applications, and planning is a statutory function for Cotswold District Council.

36. RISK ASSESSMENT

36.1 There is a risk of spending time and finances on Reg 16 consultation, and the Plan does not reach Referendum stage at which point CDC can reclaim some/ all of the costs.

37. EQUALITIES IMPACT

37.1 Under equality legislation, the Council has a legal duty to pay 'due regard' to the need to eliminate discrimination and promote equality in relation to:

- Race
- Disability
- Gender, including gender reassignment
- Age
- Sexual Orientation
- Pregnancy and maternity
- Religion or belief

37.2 The Neighbourhood Plan is not considered to be discriminatory but representations of such from Reg. 16 consultation will be addressed.

38. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

38.1 The Neighbourhood Plan addresses these issues through the following policies:

- Policy AM1 – Cirencester Spoke & Wheel Cycle and Footpath Network
- Policy AM2 – Town & Country Connections
- Policy AM4 – Integrated Mobility Hub
- Policy AM6 – Sustainable and Active Travel
- Policy DBE6 – Energy Use in New Buildings
- 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 WBC1 – Air Quality

38.2 The Plan should not contradict the sustainable balance of development in line with national policy and guidance, including climate change/ adaptation.

39. BACKGROUND PAPERS

Annex X – Cirencester NDP
Annex Y – Cirencester Policies Maps
Annex Z – Cirencester Basic Conditions Statement
Annex AA – Cirencester Consultation Statement
Annex AB – SEA Cirencester Neighbourhood Plan
Annex AC – Cirencester Neighbourhood Plan HRA report

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Chipping Campden Neighbourhood Plan: Examination (Reg 17) update

MAIN POINTS

39.1 Had expected Chipping Campden Examination to be completed, and this meeting could be used to decide on the Examiner's recommendations and approve a Referendum of the Plan.

39.2 The Independent Examiner has read the documents, and the representations, visited Chipping Campden, and started their report.

39.3 The IE sent a Clarification Note, a series of questions, posed to the Town Council. Based on those responses, the Examiner has now deemed a hearing necessary.

39.4 The purpose of the hearing is to primarily try and gain some understanding and movement on Local Green Spaces 19-22, for which there are polarising standpoints between the Town Council and the Landowners.

39.5 This has been scheduled for 10am until 4pm on Tuesday 14 April 2026, at Chipping Campden Town Hall. The public may attend, but only parties already identified and alerted will be invited to speak.

39.6 The Officer will be present as both an impartial Neighbourhood Planning Officer, and to represent CDC on the topic of the town centre boundary, in relation to CDC's Reg. 16 representation.

40. FINANCIAL IMPLICATIONS

40.1 Approval to procure an Independent Examiner was made at the Decision Meeting on 11 December 2025. It was set out as a risk that a hearing at additional cost could be requested by the Examiner.

40.2 CDC will also have to pay the town hall hire costs of c. £99 for the day, plus some simple refreshments.

40.3 The Council already have financial obligations towards the procedural elements of Neighbourhood Planning following Reg. 15. Some or all of this can be reclaimed from the Government (MHCLG).

40.4 Officer support towards Neighbourhood Planning is already budgeted for.

41. RISK ASSESSMENT

41.1 There is a risk of spending time and finances on the Examination, and it does not reach Referendum stage at which point CDC can reclaim some/ all of the costs.

42. EQUALITIES IMPACT

42.1 Under equality legislation, the Council has a legal duty to pay 'due regard' to the need to eliminate discrimination and promote equality in relation to:

- Race
- Disability
- Gender, including gender reassignment
- Age
- Sexual Orientation
- Pregnancy and maternity
- Religion or belief

42.2 The Independent Examiner should ensure the Plan meets this legal duty, and make recommendations if it appears to discriminate.

43. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

43.1 The Plan contains Policy 5: Biodiversity Net Gain and Local Nature Recovery.

43.2 The Plan should also not contradict the sustainable balance of development in line with national policy and guidance, including climate change/ adaptation.

44. BACKGROUND PAPERS

Annex AD – Chipping Campden Clarification Note
Annex AE – Chipping Campden Hearing Note
Annex AF – Chipping Campden Examination Arrangements

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Designation of Neighbourhood Area

Please note that the information provided on this form will be published on the Cotswold District Council's website. Please return this form to: neighbourhood.planning@cotswold.gov.uk

COTSWOLD DISTRICT COUNCIL

1. Name of proposed Neighbourhood Area

Mickleton

2. Town/ Parish Clerk details

Title	*Clerk to the Parish Council*
First Name	*Elaine*
Last Name	*Fuoco-Lang*
Address 1	*Mickleton Parish Council*
Address 2	*King George's Hall*
Address 3	*Chapel Lane*
Address 4	*Mickleton*
Town	*Chipping Campden*
County	*Gloucestershire*
Postcode	*GL55 6SD*
E-mail	*clerk@mickletonparishcouncil.gov.uk*
Telephone	*01386 430393*

3. Neighbourhood Planning sub-group contact *(if different from the Clerk)*

Title	*Neighbourhood Planning Group*
First Name	*Chris*
Last Name	*Cottam*
Address 1	*4 Tillage Close*
Address 2	*Mickleton*
Address 3	
Address 4	
Town	*Chipping Campden*
County	*Gloucestershire*
Postcode	*GL55 6RA*
E-mail	*Cllr.chris.cottam@mickletonparishcouncil.gov.uk*
Telephone	*0759 55 99 612*

We expect all official correspondence to be routed through a Single Point of Contact, to prevent misunderstandings over whether any interactions with the Council are official or personal.

4. Relevant body

Please confirm that you are a relevant body to undertake neighbourhood planning in your area

Mickleton Parish Council

In accordance with section 61G of the 1990 Town and Country Planning Act and Section 5C of the 2012 Neighbourhood Planning (General) Regulations 2012, only a town or parish council is able to act as the lead body for neighbourhood planning within Cotswold District. Where a proposed area includes part or whole of a neighbouring parish or parishes, the parish council can only act as lead for the neighbourhood area where the neighbouring parish council(s) have given their consent.

If your proposal is for a Multi-parish Neighbourhood Plan, or includes part(s) of neighbouring parish(es), please list below, and ask them to send completed copy of this same form:

N/A

5. Intention of Neighbourhood Area body (delete as appropriate)

Neighbourhood Plan	YES
Neighbourhood Priority Statement	NO
Neighbourhood Development Order	NO
Community Right to Build Order	NO

This section is a statement of intent only, and does not restrict you from developing a plan or order at a later date. However, it will be easier for the Council to determine how it can best assist you if you are able to give an indication of intent at this stage.

6. Proposed area

Please provide a map of your Parish. If there are multiple parishes involved please provide maps of these too. If the Neighbourhood Area is proposed to be multi-parished, or contain part of other parishes, please indicate this area in different colours.

Please provide a short statement on why this boundary is appropriate...

We think that the existing parish boundaries are appropriate for a Neighbourhood Plan. We have communicated our intentions to all neighbouring parishes out of courtesy and to seek shared experience, however, it was felt that our geography and topography did not lend itself to a joint neighbourhood plan. We are not particularly reliant on facilities outside our parish, nor does the built form of settlements cross the parish boundary.
A map of the parish is included with this form. It is taken from Parish Online and is available on the Parish Council website.

7. Short statement

Please provide a short statement setting out the background to your submission, how it has come about, and what it is trying to achieve; also explain why your preference is part 5 is considered most appropriate; and how it will comply with other relevant plans.

The Parish Council feels that the Neighbourhood Plan (NP) can guide policies on community facilities, infrastructure priorities, Local Green Spaces, and non-designated heritage assets.

We hope for the NP to complement the Local Plan. We understand the NP does not have to allocate sites for housing and the Parish Council does not wish to do so. We understand the NP cannot promote less development than that identified in the Cotswolds District Local Plan.

We aim to have design policies that can address the quality of forthcoming new development, rather than the quantity. We also intend for the NP to complement the Parish's relationship with the Conservation Area and the Cotswold National Landscape.

NPs are statutory planning documents, and we feel these objectives would be most effective as part of a NP and in the determination of planning applications.

8. Declaration

I hereby apply to designate a neighbourhood area as described on this form, the accompanying map, and any supplementary documentation I have supplied.

Chair of Town/ Parish Council
Signature: J Piper-Bourn.
Date: 16/3/26
Name: Joanne Piper-Bourn

Town/ Parish Clerk
Signature: Elaine Fuoco-Lang.
Date: 16/3/26
Name: Elaine Fuoco-Lang

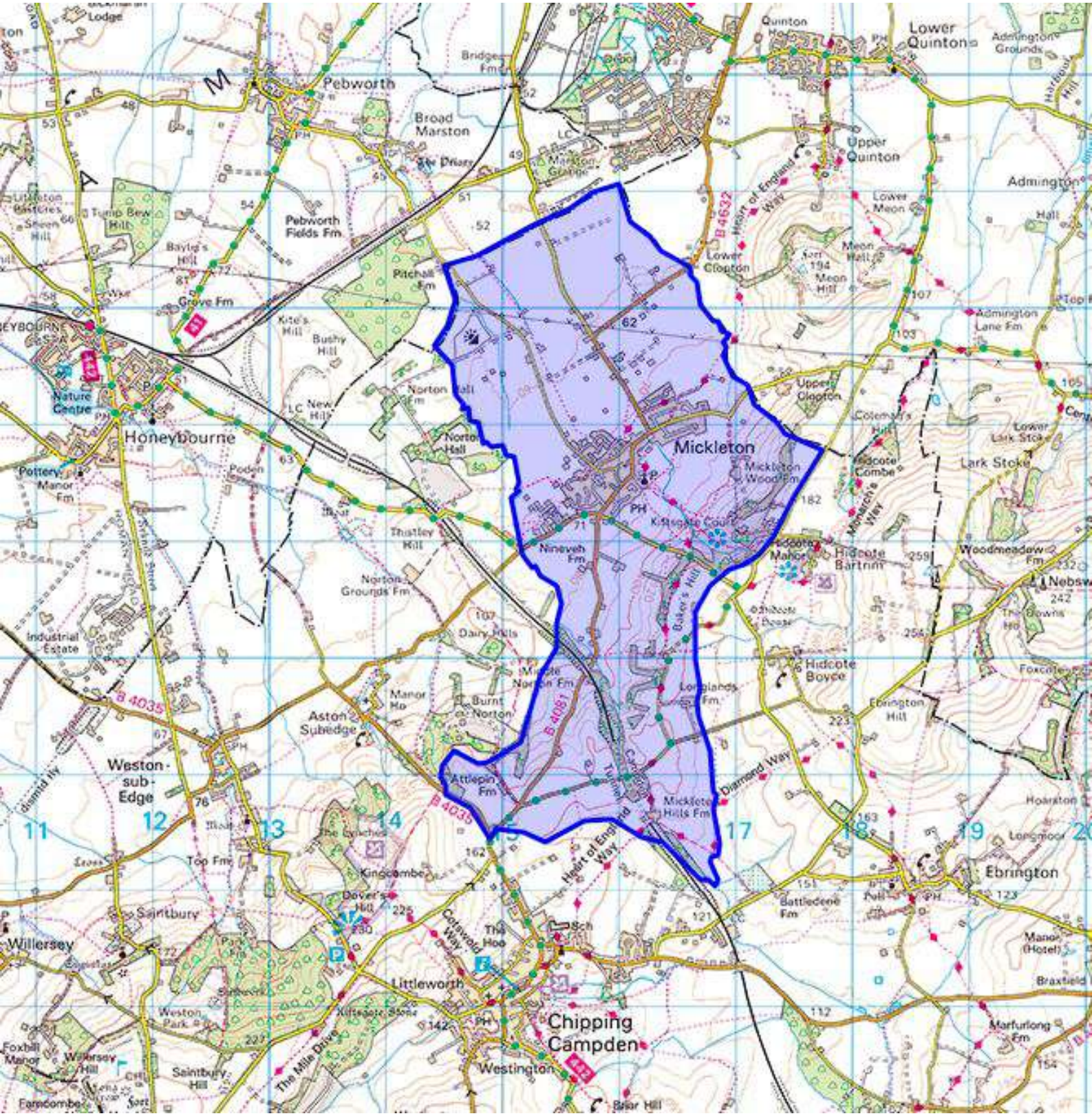
Person identified in Part 3 (if applicable)
Signature: Chris Cottam
Date: 16/3/26
Name: Chris Cottam

Date of Town/ Parish Council meeting at which this was approved: **25th February 2026.**

Area Information

Stats

Population Estimate	2350
District	Cotswold
County	Gloucestershire
Region	South East
Country	England
Postcode District	GL55
Dialling Code	01386
Police Force	Gloucestershire Police Force
Fire Authority	Gloucestershire Fire and Rescue Service
Health Area	NHS Gloucestershire CCG


Pebworth
Broad Marston
Lower Quinton
Upper Quinton
Admington
Pebworth Fields Fm
Honeybourne
Mickleton
Lower Clopton
Upper Clopton
Lark Stoke
Hidcote Bartrim
Hidcote Boyce
Aston Subedge
Weston-sub-Edge
Ebrington
Willersey
Saintbury
Littleworth
Chipping Campden
Westington
Kingscombe
Norton Grounds Fm
Nineveh Fm
Thistley Hill
Dairy Hills
Attlepin Fm
Micklete Hills Fm
Longlands Fm
Battledene Fm
Ebrington Hill
Diamond Way
Heart of England Way
Cotswold Way
B 4035
B 4081
A 44
M 40

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Moreton-in-Marsh Neighbourhood Plan

2018 - 2043

Regulation 15 Submission Draft February 2026

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Foreword

Welcome to the Moreton-in-Marsh Neighbourhood Development Plan.

A Neighbourhood Plan is a community led initiative under the aegis of the Town Council which enables a community to play a much stronger role in shaping the area in which it lives and works. While it must align with the Cotswold District Local Plan, it can add detail important to the community. For example, it can put into policy:

- where we might choose to have new homes, shops and offices to be built
- the type, design and sustainability requirements for any new buildings
- the infrastructure that needs to be provided
- the protection of important local green spaces, important views and other community assets

In addition, it enables a local community to benefit from 25% of the revenues from the Community Infrastructure Levy arising from any development that takes place in the area.

The plan can also identify projects that the community perceives would benefit the town. Unfortunately, no funds are attached to this, but they do provide a very strong indication of what the community would like to see happen.

The Moreton-in-Marsh NDP covers the parish of Moreton-in-Marsh and will run up to 2043 (in line with the local plan). It has been driven by a working group made up of volunteers, a mix of local residents and local councillors. The working group began in 2018 and since then has held a number of events, surveys, workshops and exhibitions to understand the community needs and wishes.

Residents like the fact that Moreton is a small, friendly historic market town which provides a focus for shopping, hospitality, social activities and services such as healthcare for residents of the town and the surrounding villages. The town sits in a bucolic setting, surrounded by agriculture and countryside. The high street is the second broadest in the country and is lined with historic buildings of architectural value. The town is well connected as it is located at the crossroads of two main 'A' roads and has a railway station providing direct services to London and Hereford. All these factors make it very popular with locals and with tourists.

The High Street, the two business areas and people working from home are at the heart of the economy of the town, but agriculture and tourism are also extremely important, so it is key to the community that the character of the town is maintained or enhanced.

Generally, people like living in Moreton but there are a number of issues which the plan aims to address:

- Quality of Life
  There has been a very large and very rapid increase in housing in the town recently. Between the 2011 and 2021 censuses, the number of households and the population both grew by just under 50%. This is a massive increase in a short time and has put many aspects of life in the town under pressure.
- Infrastructure – is struggling and bringing increased health and safety risks.
  It is noted that the land allocated for housing in the Local Plan to 2031 has all been developed – and more.
- Water management – the local water treatment plant (owned by Thames Water) is already at capacity and is unable to cope even with current demand. It is noted that the CDC Local Plan referred to a 2015 water cycle study indicating that some upgrading was required – but none has been carried out.
    - While there are plans to upgrade the plant there are concerns when this might

happen (as it keeps being delayed and acknowledging Thames Water's current financial difficulties). The immediate impact has been excessive foul water discharges into the River Evenlode and an increased risk of flooding.

- Traffic – the two sides of the beautiful High Street are split by the A429, Fosse Way. This has now become so busy with the general increase in traffic, as well as the increase in local traffic, that it suffers from significant air and noise pollution and is often difficult to cross increasing the health and safety risks.
- Services – local health services (GP surgeries, dental services, etc.) have not grown at the same rate as the population and so have become difficult to access.
- Climate change and sustainability
    - Residents want a more sustainable town that is able to manage successfully the issues that are predicted from climate change – particularly extreme weather events
    - People value the town's close links with agriculture and the countryside and are keen to see this maintained and enhanced, not degraded, and support efforts to increase biodiversity.

The plan seeks to address these issues as far as it is able, and deliver the vision that the residents have for the town

"An attractive, vibrant and prosperous market town with a wide range of housing options
It benefits from excellent transport links, a network of safe walking and cycling routes
It successfully blends its role as a key retail and service centre for businesses, residents and visitors in a green, bio-diverse, low carbon environment."

We would like to acknowledge everyone that has helped to create this plan, not least the residents themselves for their participation in the various surveys, events, exhibitions and workshops. We would also like to thank everyone who has volunteered their time on the working group since its inception in 2018, the consultants who have helped us enormously and also the CDC officers who have helped us along the way.

Peter Richardson
Chair of the Neighbourhood Development Plan

Eileen Viviani
Vice-Chair of the Neighbourhood Development Plan

Introduction

This document represents the Neighbourhood Plan for Moreton-in-Marsh, for the period 2018 to 2043. The plan contains a vision for the future of Moreton-in-Marsh and sets out clear planning policies to realise this vision.

Purpose of the Plan

The principal purpose of the Neighbourhood Plan is to guide development within the neighbourhood area. It also provides guidance to anyone wishing to submit a planning application for development within the neighbourhood area. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to Moreton-in-Marsh, its residents, businesses, and community groups.

Some of the Neighbourhood Plan policies are general and apply throughout the plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Once made, the policies of the plan form part of the development plan. Development should be carried out in accordance with the development plan, the policies of which should be taken as a whole.

The process of producing the Neighbourhood Plan has identified a number of actions which have not been included in the policies' sections. This is because these are not specifically related to land use matters and therefore sit outside the jurisdiction of a neighbourhood plan. These actions will be addressed by the Town Council outside of the neighbourhood plan process.

Policy Context

This document is the Neighbourhood Plan for Moreton-in-Marsh neighbourhood area, being one part of the development plan over the period 2018 to 2043, the other part being the Local Plan for Cotswold District Council 2011 - 2031[1].

Cotswold District Council (CDC), as the local Planning Authority, designated the Moreton-in-Marsh Neighbourhood Area in September 2018 to enable Moreton-in-Marsh Town Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Moreton-in-Marsh Neighbourhood Plan Steering Group (NPSG) on behalf of Moreton-in-Marsh Town Council.

The Moreton-in-Marsh Neighbourhood Plan has been prepared in accordance with the Town & Country Planning Act 1990[2], the Planning & Compulsory Purchase Act 2004[3], the Localism Act 2011[4] and the Neighbourhood Planning Regulations 2016[5]. The NPSG has prepared the plan to establish a vision for the future of the neighbourhood area and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2018 to 2043.

The map in *Figure 1* below shows the boundary of the Neighbourhood Plan area, which is contiguous with the parish boundary.

[1] *Cotswold District Council Local Plan 2011-2013*
[2] *Town and Country Planning Act 1990*
[3] *Planning and compulsory Purchases Act 2004*
[4] *Localism Act 2011*
[5] *Neighbourhood Planning Regulations 2016*

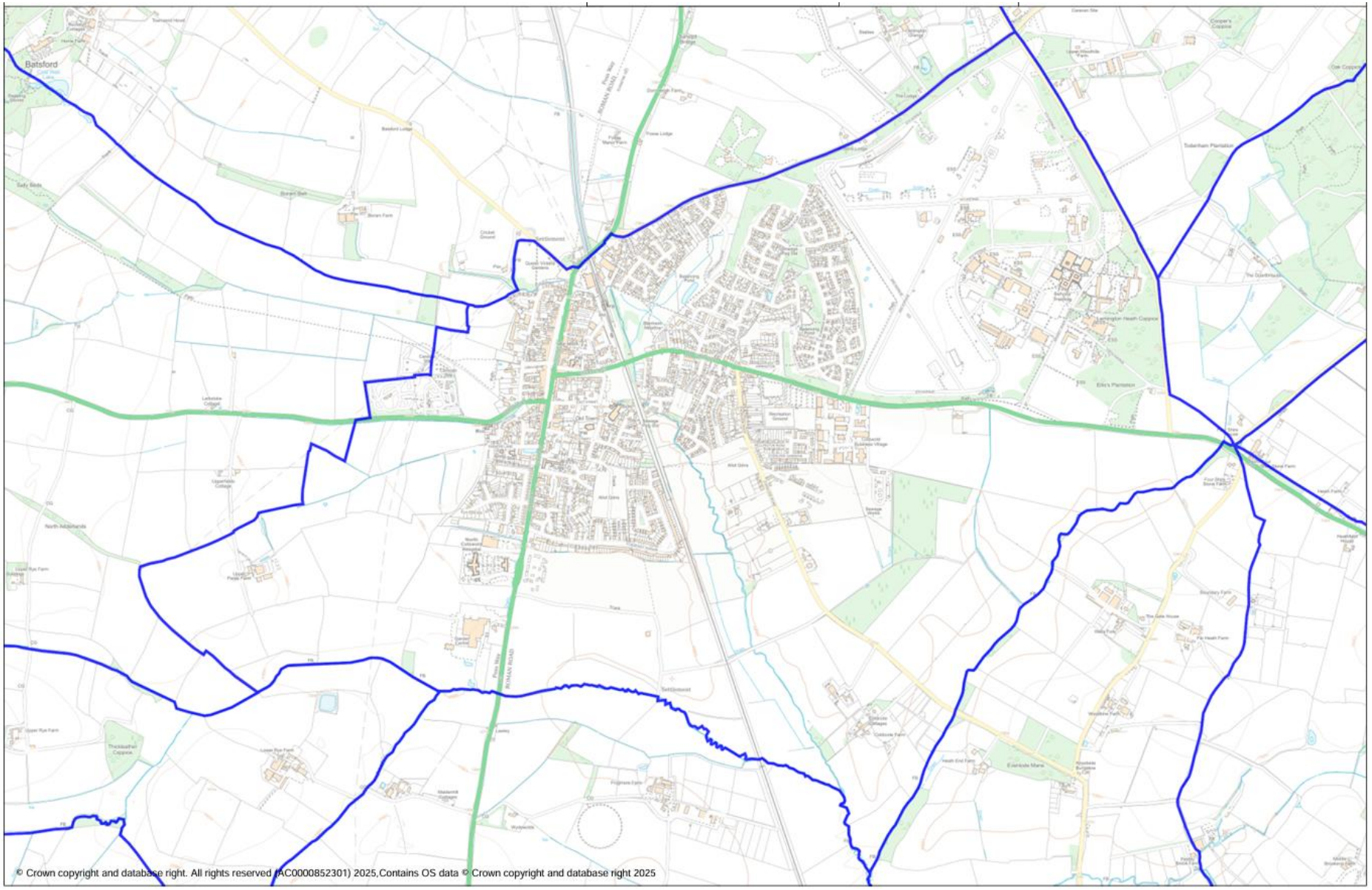


Figure 1 Neighbourhood Plan Boundary Map

About Moreton-in-Marsh

Moreton-in-Marsh was first settled during the Iron Age which began around 750BC and lasted until the coming of the Romans in AD43. Roman pottery and coins have been found at the site which is not surprising since the settlement borders the Fosse Way, built by the Romans to link Lincoln and Exeter. Moreton is first mentioned as a Saxon settlement around 577 AD and just before the Norman Conquest of 1066 it was transferred to the ownership of Westminster Abbey. It was granted its market charter in 1226, and this encouraged the growth of the market town with its wide main street, narrow burgage plots and back lanes. There still is a busy market today attracting many visitors every Tuesday throughout the year.

When Moreton-in-Marsh became the property of Westminster Abbey it was still a small village, but Abbot Richard of Barking saw the possibility of exploiting its position next to the Fosse Way and began developing Moreton as a medieval market town between 1222 and 1246. The new town was built on common land bordering the Fosse Way close to the original Saxon settlement. St David's Church is in the centre of the original settlement, which is still called Old Town. The distinctive long, wide High Street was part of this development and was created to accommodate the medieval markets.

The development helped the town's wool and cloth-making economy to thrive during this period, enabling the building of the elegant 18th century inns and houses which line the High Street. After a thousand years of church ownership the estate was sold in 1856.

As the name implies, Moreton-in-Marsh lies mainly on open moorland and parts of the parish, especially near the church where the earliest settlement lay, are marshy and used to be subject to flooding. The south and east boundaries of the parish are formed by two branches of the River Evenlode.

Open fields lay on the east and west sides of the Fosse Way until the enclosures in the 17th century and after the 1821 Inclosure Act. The parish has always had a considerable area of meadow, the demesne meadow lying on the west side and the common meadow, usually called Moreton Heath, lying in the north-east. During the Second World War the northeast part was used as an airfield which was closed in 1959. It was then repurposed and in 1962 became a Fire Service training centre which is still active today.

The placing of a main railway station in Moreton encouraged further growth such that by the end of the 19th century the number of houses had increased by 50%.

Moreton-in-Marsh Today

Today, Moreton-in-Marsh is a thriving market town with just over 5,000 residents. It is a principal settlement in the North Cotswolds, being located in the northeast of Gloucestershire and bordering three other counties, Oxfordshire, Worcestershire and Warwickshire.

The town centre is characterised by a particularly wide high street lined with many elegant 17th and 18th century buildings built in the honey-coloured Cotswold stone and separated by green areas of grass and trees. The buildings now have a mix of uses including retail, hospitality, services and residential. Some examples include the White Hart Royal Hotel, a former manor house in which King Charles I sheltered during the Civil War and the rare Curfew Tower with its original clock and bell. In the centre is the Redesdale Hall, the town's main public hall, which regularly holds community events as well as antiques and craft fairs. This attractive centre is a vital asset when attracting tourists to the town. The community takes pride in the High Street as evidenced by the local High Street Gardeners who maintain the flower beds there.

The town sits in a very rural setting, with attractive scenery made up of woods and agricultural fields which are threaded with many public footpaths. A significant proportion of the Parish is within Cotswold National Landscape, for which the NPPF[6] notes: '*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection..'*

Employment is provided by the High Street businesses as well as two business parks, the Fire Service College and the medical facilities at the North Cotswold Hospital and Four Shires Medical Centre GP surgeries.
Education facilities are provided St David's C of E Primary School for children up to the age of 11, but senior school children must travel outside the town to places such as Chipping Campden and Bourton-on-the-Water.

Within the town there are facilities for a range of well-supported sports clubs including football, bowls and croquet and just outside the parish boundary (and therefore the plan area) adjacent to the Queen Victoria Gardens park and children's play area, there is a large sports field which has excellent facilities for the cricket and tennis clubs. In addition, there are a number of social clubs and societies within the town and children are catered for with several children's play parks around the town. The Fire Service College also provides residents with access to a variety of leisure facilities. There are a number of locations in the town where social activities are held including the iconic Redesdale Hall in the centre of the town.
Moreton-in-Marsh is generally considered to be well served by transport, but it can be difficult or impossible to travel to local villages and even some of the nearby towns using public transport.
It has a mainline railway station with direct links to London, Oxford and Reading one way and Malvern, Hereford and Worcester the other.
Moreton-in-Marsh is at the crossroads of the A429 (Fosse Way) running north/south and the A44 running east/west.

[6] NPPF 2024 Para 189

There are bus services to a number of local towns and villages including Cheltenham, Stratford-upon-Avon, Shipston-on-Stour, Bourton-on-the-Water and Stow on the Wold.

There is an extensive footpath network into and around the local countryside as well as a number of cycle paths. A recent example of the community commitment to local footpaths has been the planned establishment of the East Moreton Greenway.
While Moreton-in-Marsh is a working market town, tourism is also an important part of the economy. Nearby attractions include Batsford Arboretum, the Cotswold Falconry, Bourton House Garden and Sezincote Gardens, which for those visitors that enjoy walking, can be easily reached from Moreton by local footpaths including the Moreton Eight trail.

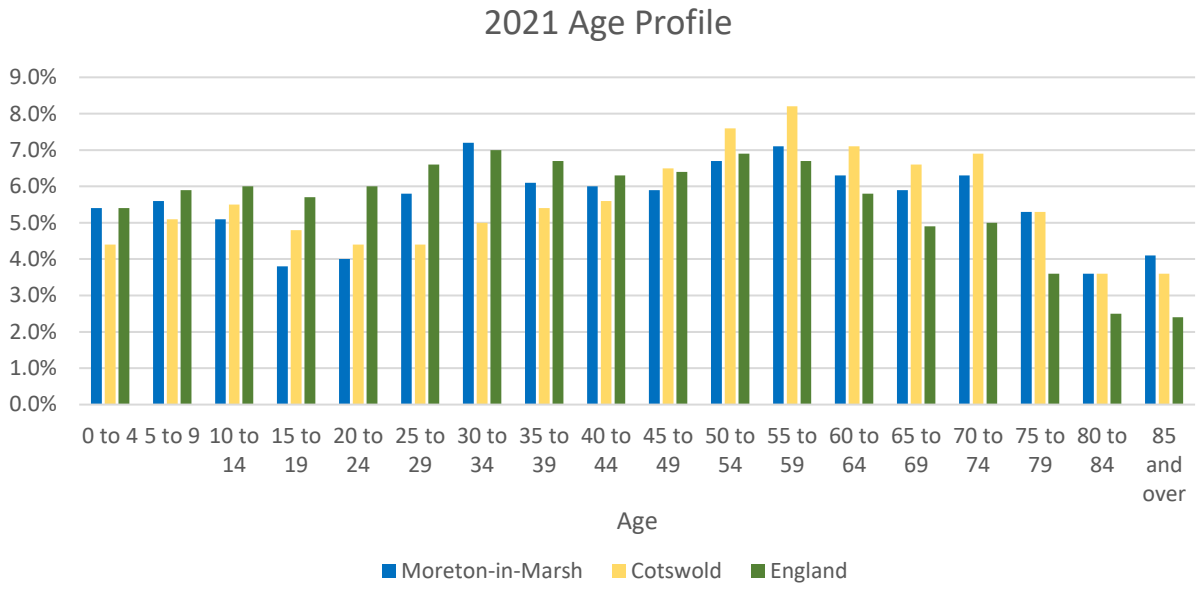
The town has a variety of accommodation, ranging from small self-catering cottages to luxury hotels, as well as a popular large caravan and campervan site only a short walk from the town centre.

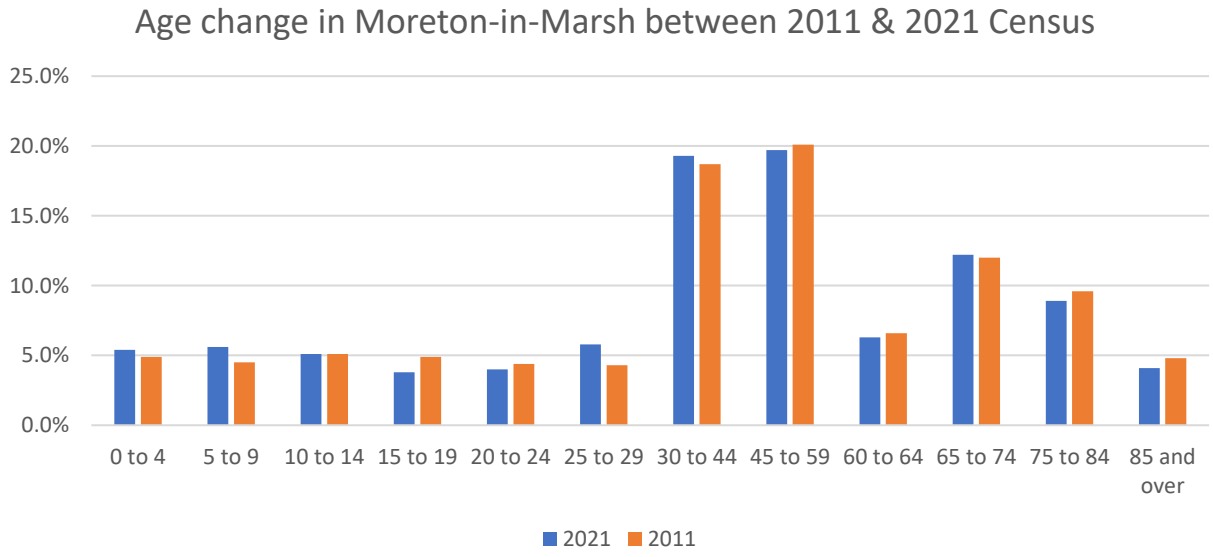
Every Tuesday throughout the year the High Street in Moreton-in-Marsh hosts the largest street market in the Cotswolds with many stalls selling a wide variety of goods including food (fresh and cooked), hardware, clothing, haberdashery, pet products, cookware, etc.

Each year, on the first Saturday in September, the Moreton Show, a major one-day agricultural show celebrating past and present farming life is held close to the town centre.
The neighbouring Batsford estate was originally owned by Lord Redesdale, father of the Mitford sisters. He erected the Redesdale Hall in the centre of the town and created the nearby Batsford Arboretum. Some of the estate is used by the Moreton tennis and cricket clubs and also for the annual Moreton Show. The estate is now owned by Lord Dulverton.

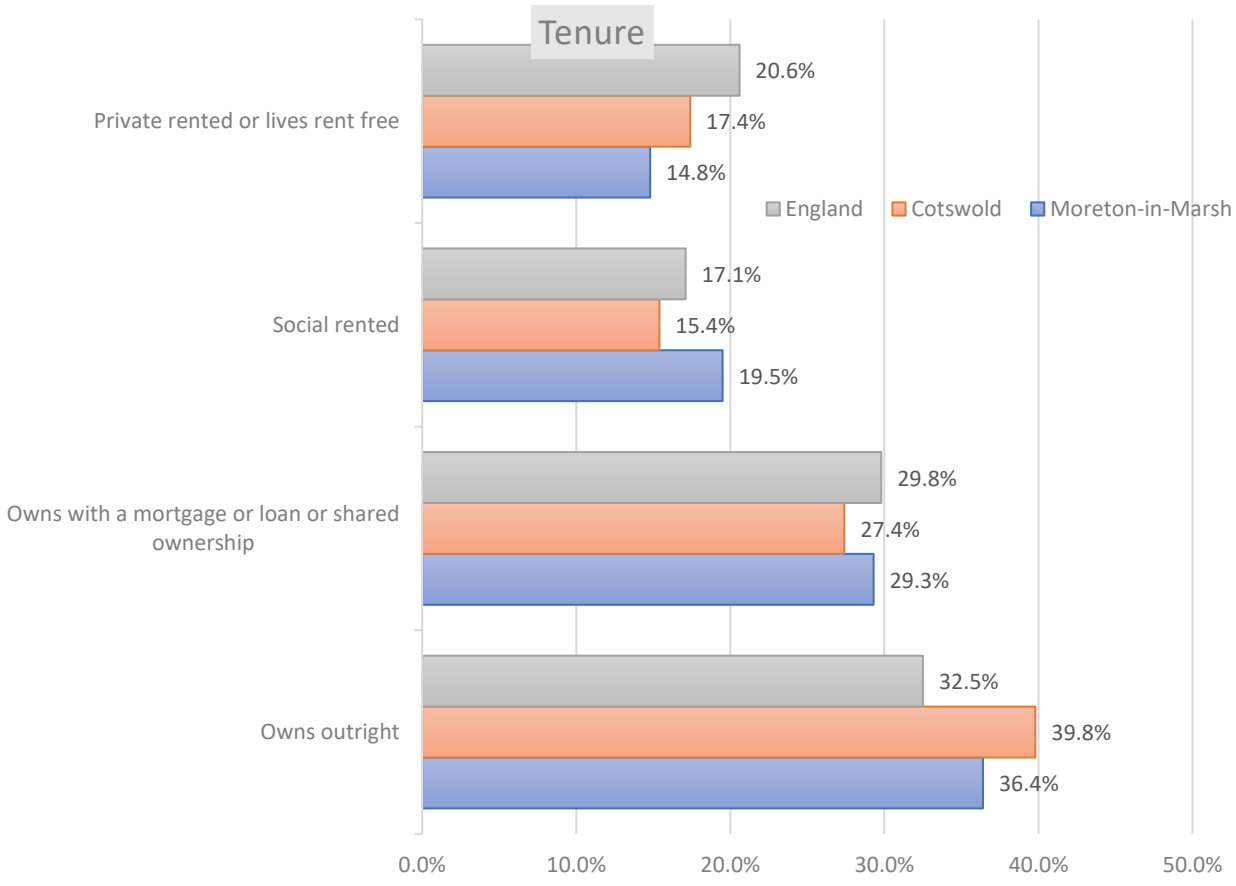
Profile of the Community Today[7]

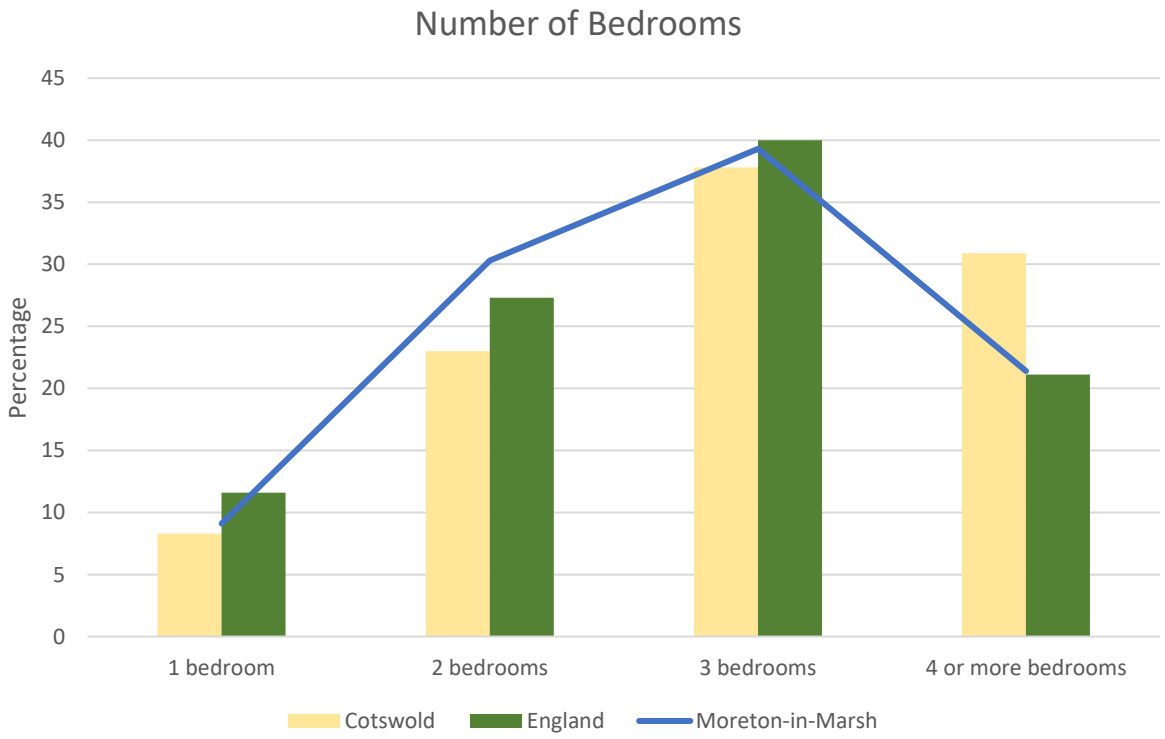
Key facts	Moreton-in-Marsh Parish	
	2011 ONS Census[8]	2021 ONS Census[9]
Area	609 hectares	609 hectares
Total population	3,493	5,015
Population density (no. of persons per hectare)	7.38	8.23
Households	1,799	2,400





[7] Information taken from 2021 Census
[8] ONS 2011 Census
[9] ONS 2021 Census


Tenure
Private rented or lives rent free
20.6%
17.4%
14.8%
England
Cotswold
Moreton-in-Marsh
Social rented
17.1%
15.4%
19.5%
Owns with a mortgage or loan or shared ownership
29.8%
27.4%
29.3%
Owns outright
32.5%
39.8%
36.4%
0.0%
10.0%
20.0%
30.0%
40.0%
50.0%


Number of Bedrooms
Percentage
45
40
35
30
25
20
15
10
5
0
1 bedroom
2 bedrooms
3 bedrooms
4 or more bedrooms
Cotswold
England
Moreton-in-Marsh

The Index of Multiple Deprivation (IMD) datasets are small area measures of relative deprivation across each of the constituent nations of the United Kingdom. Areas are ranked from the most deprived area (rank 1) to the least deprived area. Each nation measures deprivation in a slightly different way but the broad themes include income, employment, education, health, crime, barriers to housing and services, and the living environment. The most recent IMD calculations were taken in 2019.

The seven levels measured are:

Income: Measures the proportion of the population experiencing deprivation relating to low income

Employment: Measures the proportion of the working age population in an area involuntarily excluded from the labour market

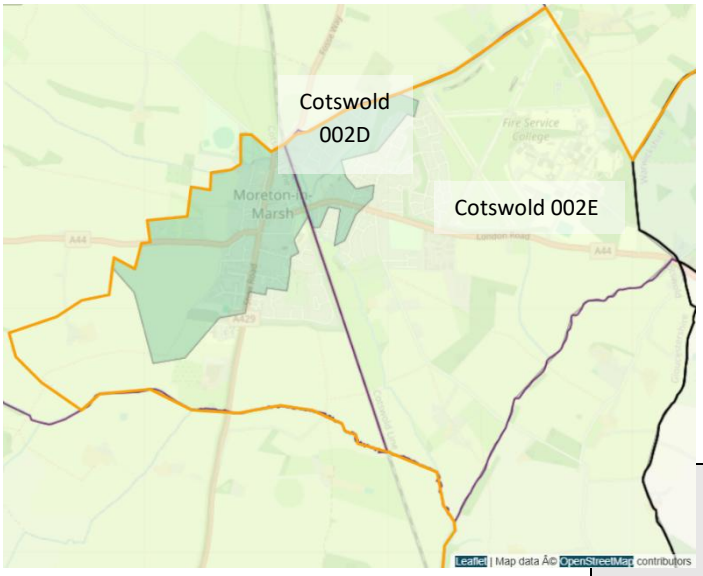
Education, Skills and Training: Measures the lack of attainment and skills in the local population

Health and Disability: Measures the risk of premature death and the impairment of quality of life through poor physical or mental health

Crime: Measures the risk of personal and material victimisation at local level

Barriers to Housing and Services: Measures the physical and financial accessibility of housing and local services

Living Environment: Measures the quality of both the 'indoor' and 'outdoor' local environment, e.g. indoor: proportion of houses with central heating; outdoor: air quality, road traffic accidents



For the purpose of IMD's Moreton-in-Marsh is split into two wards: Cotswold 002D and 002E. These 2 wards were ranked overall as 17,850 and 25,479 out of 32,844 areas in England, where 1 is the most deprived area. This is amongst the 60% and 80% least deprived neighbourhoods in the country.

When split out by level, the results are quite diverse:

Indices	Cotswold 002D Overall rank	Cotswold 002D Decile	Cotswold 002E Overall rank	Cotswold 002E Decile
Overall Rank	**17,850**	**6**	**25,479**	**8**
Income	15,464	5	23,922	8
Employment	12,147	4	22,263	7
Education	9,325	3	14,773	5
Health	19,115	6	26,926	9
Crime	27,059	9	28,758	9
Barrier to housing	24,420	8	11,805	4
Living Environment	23,070	8	30,103	10
Decile=1 most deprived, 10 least deprived				

Section Two
Policy Context

National And Regional Policy

- This section of the plan explores the topic areas to be covered in the Neighbourhood Plan in more detail. Each section identifies relevant policies and evidence at the national, regional, and local level, as well as a summary of Moreton-in-Marsh resident's views collated to date.
- Evidence is drawn from a series of sources including:
    - The National Planning Policy Framework[10] (NPPF) first published in March 2012 and revised in July 2018, updated February 2019, July 2021, December 2023 and December 2024.
    - The NPPF sets out the planning policies for England and how these are expected to be applied in order to achieve sustainable development.
    - The Local Plan for Cotswold District Council[11] formally adopted by the Council on 3rd August 2018. It sets out the current situation for the district, as well as some overarching strategic objectives for the future.
    - The Local Plan now forms part of the Development Plan for the District and will be used in the determination of all planning applications submitted to the Council alongside policies in the Affordable Housing Supplementary Planning Document (2007)[12]
    - Cotswold District Local Plan Sustainability Appraisal 2017[13]
- The purpose of the Sustainability Appraisal is to assess the environmental, social, and economic effects of approaches in order to help decide what the most appropriate policies will be.
- The Local Plan proposes 203 new homes over the period of the Local Plan (2011-2031) for Moreton-in-Marsh.
- In terms of employment land, MOR_E6 (Fire Services College B (7ha) has been allocated for B1 uses.
- Discussions with infrastructure providers have confirmed that the level of growth and development proposals are acceptable in principle. There are a number of infrastructure issues to be addressed. These include provision of a new primary school and investment in sewage treatment and sustainable urban drainage for surface water. An early review of primary health provision by the NHS may also be needed.
- Moreton has a good employment base (about 2,000 jobs), with a higher-than-average proportion of those jobs in growth employment sectors and a good balance of jobs to workers. The town's high sustainability ranking is despite the lack of both a secondary school and publicly available leisure facilities.

[10] National Planning Policy Framework December 2024

[11] *Cotswold District Local Plan (2011 – 2031)*

[12] *LDF Affordable Housing Supplementary Planning document (Adopted version 2007)*

[13] *Cotswold District Local Plan SA Report 12th January 2017*

Section Three
Vision and Objectives

Challenges for Moreton-in-Marsh:

The Neighbourhood Plan seeks to address, as far as possible the challenges that face the community of Moreton-in-Marsh. In summary these challenges are:

1. Heavy Goods Traffic and Congestion:
    - Address the traffic, parking and movement situation in the centre of the town to ensure it remains a thriving key service centre for the north Cotswold.
    - Recognising alternatives to the private car as a means of travel need to be provided for and their use encouraged, particularly in relation to cycling and walking.

2. Excessive Population Growth:
    - Ensuring strategic developments identified in the Cotswold Local Plan are integrated into the existing community of Moreton-in-Marsh so that they do not function as separate from the existing communities.

3. Loss of Green Space to Development:
    - Protecting the significant green spaces, views and biodiversity assets in the parish, increase habitat for wildlife and biodiversity and provide new accessible green space for the growing population.
    - Some of the walking / cycling routes in and around the town are in need of major improvements.

4. Flooding and Water Management:
    - Ensuring the growth in population arising from new development does not put an unacceptable strain on existing infrastructure, including (but not limited to) sewage and water infrastructure overload.

5. Economic Challenges:
    - Ensuring additional footfall generated from new economic activity uses Moreton-in-Marsh town centre.
    - Currently, residents “commute out” of Moreton-in-Marsh for employment meaning opportunities need to be sought to create more local employment in light of the new development which will take place.

Other challenges identified through community engagement:

- Anti-social behaviour and crime.

Vision for Moreton-in-Marsh

In 2043 Moreton-in-Marsh is an attractive, vibrant and prosperous market town with a wide range of housing options. Moreton benefits from excellent transport links, a network of safe walking and cycling routes. The town successfully blends its role as a key retail and service centre for businesses, residents and visitors in a green, bio-diverse, low carbon environment.

Objectives for Moreton-in-Marsh

Housing

1) New developments to be energy efficient and climate adaptive.
2) New developments to provide a range of housing to meet the needs of local people.
3) New developments on brownfield sites to take priority over greenfield sites.
4) To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards.
5) Ensure appropriate infrastructure is in place to support new development prior to the completion of the project.
6) To support the provision of principal residence housing for those wishing to live in Moreton-in-Marsh.

Economy & Business

7) New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors.
8) Support development of small business units/shared space.

Town Centre

9) New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors.
10) Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions.

Environment

11) Protect and maintain open green spaces.
12) Protect and maintain archaeological and built heritage assets deemed to be of value to the community.
13) Preserve and increase opportunities for biodiversity net gain.
14) Preserve important views within the parish.
15) Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh.

Transport & Active Travel

16) Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health.

Community Aspirations

- As part of the consultation process for this plan, a number of issues were highlighted by the community as being necessary to maintain the competitiveness and governance of Moreton-in-Marsh in the future.

- It is recognised these are outside the scope of the Neighbourhood Plan; however, they have been mentioned many times by the community and inform some of the key objectives.
- Given that they clearly have such an importance, it is felt they should be documented for the community to see as well as to ensure these issues are highlighted to the relevant bodies. Therefore, as well as being mentioned in the relevant policies section, these actions are identified as Community Aspirations.
- Moreton-in-Marsh Town Council does not have the resource to follow through on all the community aspirations identified during the preparation of the Neighbourhood Plan. The Council has therefore agreed to create and support a Community Plan Steering Group, which would be a delegated Committee of the Town Council. The Group:
    - Should be largely composed of non-councillor residents.
    - Would develop a Community Plan, with professional support if required and within the budgetary constraints of Moreton-in-Marsh Town Council.
    - Would determine the priority of the aspiration, a reasonable timeframe for completion and the body responsible for taking any required action.
    - Would report regularly to Moreton-in-Marsh Town Council, which would be the responsible body for agreeing any public actions.

Section Four
Policies

Approach to Sustainable Development

Moreton-in-Marsh is designated in the Cotswold District Local Plan as the main service centre (Principal Settlement) for the North Cotswolds making it one of the area's most accessible settlements. The town's retail centre is also ranked fourth in the District, making it a key service centre in Cotswolds' retail hierarchy. As such, staged development within Moreton-in-Marsh will be supported, not least as this will help the settlement to continue to provide for the services and facilities required by a growing community.

Moreton-in-Marsh is considered to have one of the District's most accessible settlements with high employment and higher than average growth. However, there is no secondary school nor are there leisure facilities available to the public.

However, Moreton-in-Marsh benefits from the Cotswold Business Village and the Fire Services College and a railway station on the Oxford-Worcester line. Whilst this transport link is an advantage locally for commuting residents, it also leads to parking issues which are addressed through the Neighbourhood Plan.

The Local Plan cites these factors as contributing to the allocation of 203 houses over three sites in Moreton-in-Marsh.

It is also worth noting that Moreton-in-Marsh has been identified as at risk from flooding, a factor being addressed through the Neighbourhood Plan.

With the allocation of housing, it is crucial the infrastructure is in place to support this development in Moreton-in-Marsh, and this is identified in the Cotswold Local Plan. However, the Neighbourhood Plan addresses this issue to ensure locally identified issues are considered and needs met, especially in relation to the traffic and transport infrastructure.

In addition to the objectives set out above, the plan and its policies have also been developed with the following principles in mind. It is recommended that developers and applicants consider, where relevant, the following overarching principles of development when preparing and submitting planning applications within the neighbourhood area.

Early consultation with the Town Council and other community organisations is highly recommended, especially where the scheme is for more than a single dwelling or involves the use of a previously developed site. The town council wish to be informed about development in neighbouring areas outside the plan area, which may have an impact on residents in the neighbourhood area.

Where possible, applications which support the ongoing activities of social housing providers will be supported and encouraged, and applications should consider these opportunities at an early stage of preparing their planning application.

In considering the development or redevelopment of sites, applicants should be mindful to not overdevelop a site, in terms of delivering a scale or density of development which would be incongruous with its immediate neighbours and preserving local amenity.

Wherever possible, contributions for open space, highways and transportation and social housing should be spent locally, unless there are no viable options to do so locally.

Planning applications which accord with the policies in the plan will be approved unless material considerations indicate otherwise. Planning permission will also be granted where relevant policies in the neighbourhood development plan are out of date or silent unless:

- Other relevant policies in the development plans for Cotswold indicate otherwise
- Any adverse impacts of the proposal would significantly and demonstrably outweigh its benefits when assessed against the policies in the NPPF taken as a whole.
- Or specific policies in the framework or other material considerations indicate that development should be restricted.

Moreton-in-Marsh Town Council will take a positive approach to its consideration of development. The council and the local planning authorities will seek to work with applicants and other stakeholders to encourage the formulation of development proposals that can be approved.

The policies incorporate the key principles from the NPPF into the Plan. Where planning applications are to be considered against the policies of this plan then the policy will underpin the approach the council and local planning authorities will adopt in delivering sustainable development in the neighbourhood area.

Monitoring and Review

The Neighbourhood Plan has been prepared to guide development up to 2043. It is unlikely that the Neighbourhood Plan will remain current and completely relevant for the entire plan period and may, in whole or in part, require amendment before 2043.

This is particularly relevant as Cotswold District Council is in the process of updating its Local Plan.

The main question to be asked through the monitoring process is “Are planning applications being determined in accordance with Neighbourhood Plan policies?”

In all cases, the Town Council and its partners will undertake a partial review of the Neighbourhood Plan within five years of it being made.

Overview of Policies

- This section provides the planning policies which have been written, to explain how development in Moreton-in-Marsh should be approached, designed, and built, in order to support the objectives identified by the community set out in section Three.
- There are a total of twenty policies addressing five topic areas. These are:
    - housing
    - economy and business
    - town centre
    - the environment
    - transport and active travel
- Each of the five policy sections are introduced by an explanation to the background to that particular issue as it relates to Moreton-in-Marsh and by setting out the local context and circumstances in which the policy area has been approached. This includes the problems, issues, concerns, objectives, and aspirations of the local community.
- Each of the twenty individual policies then form two parts:
    - the policy itself, which provides the wording which should be understood and followed by developers when proposing new development, and by the local planning authority when considering proposals.
    - a reasoned justification to provide an understanding of the reasons behind the policy, the background of the particular issue that the policy seeks to address, more detail on the outcome(s) that the policy is intended to achieve, and how the policy is expected to be implemented.
- Not all of the policies will be relevant to every type of development, but anyone proposing development in Moreton-in-Marsh will be expected to ensure that they consider and address the policies that are relevant to their proposals, so that the plan is implemented successfully to achieve the local community's objectives.

Policies and Objectives Matrix

Objective ref	Objective	Policy Ref
1	New developments to be energy efficient and climate adaptive.	1,2,4
2	New developments to provide a range of housing to meet the needs of local people.	2,3,4
3	New developments on brownfield sites to take priority over greenfield sites.	6
4	To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards.	4,5
5	Ensure appropriate infrastructure is in place to support new development prior to completion of the project.	2,8,9
6	To support the provision of principal residence housing for those wishing to live in Moreton-in-Marsh.	10
7	New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors.	11
8	Support development of small business units/shared space.	12,13
9	New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors.	13,14
10	Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions.	14
11	Protect and maintain existing public open green spaces.	15,16, 17
12	Protect and maintain archaeological and built heritage assets deemed to be of value to the community.	16
13	Preserve and increase opportunities for biodiversity net-gain.	17
14	Preserve important views within the parish.	18
15	Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh.	19
16	Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health.	20

Housing Policies

Housing Allocations in Cotswolds Local Plan

The current Cotswold District Plan 2011-2031 Policy S18 states that the following are allocated housing sites for this period:

Site	Dwellings Allocated	Dwellings Delivered (June 25)
• Land at Evenlode Road	63	67
• Land southeast of Fosseway Avenue	91 and 28	250 Under Construction
• Former hospital site	21	20

Note: The Cotswold District Local Plan Update Consultation[14] Moreton-in-Marsh is identified as a potential strategic growth area with a suggestion of 1,500 additional homes by 2041.

[14] Folder: Local Plan Update Consultation | Cotswold District Council

Policy One

Climate Adaption and Energy Efficiency in Developments

Objective One

New developments to be energy efficient and climate adaptive.

a) Proposals which enhance carbon capture and ecological biodiversity whilst reducing flood risk are welcomed.

b) The fitting of renewable energy systems to domestic property is supported where appropriate in terms of architecture and location.

c) Proposals for the development of new housing, extensions to dwellings or business premises, will be particularly supported where they are designed to generate as much of their energy as reasonably feasible from renewable sources.

d) Where relevant and appropriate, energy assessment showing how new developments minimises carbon footprint and energy requirements should be submitted as part of the planning application.

e) Provision of electric vehicle charging, to account for current and projected future need, should be incorporated in relevant planning applications whether domestic, commercial or industrial uses.

f) Developments which show innovation and imagination to achieve zero carbon will be welcomed.

The objective of Policy 1 is to ensure that any new development in the town helps to reduce the climate change causes and impacts. It does this by supporting new developments which are energy efficient, use renewable energy and mitigate the effects of climate change.

Reasoned justification for Policy One

1 Whilst the volume and location of new development is important, so also is the quality of new housing in terms of energy efficiency, building design, safety and local environment.

2 The NPPF stresses the importance of well-designed places, and we endorse its recommendations.

3 Cotswold District Council Local Plan also emphasises both that quality design must be accorded priority if places are to be shaped as sustainable, and socially, economically and environmentally responsive.

4 New development both residential (including conversions) and non-residential should demonstrate a commitment to sustainable design and construction. In relation to climate change, increasing energy efficiency through design, and prioritising the use of sustainable low or zero-carbon forms of renewable energy generation are all important objectives.

5 On 10th September 2019 CDC declared a climate emergency, focussing on net-zero carbon and achieving 100% clean energy use as soon as possible. This policy aims to build on this basis.

6 When asked 'What size/type of new housing would you support?', respondents to community engagement showed the strongest support (60%) for 'homes built to higher environmental standards'.

7 62% of respondents agreed or strongly agreed with the statement 'The town should aim to be self-sufficient in locally generated renewable energy, as far as possible.'.

8 Paragraph 161 of the NPPF says 'The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change..'. This policy aims to build on this.

Policy Two

Managing Flood Risk

Objective One

New developments to be energy efficient and to climate adaptive.

a) When proposals for development are being considered, all sources of flood risks must be considered at the appropriate stages and the sequential and exception tests used to divert development to areas with lower probability of flooding, in accordance with NPPF and PPG guidance.

b) Proposals for development on land identified by the Environment Agency as lying within either Flood Zone 2 or 3, or in Flood Zone 1 in the circumstances outlined in footnote 63 of paragraph 181 of the December 2024 NPPF (or subsequent NPPF iterations), will require a Flood Risk Assessment (FRA), using appropriate calculations based on the highest expected groundwater levels for the area (200 year maximum). Proposals will only be supported where it can be demonstrated in the FRA that:

1) they include appropriate site-specific measures to address effectively all the identified surface and ground water issues; and

2) any residual flood risk can be safely managed.

c) Where it is appropriate to do so new developments should incorporate Sustainable Drainage Systems (SuDS).

The objective of Policy 2 is to minimise both of these events by ensuring that the capacity and capability of the local water management infrastructure is able to support any new development. This includes reducing flood risk in the town and the discharge of sewage into the local water courses.

Reasoned justification for Policy Two

9 Moreton-in-Marsh is subject to flooding and in addition to river flooding, has experienced groundwater, surface water and sewage flooding. In the summer of 2007, the High Street was under water for days following heavy rain and flash flooding.

10 Due to the topography of the parish, flooding arising from surface water run-off is a major issue for parts of the parish.

11 The CDC flood defence update map[15] identifies 5 different locations within Moreton-in-Marsh as parish flood locations.

12 The decision notice[16] for the development of 250 homes at Dunstall Farm laid out 5 conditions relating to water and flooding issues, including limiting occupancy to just 50 dwellings until actions have been completed to reduce risk of foul water and sewage.

13 The world's climate is changing and will continue to change as a result of greenhouse gas emissions, even if global warming is limited to 1.5ºC above pre-industrial level. In England,

[15] Moreton-in-Marsh flood update location map

[16] CDC Planning Permission application ref 19/02245/FUL para's 25/26/27/28/35

hotter drier summers, milder wetter winters, rising sea levels and more extreme weather events are expected in future. Projected changes in climate are expected to have a large impact on the water environment as a result of changes in sea level, river flow, groundwater recharge and water temperatures. Flooding, caused by intense or prolonged rainfall, as well as by sea level rise and coastal storm surges, has become more likely in recent years and this trend is expected to continue. Many people will experience climate change through its effects on water, and especially through floods and droughts.

14 The draft CDC strategic flood risk assessment[17] para 5.4 identifies the area surrounding Moreton-in-Marsh as being in groundwater hazard classification levels 3 or 4 meaning there is a risk of groundwater flooding to surface and subsurface assets. There is the possibility of groundwater emerging at the surface locally or within this zone there is a risk of groundwater flooding to both surface and subsurface assets. Groundwater may emerge at significant rates and has the capacity to flow overland and/or pond within any topographic low spots (level 4). It also highlights that groundwater flood risk should be afforded equal standing in importance and consideration as fluvial and surface water flood risk.

15 A briefing by the European Environment Agency in 2024 identified levels of Perfluorooctane Sulonfate (PFOS) at 2,000 times higher[18] than environmental standards in water samples taken from a stream in Moreton-in-Marsh.

16 Thames Water do not expect to meet the government's targets for storm overflows in Moreton-in-Marsh until 2040-2050[19]

Policy Three

Housing Mix

Objective Two

New developments to provide a range of housing to meet the needs of local people.

a) Any proposals which result in a net gain in dwellings should demonstrate how the applicant has sought to meet local needs in line with the Moreton-in-Marsh Housing Needs Analysis (Appendix H).

b) Proposals should provide for a mix of housing sizes and the delivery of smaller dwellings.

c) All proposals for new housing development must demonstrate how the types of dwellings provided will help ensure a balanced mix of housing for Moreton-in-Marsh, particularly through the provision of:

1) dwellings for smaller households.
2) purpose-designed, accessible accommodation for older persons or those with mobility needs.
3) one or two-bedroom accommodation for those wishing to downsize whilst retaining reception space.
4) starter homes for those wishing to enter the housing market.
5) Land for self-build opportunities.

d) The precise housing mix of new development will be determined on a site-by-site basis, having regard to viability and other relevant factors.

[17] CDC Strategic flood risk assessment
[18] ENDS Report 14/11/2024
[19] Investment plans for storm discharge sites

The objective of Policy 3 is to ensure that Moreton-in-Marsh remains a sustainable settlement with a balanced provision of housing. It seeks to ensure that any new housing development in Moreton-in Marsh includes the kinds of homes and tenures which meet the expressed needs of the local community.

Reasoned justification for Policy Three

17 The purposes of Policy 3 are to ensure that new housing development in Moreton-in-Marsh includes the kind of homes which meet the expressed needs of the local community, including smaller homes suitable for older people wishing to downsize and young people seeking an affordable first home for themselves or their families.

18 The NPPF[20] says that the planning system should deliver a wide choice of high-quality homes and that it should provide for a mix of housing types based on current and future demographic trends, market trends and the needs of different groups in the community.

19 Policy 3 seeks to ensure that Moreton-in-Marsh remains a sustainable settlement with a balanced provision of housing for people who may experience difficulties in accessing suitable housing in the parish and older persons wishing to move to more suitable accommodation.

20 The demographic groups to which policy 3 applies include younger persons seeking their first home, young person's seeking a smaller family home and older persons seeking smaller more manageable accommodation.

21 When asked in the community engagement what size/type of housing would be supported, 58% of respondents recorded 'support' or 'strongly support' for small 2 bed houses.

22 60% of respondents also recorded 'support' or 'strongly support' for bungalows.

23 55% of respondents supported or strongly supported Government Starter Homes (20% discount on market value for under 40's).

24 Smaller homes need to provide large reception space to suit downsizers.

Policy Four

Affordable Housing

Objective Two

New developments to provide a range of housing to meet the needs of local people.

a) Development proposals which make provision for affordable homes should reflect local need[21] and contribute to the objective of creating a mixed and balanced community. All affordable homes should be:

- provided within the development, distributed throughout the development and fully integrated within the market housing,
- Tenure blind, i.e. built using the same materials and in the same style as any market housing on the site,
- such that residents of affordable homes have the same access to all communal facilities as the residents of market housing
- of a type, size and tenure that meets local needs including provision of homes for rent,

b) Affordable homes will be prioritised for households with a strong local connection with the parish of Moreton-in-Marsh, as defined in figure P4(a) below and any relevant planning policy guidance.

[20] *National Planning Policy Framework Para 61-77*

[21] Appendix H Moreton-in-Marsh Housing Needs Assessment

c) Proposals should be accompanied by a statement demonstrating how the development addresses local affordable housing needs as set out in the Cotswold Strategic Housing Market Assessment 2015 (or subsequent updates) or any local objectively assessed need.

d) Development proposals which safeguard a proportion of the affordable homes and maintain affordability of the homes in perpetuity will be supported.

Local Connection Criteria:

Note: This criterion is supplementary to CDC HomeSeeker Plus Common allocations policy or subsequent updates.

Current residency: Normal residence in the 'area' for at least one year immediately prior to exchange of contracts for the relevant dwelling.

Employment: in permanent employment in the 'area', consisting of 16 hours a week or more, for at least six months immediately prior to exchange of contracts for the relevant dwelling. Home workers must show that their main workplace is in the 'area' (in an actual place of work, not where the head/regional office is located).

Family connection: an immediate family member (parents, children, siblings) over the age of 18 has continuously lived in the 'area' for at least the last three years.

Special circumstances such as caring responsibilities: a requirement to move to the 'area' to give care or support to a family member (or receive care or support from a family member). If you do not meet the above criteria but have exceptional circumstances which you are able to evidence this will be considered on a case-by-case basis.

Figure P4(a) Local Connection Criteria

The objective of Policy Four is to ensure that people with strong local attachments either through family or work, are able to find suitable local accommodation so that they can live in the town.

Reasoned justification for Policy Four

25 Local Affordable Housing needs as defined in the Cotswold District Council SHMA[22], Further Update, Affordable Housing, identifies affordable housing needs for the District.

26 When applied to general affordable housing the following requirements should be used to assess local need:

- An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has either lived or worked (at least 16 hours per week, paid or unpaid) continuously in the Neighbourhood Plan Area for at least the last 12 months.
- An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has a family member (defined as grandparents, parents, siblings or children of the applicant) that currently lives in the Neighbourhood Plan Area and has done so continuously for the last five years or more.
- An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who was demonstrably forced to move away from the Neighbourhood Plan Area due to a previous lack of affordable housing.

27 In addition, when applied to exception sites:

- An individual/at least one adult member of a couple or family unit seeking an affordable dwelling who has lived in the Parish continuously for at least the last six months.

[22] *Cotswold District Council SHMA 2016*

28 42% of respondents supported or strongly supported new affordable shared ownership housing.

29 92% of respondents to the Vision & Objective survey agreed or strongly agreed with the objective 'New developments to provide a range of housing to meet the needs of local people'.

Policy Five

Well Designed Housing and Places

Objective Two

New developments to provide a range of housing to meet the needs of local people

Objective Four

To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) or equivalent, standards.

a) Proposals for new development should demonstrate high quality design, reflect local distinctiveness, and seek to incorporate local design features evident in buildings in the surrounding area.
b) Development, whether residential or commercial, that seeks to meet the highest possible standards of construction Code for Sustainable Homes and BREEAM (Building Research Establishment Environmental Assessment Method) standards or equivalent will be strongly supported.
c) Layouts must retain important trees and hedgerows. The planting of new trees and shrubs of similar species to those already evident in the immediate surroundings is required.
d) New developments are required to provide adequate on-site refuse and recycling storage while minimising its visual impact.
e) Wherever possible, developments should be screened from the road using earthworks, native species green hedging and/or trees for highway boundaries wherever possible and where these are in keeping with the existing streetscape.
f) Developments should demonstrate how they are designed to ANGSt (Accessible Natural Greenspace Standards).
g) Proposals which provide for adaptable spaces suitable for home working will be strongly supported.
h) If the development site is not within a reasonable walking distance (1/2 mile) of existing allotments, sufficient space should be identified to provide allotments for a minimum of 10% of the new dwellings unless credible evidence shows this not possible.
i) The provision of high-quality open space with the opportunity for recreation and physical activity, proportionate to the development, is expected to be included in any Design and Access statement related to new development.
j) New housing developments must be well connected both within the site and with the wider area. Developers must demonstrate how they have had regard to movement (vehicular, pedestrian and cycle) and conform to Policy 20 Transport & Active Travel.

Reasoned justification for Policy Five

30 The design of new residential properties and the space in which they sit is important. Developers will be expected to demonstrate in their applications that the design and layout of the proposed development is sympathetic to the character of its immediate surroundings. This is not only because such an approach should be expected of all residential developments in the twenty-first century but because Moreton-in-Marsh is a parish that has a rich heritage of quality residential development and wishes this tradition to be maintained. For this reason, the Moreton-in-Marsh Design Statement (Appendix A) has been produced to guide development.

31 There is already a rich variety of architectural styles in the Plan area and any new development should contribute to this variety while being sympathetic to the existing character of this part of the Cotswolds. The Cotswold Design Code[23] forms part of the Cotswold Local Plan and is a material consideration in planning decisions. It includes Design and Architectural Design Guidelines, Local Vernacular Design Guidelines and Design Guidelines. Relevant guidance published by the Cotswold National Landscape board, including the Landscape Strategy and Guidelines for Landscape Character Type 17[24] should also be taken into account.

32 In addition to these locally developed guidelines, we wish to ensure that developers pay due regard to current relevant national design guidance, codes, standards, toolkits, award schemes etc., meeting standards and wherever viable, exceeding them. These standards include Housing Design Awards[25], Homes and Communities Agency Affordable Houses Survey[26], Building in Context,[27] Building for a Healthy Life (previously Building for Life 12)[28] Manual for Streets[29], BRE Home Quality Mark and other relevant BREEAM schemes (ref Evidence list and Glossary)[30].

33 The three underlying principles of ANGSt are:

a. Improving access to green spaces.
b. Improving naturalness of green spaces.
c. Improving connectivity with green spaces. .... at the same time as delivering a wide range of environmental, social and economic benefits.[31]

[23] Cotswold District Local Plan Appendix D
[24] Cotswold AONB Landscape Strategy and Guidelines
[25] *Housing Design Awards*
[26] *Homes and Communities Agency Affordable Homes Survey*
[27] *Building in Context*
[28] *Building for a Healthy Life*
[29] *Manual for Streets*
[30] *BREEAM*
[31] *Natural England Green Infrastructure Standards for England Jan 2023 Appendix 2*

Policy Six

Parking in Residential Developments

Objective Four

To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) or equivalent standards.

Objective Sixteen

Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health.

a) New residential development within the Plan area will provide an adequate level of off-street parking for residents. The following minimum standards will apply:

- 1-bed dwelling: 1 off-road car parking space
- 2-bed dwelling: 2 off-road car parking spaces
- 3-bed dwelling: 2 off-road car parking spaces
- 4-bed dwelling: 3 off-road car parking spaces
- 5+ bed dwelling: 4 off-road car parking spaces.

Garages as off-street parking

b) The following minimum internal dimensions should apply:

- Single garage: 3.0 metres wide x 6.0 metres deep
- Double garage: 5.7 metres wide x 6.0 metres deep

c) Accessible roof storage space should be provided where feasibly possible, to encourage use of garage space for vehicle parking.

Visitor parking

d) New residential development within Moreton-in-Marsh will provide adequate designated additional parking for visitors, at a minimum of one space per two dwellings. This can either be off-street or on-street, subject to the wider guidance set out within this policy. Visitor parking should be marked as such.

e) Parking spaces will be required to be constructed of permeable surfaces to minimise surface water run-off.

f) During the planning process for developments in reasonable proximity to the town centre (easy walking distance of approximately fifteen minutes), the provision of public car parking must be explored as well as opportunities for "active travel".

The objective of policy six is to reduce on-street parking in residential areas to improve the visual appearance of the development, give more pleasure to people walking through the space and address safety issues due to restricted space on the carriageway or pavement.

Reasoned justification for Policy Six

34. CDC Local plan: "Tourism and local tourist accommodation has a positive impact on the vibrancy of the Centre. However, parking issues and congestion hinder the retail and tourism function of the town; adversely affects local residents; and hampers the town's ability to strengthen / maintain its position as the main service centre for the north Cotswolds. Proposals for new development will take account of the provision of parking facilities and congestion issues in the centre of the town". It also goes on to say in section 9.8.4 "The importance of parking as a key issue in town centres is recognised in Policy INF5: Parking Provision. Furthermore, the Local Planning Authority will, as part of the approach to retail and town centre development, put measures in place to:

Review town centre parking; Continue to improve and enhance public realm and streetscape; Deliver traffic management improvements; and Support and promote markets.

35. A recent planning application[32] for 67 homes compelled over 50 residents to object, many on the basis of issues this would cause with parking on the already-busy Evenload Road.

Policy Seven

Brownfield First

Objective three

New developments on brownfield sites to take priority over greenfield sites.

a) The reuse of formerly developed land (brownfield land) will be strongly supported.
b) Development on these sites and any other brownfield sites will be supported.

The objective of policy seven is to minimise the loss of green spaces, agricultural land and countryside by ensuring that previously developed sites are considered for new development first.

Reasoned justification for Policy Seven

36. Paragraph 125 (c) of the NPPF (2024) states that planning polices, and decisions should, "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;"
37. The sight of derelict sites is a disincentive to investors in a town and greenfield development draws life out of the town. Moreton-in-Marsh residents are keen to maintain and increase the vibrancy of the town centre and so are keen to explore all opportunities to rejuvenate any derelict areas.
38. Brownfield sites tend to be much better located than greenfield sites, closer to shops, education, healthcare and public transport.
39. Building on brownfield land presents opportunity to simultaneously remove local eyesores and breathe new life into urban areas in need of regeneration. It can bring homes, jobs and services closer together, reduce car dependence and enhance communities.

[32] 19/00086/OUT Land to East of Evenload Road

Policy Eight

Hard Infrastructure

Objective 5

Ensure appropriate infrastructure is in place to support new development prior to completion of the project.

a) New development should not compromise the ability of the local infrastructure to support the existing settlement, and the proposed development concerned.

b) Proposals for new development will be required to demonstrate how the infrastructure plans are adequate for the number of proposed dwellings. This is required in instances where new dwellings or new non-residential buildings are proposed for major development (i.e., 10 or more dwellings / at least 1,000m2 of floorspace):

- the relevant water supply, wastewater treatment to be considered in line with policy 2 of this plan and
- electricity distribution and transmission network providers to be consulted.
- traffic and transport assessments, identifying and quantifying the effects of the traffic generated by the scheme on its own, and in combination with other consented and allocated schemes, on the Moreton-in-Marsh Conservation Area and on other heritage assets in the Town Centre.

c) Where the potential for adverse effects has been identified, then the proposals must make provision for the necessary mitigation measures to avoid contributing to the adverse effects caused to those assets.

d) It is expected that this infrastructure will be in place no later than the completion of development.

e) Nationally Significant Infrastructure Projects (NSIPs) and Utility plans that impact on the Parish and its surrounding area that are approved or updated are to be disclosed as soon as possible to ensure that plans within the Parish boundary are suitably adapted.

The Hard Infrastructure is the physical systems that enable the town to operate successfully. It includes buildings, roads, paths, utilities and technical systems (networks and cabling) as well as the assets required to make them operational.

Reasoned justification for Policy Eight

40 New development will inevitably put a strain on existing infrastructure, and new proposals for development will need to demonstrate how this has been considered and how appropriate new infrastructure is included as part of the masterplan.

41 Moreton-in-Marsh already has infrastructure and services that are under strain, including education, transport and utilities provision. As a result of further housing development delivered as part of the Cotswold District Local Plan, additional healthcare facilities, community and sports facilities and infrastructure are likely to have to be provided to meet the resulting increase in population.

42 As a rule of thumb, approximately 5 (five) primary school pupils and 2.5 secondary school pupils are created on any 20-dwelling residential scheme which has a mix of dwelling sizes[33]. Equally, any 20-dwelling scheme will create a lot more new residents who will require access to the network of local footpaths and cycle routes.

43 Therefore, in respect of residential development, the construction of new dwellings on larger schemes of 30 or more dwellings must be phased to ensure adequate time is allowed for identified local services and infrastructure to be expanded, in order to limit any sudden adverse impact of an increased population on the community and surrounding parishes.

44 The A429 and A44 both run through the centre of Moreton-in-Marsh.

45 When asked through the community engagement to rank their greatest concerns about living in Moreton-in-Marsh, respondents ranked 'Heavy Goods traffic and congestion' their top concern out of 15 options.

Policy Nine

Soft Infrastructure

Objective 5

Ensure appropriate infrastructure is in place to support new development prior to completion of the project.

a) New development should not compromise the ability of the local infrastructure to support the existing settlement and the proposed development concerned.

b) New housing will only be permitted where it can be demonstrated that there is the necessary capacity in the community and physical infrastructure and services are available to support the increase in population.

c) Proposals for development of 30 or more dwellings or planned large multi-phased development must ensure infrastructure and services are sufficient to address the impacts arising from the growth in population, and in place prior to completion of the development.

Soft infrastructure includes all the services which are required to maintain the economic, health, cultural and social standards of a population. It is essential in bringing a community together and enables it to enjoy a good quality of life. Examples include employment (work hubs, working from home, tourism, and retail), health (GPs, dentists, security, clean air, quiet places), leisure (green spaces, allotments, sports facilities, community facilities and social clubs), education (primary and secondary school access).

Reasoned justification for Policy Nine

46. Moreton-in-Marsh already has infrastructure and services that are under strain, including education, transport and utilities provision. As a result of further housing development delivered as part of the Cotswold District Local Plan, additional healthcare facilities, community and sports facilities and infrastructure are likely to have to be provided to meet the resulting increase in population.

47. As a rough rule of thumb, approximately 5 (five) primary school pupils are created on any 20-dwelling residential scheme which has a mix of dwelling sizes. Equally, any 20-dwelling scheme will create a lot more new residents who will require access to the network of local footpaths and cycle routes.

[33] Homes England Fact Sheet 5: New homes and school places

48. Therefore, in respect of residential development, the construction of new dwellings on larger schemes of 30 or more dwellings must be phased to ensure adequate time is allowed for identified local services and infrastructure to be expanded, in order to limit any sudden adverse impact of an increased population on the community and surrounding parishes.

Policy Ten

Principal Residence Housing

Objective 2

New developments to provide a range of housing to meet the needs of local people

Objective 6

To support the provision of principal residence housing for those wishing to live in Moreton-in-Marsh

a) Due to the impact on the local housing market due to the growth of dwellings used for holiday accommodation and second homes, new open market housing will only be supported where there is a restriction to ensure its occupancy as a principal residence.

b) This occupancy restriction will be guaranteed through the imposition of a planning condition or legal agreement.

c) A principal residence is defined as one occupied as the resident's sole, or main residence where they spend the majority of their time when not working away from home.

d) This obligation on new market homes will require that they are occupied only as the primary residence of those persons entitled to occupy them. Proof of entitlement will be verifiable via evidence such as inclusion on the electoral register or registration for local services.

The objective of policy 10 is to maintain the vibrancy of the local community and its economy.
Second homes and holiday homes are killing many communities around the country, and it is already an increasing problem in the Cotswolds. The homes remain empty for much of the time, so do not contribute to the local economy or the local community. They reduce the available housing stock for local people and push up prices so that they are unaffordable for many local people.
Whilst Moreton-in-Marsh might suffer this problem less than some of the more popular tourist destinations, it is a problem for the town.

Reasoned justification for Policy Ten

49. An analysis by 'Action on Empty Homes'[34] show that in 2024 3,409 homes in the Cotswolds were not in residential use on a long-term basis or were second homes, up from 2,639 in 2023 and 2,312 in 2022. This equates to one in seventeen homes were out of long-term use. This makes the Cotswolds the 14th highest out of 774 local authorities with second homes.

50. On 7th March 2024, Cotswold District Council agreed[35] to levy the maximum level of premium for Empty Homes as set out in the Levelling Up and Regeneration Act 2023. The report to the Council[36] noted: "The intention of the premium is to return second homes to the local housing market thereby increasing the level of available stock for permanent residents.".

[34] Long-term empty homes by local council areas
[35] CDC Decision details
[36] Council Tax Premium-second homes and long-term empty properties

Policy Eleven

Employment land

Objective Seven

New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors.

a) There will be a general presumption against the loss of locations that provide employment within the Parish, either as a result of proposals for a change of use or for the redevelopment of existing premises or sites of employment for non-employment use.

b) Proposals for change of use or redevelopment, which would result in the loss of employment use, will only be acceptable if they demonstrate the following:

1. The premises or site is no longer required for employment use in terms of need or demand, by the premises or site having been marketed for a period of not less than one year for employment use and no occupier has been found. Full details relating to the marketing must accompany any proposal,
2. That the alternative use proposed will be a positive contribution to the sustainability of Moreton-in-Marsh.

c) Proposals put forward which increase the availability of employment land will be strongly supported.

d) Schemes which include proposals for the inclusion of environmentally friendly measures will be strongly supported. This may include (but not restricted to) the following measures:

1. Solar energy
2. Harvesting rainwater for use
3. Pollution and waste reduction
4. Lower carbon emissions
5. High standards of insulation

e) Where surplus energy is produced through self-generation, a scheme for reuse of this energy locally will be supported.

Prosperity is key to the success of any settlement. So, it is vital that any increase in population in the town should be accompanied by a proportionate increase in employment opportunities. In fact, historically, the population follows the jobs rather than the other way round. It is also important that jobs are provided locally, so that people can work locally and don't have to commute each day. This helps to reduce carbon emissions but also binds the community together socially.

Reasoned justification for Policy Eleven

51. The CDC Local Plan identifies Moreton-in-Marsh towns retail centre as fourth in the district, '..a 'key centre' role in the District's retail hierarchy, functioning as an important service centre and providing for an extensive rural catchment area..'
52. The Fire Service College is identified as an area for increase in employment opportunity and Cotswold Business Village is currently one of the main employment areas in the Cotswold district.

53. Paragraph 7.21.1 of the CDC Local Plan[37] states that Moreton-in-Marsh is '..widely regarded as the main service centre for the north Cotswolds..' and '..one of the District's most accessible settlements..'.
54. Paragraph 7.21.4 goes on to say '..the town is considered to have potential for its employment role to increase.'
55. National Planning Policy (NPPF para 90) states "Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation."
56. The community acknowledges the importance of bringing derelict buildings and commercial brownfield sites back into economic use however, a number of vacant or derelict land and buildings undermine the high quality of some areas of the parish. This is especially true within the historic core, where the quality of the shopping street and the gateway is undermined by closed shops and units. Bringing these back into use is a key aspiration of the plan.
57. Community engagement showed 57% of respondents would support the Neighbourhood Plan identifying further land for employment use. 65% would support the NP identifying buildings for employment use within the town centre.

Policy Twelve

Small Business Units

Objective Eight

Support development of small business units/shared space.

a) Proposals which provide for work hubs to accommodate small business units will be strongly supported.
b) Development proposals will be supported that will enable the expansion and retention of small, local businesses. Support will also be given to development proposals for the establishment of new businesses that diversify and strengthen the local economy without significantly adversely affecting the distinctive character of the community or creating significant additional traffic.
c) Applications will be particularly encouraged if they offer employment opportunities to local people. In particular, strong support will be given to development proposals that provide space for small start-up businesses.

The aim of this policy is to support the growth of microbusiness (fewer than 10 full time employees) and small businesses (fewer than 50 full time employees).

Reasoned justification for Policy Twelve

58. The improvement to local employment opportunities will not only provide employment, in particular the chance for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.
59. Nationally there has been strong growth in self-employment and it is considered that, to grow medium and larger-sized businesses in and around Moreton-in-Marsh, it is necessary to nurture business start-ups.
60. The Bank of England reported[38] that the number of new business registrations increased from 50,000 a month to 60,000 a month after March 2020 and solo entrepreneurs rose from 60% to

[37] Cotswolds District Local Plan 2011-2031
[38] Business creation during Covid-19

65% of the total (in other words, the uplift is almost entirely down to an increased number of solo entrepreneurs).

61. Not all these businesses will require employment space, as many people will work from home. However, for small start-up businesses, the ability to access workspace on flexible, 'easy-in, easy-out' terms help to provide the foundation to grow a business.
62. It is therefore important to ensure that employment land is used to meet local needs for a provision of a range of types and sizes of businesses to promote the vitality and viability of the town, including start-ups and micro businesses (a business of less than 10 employees).
63. This will also encourage younger people of working age to remain in the area rather than seeking work in the surrounding area or further afield.

Community Aspiration 1
Local Business Hub

Create a local business network whereby local businesses can have a voice which is heard, understood and acted on.

Town Centre Policies

Policy Thirteen

Retail Provision

Objective Eight
Support development of small business units/shared space

Objective Nine
New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors

a) Within the Core Retail Area (as defined by the NPSG) identified in Fig P13, the loss of Class E uses as a result of proposals for change of use or for redevelopment for non-retail use (C3), where prior approval is not given, will generally not be supported.
b) Proposals for change of use or redevelopment which would result in the loss of Class E retail use will only be acceptable if they demonstrate the following:
1. The premises or site is shown to be no longer required for retail use in terms of need or demand, by the premises or site having been marketed for a period of not less than one year for retail use and no occupier having been found. Full details relating to the marketing must accompany any proposal.
2. That the alternative use proposed will be deliverable and make a positive contribution to the sustainability, vitality and viability of Moreton-in-Marsh.

The objective of policy thirteen is to enable the town centre to continue to be an attractive and prosperous centre that serves not only Moreton residents but also those in surrounding villages as well as tourists.

Moreton-in-Marsh's town centre is vitally important to the feeling of place that it provides and also to the town's prosperity and vitality.

- It is regarded as a service centre to the surrounding area providing a range of shopping, social and leisure activities, hospitality, healthcare and education services.
- The retail centre ranks fourth in the District.
- It is a conservation area which is unique centre due to its broad high street, its greens, its lines of trees and its historic buildings.
- It provides much of the employment within the town and is an attraction for tourists.

However, Moreton is at the crossroads of the A429 (Fosse Way) and the A44 so is plagued at times with HGV's and traffic congestion which generate air and noise pollution which detract from the pleasure of pedestrians. The A429 in particular, also divides the High Street as it can be difficult to cross.

There is potential to manage the traffic better and provide more space on the High Street for pedestrians so that the quality of life can be improved along with the economy generated on the High Street from the local community and visitors alike.

Reasoned justification for Policy Thirteen

64. An article by the Local Government Association[39] highlights the permanent changes on the high street since the pandemic *'Patterns of work and commuting have, and will remain, changed – with implications for the future of high streets. The pandemic will prompt a permanent shift in the home location decisions of many families, and domestic tourism and staycationing will remain above pre-pandemic levels. The pandemic has reinvigorated interest in community and*

[39] Creating resilient and revitalised high streets in the 'new normal'

what's local, while technology has proven capable of replacing in person and physical connections in many aspects of daily life.' Moreton-in-Marsh needs to adapt new experiential offers and new technology to entice visitors and increase footfall. The report continues *'Many residents in villages, green belt and peripheral settlements with office-based jobs are continuing with hybrid working in the near-term, and high streets in these locations will need to meet the demands of former commuters. With fewer commuters leaving home during the day, high streets in feeder towns and suburban centres stand to benefit from increased footfall and a new higher spending weekday demographic.'*

65. Every effort should be made to retain the retail area of Moreton-in-Marsh as a welcoming and enticing destination.
66. The improvement to local employment opportunities will not only provide employment, in particular the chance for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.
67. All new built development should be of a scale and design which harmonises with the character and role of the centre and with the scale and architectural composition of any adjacent buildings. Details of materials and any landscaping proposals will also be considered when considering applications.
68. The vitality of the retail area within the town centre is largely dependent on primary retail frontages and so it is important that the retail frontages be retained and enhanced, and the majority of the businesses located in the primary area are retail outlets.
69. 32% of respondents to the community engagement said they would support the provision of new shops and retail through the NP. 20% agreed there was a need for more retail jobs.
70. When asked 'Should the use of town centre premises be protected? 38% agreed 'yes, protected' and 49% agreed 'Yes, some protection but recognise things change and we need to let this happen'.

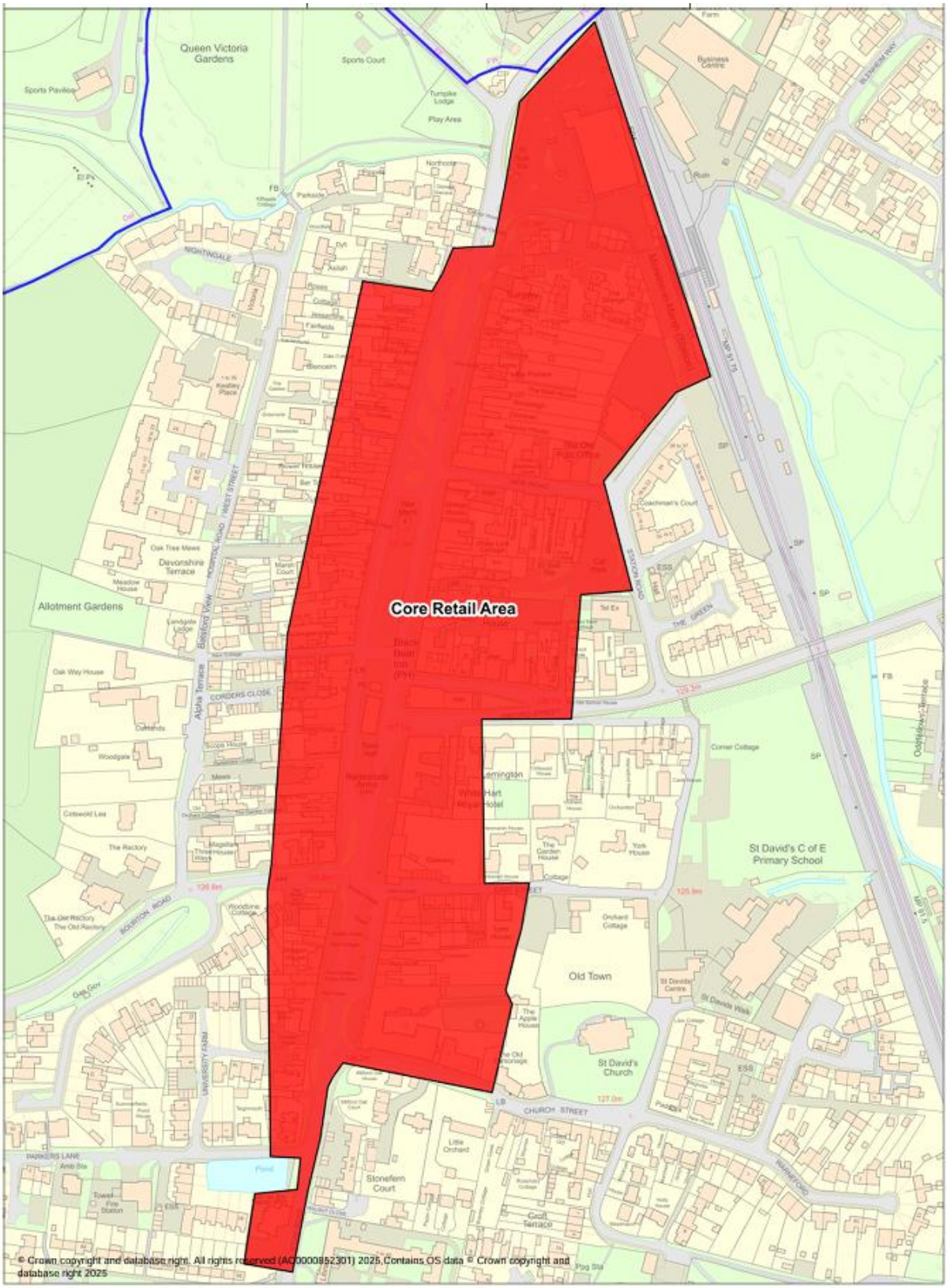


Fig P13 Moreton-in-Marsh Core Retail Area

Policy Fourteen

Infrastructure Investment Priorities

Objective Nine

New developments to support and sustain a vibrant, attractive and successful town centre that meets the needs of the local community and visitors.

Objective Ten

Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions.

Subject to viability and to compliance with CIL regulations, all housing developments of 10 or more homes will be expected to contribute to the following local priorities:

a. Refurbishment, including Public Realm improvements, around the Redesdale Hall

b. Moreton-in-Marsh High Street Refurbishment improvements

c. Remove long-stay parking from the town to a location close to the train and bus stations

d. Improve Accessibility around Moreton-in-Marsh

e. Invest in planting around the town such as a community orchard, additional woodland or a herb garden

f. Additional retail on the East side of Moreton-in-Marsh

More detailed information can be found in Appendix B

Reasoned justification for Policy Fourteen

71. It was agreed that the list of priority projects should be taken directly from the responses we have received from the community.

72. The provision of supporting infrastructure is vital in achieving sustainable growth. Infrastructure covers a very broad range of considerations. At its most basic, it is utilities and communications infrastructure: water, sewerage, drainage, gas, electricity, mobile phone, conventional phones and broadband. However, infrastructure also comprises community infrastructure matters, such as health, education, play areas, green open spaces, leisure facilities and so on. This section addresses these issues as well.

73. As a clear expression of the community's wishes, Moreton-in-Marsh Town Council intends that the CIL agreements and contributions raised within the Moreton-in-Marsh Neighbourhood Area and, where relevant, monies from other planning obligations, are used to contribute towards delivering any of the projects listed above, providing they demonstrate compliance with the Community Infrastructure Regulations.

74. Developer contributions from development can be used to contribute towards addressing these issues.

Community Aspiration 2
Overnight parking in town centre

Introduce residential parking permits to prevent overnight parking in the town centre

Policy Fifteen

Local Green Spaces

Objective Eleven

Protect and maintain open green spaces.

The following areas, as shown on the proposal's maps in Appendix C, are designated as Local Green Spaces:

1	Moreton Rangers FC
2	Outdoor gym, skate park & practise football pitch
3 (a)	Blenheim Meadow
3 (b)	Cotswold Gate open space
3 (c)	Moreton Park / Cotswold Gate
4	Land east of Moreton Park
5	Entrance to Fire Service College
6	Upper Cemetery
7	Lower Cemetery
8	University allotments
9	Hospital Road allotments
10	Croft Road allotments
11	St David's churchyard
12	Tinkers Close playground
13(a)	Redesdale Place MUGA
13 (b)	Redesdale Place Croquet club
13 (c)	Redesdale Place Bowls club
14	Monarch Way Grassed strip
15 (a)	Jubilee Gardens
15 (b)	Jubilee Gardens opposite verge
16 (a) - (f)	Greens on High St
17	Queen Victoria Gardens
18	Mann Institute Gardens
19	Glebe Field
20	Special habitat – Stockwells
21(a)	Moreton Park - 1
21(b)	Moreton Park – 2
21(c)	Moreton Park - 3

a. Proposals for development on these Local Green Spaces will not be permitted unless it can be clearly demonstrated with compelling evidence that it is required to enhance the role and function of an identified Local Green Space.

b. Where permission for development can be demonstrated to be required with compelling evidence, developers will be expected to demonstrate how the existing flora and fauna will be protected or be subject to mitigation measures.

c. Where loss of Green Space is considered essential, mitigation measures will be required to provide equivalent facilities.

Reasoned justification for Policy Fifteen

75. Under the NPPF, neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford protection from

development other than in very special circumstances. Paragraph 107 of the NPPF says that Local Green Space designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

76. Proposals maps in Appendix C show the areas that are considered to meet these criteria and must be protected as Local Green Spaces.

1: Moreton Rangers FC	
"In reasonably close proximity to the community it serves"	Marked area 1 on green spaces map and in a populated south east part of the town close to the business village and housing
"demonstrably special to the local community"	It is a sports field which regularly holds training and matches for various teams of all ages
"local in character and is not an extensive tract of land"	Within walking distance of the centre of town The whole area covers approx. 1.09ha

2: Outdoor Gym, Skate Park and practise football pitch	
"In reasonably close proximity to the community it serves"	Marked area 2 on green spaces map and in a populated south east part of the town close between the business village and housing
"demonstrably special to the local community"	Public amenity space providing valuable space for leisure and play activities.
"local in character and is not an extensive tract of land"	Within walking distance of the centre of town The whole area covers approx. 0.70ha

3 (a): Blenheim Meadow	
"In reasonably close proximity to the community it serves"	Marked area 3(a) on green spaces map and in a populated north east part of the town bounded by housing, railway and road
"demonstrably special to the local community"	Open public space, adjoining Cotswold Gate including the River Evenlode and mature trees which attract wildlife and nature, providing a safe walking route joining parts of the town.
"local in character and is not an extensive tract of land"	Open space with a feel of the local countryside The whole area covers approx. 4ha

3 (b): Cotswold Gate Open Space	
"In reasonably close proximity to the community it serves"	Marked area 3(b) on green spaces map and in a populated north east part of the town flanked by housing
"demonstrably special to the local community"	Open public space, adjoining Blenheim Meadow including an attenuation pond which attracts wildlife and nature, particularly well-used during covid
"local in character and is not an extensive tract of land"	Open space with a feel of the local countryside The whole area covers approx. 5ha

3 (c): Moreton Park/Cotswold Gate	
"In reasonably close proximity to the community it serves"	Marked area 3(c) on green spaces map and situated in a residential area regarded as a nature reserve. Linking footpaths to parts of the Town including the railway station
"demonstrably special to the local community"	Continuance of Blenheim Meadow as an open meadow space promoting wellbeing
"local in character and is not an extensive tract of land"	Remaining meadowland predating residential development. The whole area covers approx. 3.51ha

4: Land east of Moreton Park	
"In reasonably close proximity to the community it serves"	Marked area 4 on green spaces map and on the north east edge of the housing in Moreton
"demonstrably special to the local community"	Provides a green buffer between local housing and an active fire training facility and provides a safe walking route to the business village. A nature reserve which supports endangered newts.
"local in character and is not an extensive tract of land"	Grass, ponds and marsh land. The whole area covers approx. 5.4ha

5: Entrance to Fire Service College	
"In reasonably close proximity to the community it serves"	Marked area 5 on green spaces map and situated to the eastern entrance to the town.
"demonstrably special to the local community"	A wide cut-grass verge and tree-lined avenue which provides a gentle, visual transition between the countryside and the town and provides screening at the entrance to the active fire training college.
"local in character and is not an extensive tract of land"	Site of a war memorial to the Wellington Bomber crews who trained here in WWII The whole area covers approx. 1.1ha

6: Upper Cemetery	
"In reasonably close proximity to the community it serves"	Marked area 6 on green spaces map and situated in the east of the town bordering the business village and the football ground
"demonstrably special to the local community"	A well-maintained community asset with yew tree-lined pathways and Bier House.
"local in character and is not an extensive tract of land"	Includes Commonwealth War graves and memorial The whole area covers approx. 0.88ha

7: Lower Cemetery	
"In reasonably close proximity to the community it serves"	Marked area 7 on green spaces map and situated in the east of the town surrounded by housing.
"demonstrably special to the local community"	A 19th century community asset with specimen trees, bat house and Bier House and of historical interest
"local in character and is not an extensive tract of land"	Traditional Victorian style cemetery The whole area covers approx. 0.58ha

8: University Allotments	
"In reasonably close proximity to the community it serves"	Marked area 8 on green spaces map and situated in the centre of Moreton Old Town
"demonstrably special to the local community"	An important community asset, gifted by the Bowes-Lyons family to the University of Oxford supporting the health and well-being of residents
"local in character and is not an extensive tract of land"	Easily accessible to local residents. The whole area covers approx. 2.41ha

9: Hospital Road Allotments	
"In reasonably close proximity to the community it serves"	Marked area 9 on green spaces map and close to the countryside, yet very close to the High Street.
"demonstrably special to the local community"	An important community asset, with views of the Cotswold Edge and Cotswold National Landscape and supporting the health and well-being of residents
"local in character and is not an extensive tract of land"	Easily accessible to local residents. The whole area covers approx. 0.24ha

10: Croft Road Allotments	
"In reasonably close proximity to the community it serves"	Marked area 10 on green spaces map and close to the countryside and to housing in the Back House, Wellington Gardens and Cornish House developments
"demonstrably special to the local community"	Situated in the Special Landscape Area, it is an important community asset, with view of St David's church and Batsford House and supporting the health and well-being of residents and encouraging biodiversity
"local in character and is not an extensive tract of land"	Easily accessible to local residents. The whole area covers approx. 1.58ha

11: St David's Churchyard	
"In reasonably close proximity to the community it serves"	Marked area 11 on green spaces map, In the centre of town between Moreton Old Town and the High Street
"demonstrably special to the local community"	Traditional Cotswold church with bells providing a valuable service to the community, supporting their health and well-being.
"local in character and is not an extensive tract of land"	Easily accessible to local residents, providing a focal point for the town The whole area covers approx. 0.41ha

12: Tinkers Close Playground	
"In reasonably close proximity to the community it serves"	Marked area 12 on green spaces map, housing on three sides and University Allotment on the 4th. Cut through to the Primary school.
"demonstrably special to the local community"	Popular walk through and recreational space (play area plus football play space) for surrounding housing
"local in character and is not an extensive tract of land"	Open green space for wellbeing The whole area covers approx. 0.16ha

13 (a): Redesdale Place MUGA	
"In reasonably close proximity to the community it serves"	Marked area 13(a) on green spaces map and borders on Redesdale Place housing and accommodates the Multi Use Games Area.
"demonstrably special to the local community"	Provides an area for all age activities facilitating recreation and wellbeing options.
"local in character and is not an extensive tract of land"	Adjacent to the National Footpath (Monarchs Way and Moreton Eight Walk) The whole area covers approx. 0.89ha

13 (b): Redesdale Place Croquet Club	
"In reasonably close proximity to the community it serves"	Marked area 13(b) on green spaces map and borders on Redesdale Place housing and accommodates the Croquet Club.
"demonstrably special to the local community"	Provides an area for all age activities facilitating recreation and wellbeing options.
"local in character and is not an extensive tract of land"	Adjacent to the National Footpath (Monarchs Way) and Moreton Eight Walk The whole area covers approx. 0.40ha

13 (c): Redesdale Place Bowls Club	
"In reasonably close proximity to the community it serves"	Marked area 13(c) on green spaces map and borders on Redesdale Place housing and accommodates the Bowls Club.
"demonstrably special to the local community"	Provides an area for all age activities facilitating recreation and wellbeing options.
"local in character and is not an extensive tract of land"	Adjacent to the National Footpath (Monarchs Way and Moreton Eight Walk) The whole area covers approx. 0.30ha

14: Monarchs Way grassed strip	
"In reasonably close proximity to the community it serves"	Marked area 14 on green spaces map, open fields and hedgerow on one side and housing to the other.
"demonstrably special to the local community"	Limited vehicle access part way leading to grassed walkway. The grassed walkway is much used by pedestrians seeking a tranquil walk around the outskirts of the Town with views to the Cotswold National Landscape.
"local in character and is not an extensive tract of land"	A green buffer providing a wildlife habitat on the edge of the Town. The whole area covers approx. 0.23ha

15 (a/b): Jubilee Gardens & Jubilee Gardens opposite verge	
"In reasonably close proximity to the community it serves"	Marked area 15 (a) & 15 (b) on green spaces map, to the West of the Town planted to commemorate the Festival of Britain situated inside the conservation area.
"demonstrably special to the local community"	Wildlife habitat shielding residents from the noise of traffic on the A44
"local in character and is not an extensive tract of land"	Cotswold Stone Wall surround and carved Festival of Britain Logo on the gate posts. The whole area covers approx. 0.28ha

16 (a-f): Greens on High Street	
"In reasonably close proximity to the community it serves"	Marked area 16 (a-f) on green spaces map and situated on a Conservation High Street
"demonstrably special to the local community"	Designated Village Greens.
"local in character and is not an extensive tract of land"	The avenue of trees and the grassed areas (known as the greens) are an integral part of the character and charm of Moreton-in-Marsh's broad High Street.The whole area covers approx. 0.17ha

17: Queen Victoria Gardens	
"In reasonably close proximity to the community it serves"	Marked area 17 on green spaces map and at the north end of the conservation High Street
"demonstrably special to the local community"	Supports a large, fenced play area plus a recreational space and lime walkway
"local in character and is not an extensive tract of land"	The lime walkway is reminiscent of the tree lined High Street. The whole area covers approx. 2.86ha

18: Mann Institute Gardens	
"In reasonably close proximity to the community it serves"	Marked area 18 on green spaces map and situated in the conservation area
"demonstrably special to the local community"	The gardens provide a peaceful space in the midst of the centre of the Town surrounded by wrought iron railings.
"local in character and is not an extensive tract of land"	Part of the historic curtilage of the adjacent Mann Institute The whole area covers approx. 0.02ha

19: Glebe Field	
"In reasonably close proximity to the community it serves"	Marked area 19 on green spaces map and is within the town
"demonstrably special to the local community"	Historic connection to the Parish. An important separation between the Campsite and Town. With views to the High Wold and Cotswold escarpment.
"local in character and is not an extensive tract of land"	Typical of parkland where stock can graze under the ancient oaks. The whole area covers approx. 2.13ha

20: Special Habitat-Stockwells	
"In reasonably close proximity to the community it serves"	Marked area 20 on green spaces map and formally recognised as a special habitat area rich in biodiversity
"demonstrably special to the local community"	Wildlife habitat encouraging numerous species.
"local in character and is not an extensive tract of land"	The site is within the built-up area of the town, a remaining undeveloped/undisturbed piece of land The whole area covers approx. 0.25ha

21 (a): Moreton Park 1	
"In reasonably close proximity to the community it serves"	Marked area 21 (a) on green spaces map, close to residential area with footpath and woodland habitat separating residential area from the A44.
"demonstrably special to the local community"	Woodland habitat encouraging walking with nature, promoting wellbeing.
"local in character and is not an extensive tract of land"	Large trees predating residential development The whole area covers approx. 1.81ha

21 (b): Moreton Park 2	
"In reasonably close proximity to the community it serves"	Marked area 21 (b) on green spaces map and situated within residential area
"demonstrably special to the local community"	Wooded spaces with walkthrough to promote wellbeing
"local in character and is not an extensive tract of land"	Large trees predating residential development The whole area covers approx. 1.63ha

21 (c): Moreton Park 3	
"In reasonably close proximity to the community it serves"	Marked area 21(c) on green spaces map and situated within residential area
"demonstrably special to the local community"	Wooded spaces with walkthrough to promote wellbeing
"local in character and is not an extensive tract of land"	Large trees predating residential development The whole area covers approx. 1.63ha

Policy Sixteen

Conserving non-designated heritage assets

Objective Eleven

Protect and maintain archaeological and built heritage assets deemed to be of value to the community.

a) The Neighbourhood Plan identifies the buildings and structures, as listed in Appendix D: Non-Designated Heritage Assets by way of their local architectural or historic interest.

The objective of policy sixteen is to protect the buildings of character within the town as they are a vital addition to the town centre offering, providing joy and interest to the eye and a physical link to the past. They are a key part of what attracts visitors to the town and thereby help the local economy.

Reasoned justification for Policy Sixteen

77. Within the Moreton-in-Marsh Parish boundaries are assets of historic interest, and many buildings and structures of Grade II and Grade II* listed status some of which are over 400 years old. See Appendix D – "Non-Designated Heritage Assets". Listed buildings are identified by the Secretary of State as being of "special architectural or historic interest" and as such are worthy of special protection.

78. Throughout the Parish there are also buildings which, while not listed, are of good quality, design and appearance, are important features in their own right and which also contribute to the character and appearance of an area. They illustrate, and are reminders of, the historical development of an area and are worthy of retention wherever possible.

79. Communities cohere and thrive through an awareness of their shared endeavours, past and present and it is important that any new development respects the historical past of the area.

80. Moreton-in-Marsh has a distinctive character, which has been partly shaped by its vivid history.

81. Community consultation showed strong support for the historic environment, with 'historic' and 'picturesque' 2 of the most popular words used to describe the town.

NPPF Paragraph 216 and CDC Local Plan policy EN12[40] both highlight the importance of non-designated heritage assets. Paragraph 10.12.1 of the CDC Local Plan goes on to explain that there is no comprehensive list of non-designated heritage assets available for the Cotswold District.

[40] CDC Local Plan Policy EN12

Policy Seventeen

Enhancing Biodiversity

Objective Thirteen

Preserve and increase opportunities for biodiversity net-gain.

1) Moreton-in-Marsh's biodiversity & biodiversity assets shall be maintained, protected, consolidated, extended and enhanced as appropriate to their existing designations and biodiversity status. Development that negatively affects these sites or fragments the network will not be supported unless appropriate mitigation is incorporated within the proposal.
2) New development proposals should demonstrate how the location and type of green space, landscaping and water features provided within a scheme have been arranged such that they enhance and link into the existing ecological network and contribute to its consolidation.
3) Such features should be designed to maximise the opportunities for enhancing the Ecological Network. All new development should maximise opportunities to create new ecological assets and links into areas where opportunities are as yet unidentified on maps within the Neighbourhood Plan.
4) Development proposals should result in a net gain for biodiversity within the parish.
5) Development will also:
a) Protect and enhance features of biodiversity interest of value on and adjacent to the development site, incorporating and integrating them into development proposals, maintaining appropriate buffer zones between new development and the green network,
b) Provide new tree planting, Priority Habitats, wildlife friendly landscaping and ecological enhancements (such as mixed native hedgerows, wildlife ponds, bird nesting and bat roosting features) wherever practicable.
6) In exceptional circumstances where the need for development clearly outweighs the loss of biodiversity units within the development site then off-site biodiversity offsetting to ensure that a net gain for biodiversity is achieved will be supported.
7) Spatial plans for development within the Special Landscape Area (SLA) will need to demonstrate that mitigation measures in respect of biodiversity and land use ensure the viability of the surrounding Cotswold National Landscape.
8) Any development of agricultural land graded 1, 2 or 3 will need to demonstrate that consideration has been given to food production, climate change, flooding, wildlife and habitat considerations.
9) Where SuDS are being created, these should be multi-functional to maximise opportunities to enhance biodiversity.

Moreton-in-Marsh partially sits in the Cotswold National Landscape and a Special Landscape Area and has strong connections with the countryside and agriculture. This not only benefits health and well-being of the local residents and the local flora and fauna but also is important to Moreton's economy through the income generated from agriculture and tourism. It is important to residents that the town maintains its green and leafy environment and connections to the surrounding countryside. In particular, the town is blessed with a broad High Street flanked by historic buildings and an avenue of trees which help to give the town centre its unique appeal. Trees combat climate change in a number of ways including reducing air and noise pollution, providing habitats for urban wildlife, providing green, leafy cooling for pedestrians and absorbing large amounts of water to reduce the risk of flooding. In addition, on Moreton's High Street, they provide a natural barrier between the busy road and the pedestrian areas.

Reasoned justification for Policy Seventeen

82. Wildlife habitats are subject to a range of pressures, including those from development. New development can cause direct loss and degradation of wildlife habitats fragmenting the ecological network and hindering the movement of wildlife through the landscape. Harm can be caused by the degradation, narrowing or severance of corridors (which includes the semi-natural habitats next to them) by the introduction or enlargement of barriers such as buildings, roads, hard landscaping (e.g. tarmac, fencing) or inappropriate landscaping (such as laurel or leylandii hedges) artificial lighting, and by the culverting or re-direction of watercourses. The intent of this policy is to ensure that such harm does not occur.

83. Conversely, development can have a positive impact on biodiversity by creating new and restoring neglected habitats and by providing high quality links between them. For example, new ponds can be created and existing ones restored, as part of well-designed sustainable drainage systems. Also, new semi-natural habitats can be created as part of a landscaping or off-setting scheme and the landscaping within a development (including gardens and parks) can be designed to maximise its value for wildlife such as by using native trees and hedgerows. The intent of this policy is to ensure that these benefits are realised.

84. The NPPF paragraph 187[41] says Planning policies and decisions should contribute to and enhance the natural and local environment by:

(d) "*minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;*"

85. Paragraph 192 further states that plans should:

a) "*Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and*

b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity."

86. In July 2019 CDC declared a climate emergency. One of the main responses to this is to ensure the Local Plan is 'green to the core'.

87. In July 2020, CDC declared an ecological emergency. One of the main responses to this is 'promoting tree and woodland planting and re-wilding in the right places and with the right species to maximise wildlife value, carbon sequestration and other benefits.' And 'taking a leadership role on the ecological emergency and nature recovery in the Cotswolds'.

88. The CDC Climate Emergency Strategy 2020-2030 (para 4.3) states "..Our trees, and all the wildlife they support, are on the frontline of climate change…This is a stark reminder of the need to take immediate action on climate change."

89. In June 2018 an investment of £31,000 was made in a scheme run by the Gloucestershire Wildlife Trust (GWT) as part of the European Regional Development Fund (ERDF) Wild Towns Project to improve areas of the town.

[41] *National Planning Policy Framework paras 174 a, 179 a & b*

90. CDC Local plan (para 10.4.4) states 'Trees, hedgerows and woodlands play a major part in establishing the character of the Cotswold landscape and make a valuable contribution to the ecological balance of the area, particularly veteran trees, ancient woodland and hedgerows.
91. Policy EN7 goes on to say '1. Where such natural assets are likely to be affected, development will not be permitted that fails to conserve and enhance:
    a. trees of high landscape, amenity, ecological or historical value;
    b. veteran trees;
    c. hedgerows of high landscape, amenity, ecological or historical value; and/or
    d. woodland of high landscape, amenity, ecological or historical value.'
92. Approximately a quarter of Moreton-in-Marsh is the Cotswold National Landscape. In addition, approximately half the parish is as a 'special landscape area' Although not designated, the remaining area of Moreton-in-Marsh is of similar ecological nature and therefore should be treated with the same regard.

Policy Eighteen

Important Views

Objective Fourteen

Preserve important views within the parish.

a) The Plan identifies as Important Views as shown in Appendix E(i)-Important Views Map.
b) Development proposals should be located and designed to take account of the identified Important Views and, where practicable, to enhance or provide greater accessibility to the views concerned.
c) Development proposals throughout the Neighbourhood Area must be sensitive to the importance of maintaining key views.

The objective of this policy is to ensure that the town maintains its links to the surrounding countryside which is important to its residents.

Reasoned justification for Policy Eighteen

93. Moreton-in-Marsh enjoys numerous exceptional views of the surrounding countryside. This is one of the reasons for the thriving tourist industry which has grown up in and around the town.
94. Appendix E (ii) gives description of each view and the reasoning behind its designation.
95. Community engagement showed the importance residents attach to living within an attractive rural area. Many of those residents who responded during community engagement commented on how they valued the rural character of the parish and expressed concerns over threats to it.
96. A substantial part of the Parish is within the Cotswold National Landscape.
97. Rural features that are particularly appreciated are natural verges, natural footpaths, bogs and church bells all add to the rural ambience.
98. The random infiltration of "green windows" between buildings in the settlement areas is particularly liked.
99. The town has many footpaths, surrounded by fields and gently undulating countryside. Even in developed areas the rural feel is maintained by high hedgerows, and residents value the quietness of the lanes and the ability to stroll along them and to stop and talk in safety. Cyclists and horse riders also use the lanes.
100. From several places in the town there are views into the wider iconic landscape. Some recent infilling has already eroded the number and extent of such views and as shown from our consultation value the feeling of openness and rurality of the parish.

101. Where appropriate, planning applications should be accompanied by a supporting landscape assessment demonstrating how these views have been taken into account and explaining the steps taken to preserve or minimise the impact on the views.

Policy Nineteen

Development Boundary

Objective Fifteen
Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh.

The objective of policy nineteen is to limit the spread of housing within Moreton-in-Marsh to be constrained to within the current settlement boundary to limit any damage to the sensitive nature of much of the land outside the settlement boundaries.

a) New development in Moreton-in-Marsh shall be focused within the development boundary.
b) Additional development which would result in Moreton-in-Marsh growing by significantly more than the minimum number of dwellings required by the Cotswold District Local Plan over this period, will not be supported.

Area highlighted on map 2 shows development boundary
(taken from CDC plan policies map)

Reasoned justification for Policy Nineteen

102. Policy DS2 of the Cotswold District Local Plan defines a Development Boundary around the town, within which development will be permissible in principle. It is expected that the bulk of development will be focused within the built-up area of Moreton-in-Marsh. The town needs to accommodate a degree of growth in order to prosper. However, this must be balanced against the need to preserve its role as a largely rural market town which does not encroach unduly on the open countryside that surrounds it.
103. Given the unique and sensitive nature of much of the land outside the settlement boundaries (defined in map 2 above) the community supports building housing within the existing settlement as much as is feasible.
104. Development proposals outside the settlement boundary will not be supported unless they are spatially planned and harms to biodiversity, sustainable land use and Special Landscape Area and Cotswold National Landscape are mitigated.

Policy Twenty

Transport & Active Travel

Objective Sixteen

Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health.

a) The provision of accessibility through 'active travel' (non-car) should be the primary focus for development through provision of sustainable travel such as new / improved cycleways, new / improved footpaths and interconnecting small transport hubs and bus corridors.
b) Larger residential schemes (100 dwellings or more) should promote non-car use and have appropriate internal layouts and connections to footpaths and key services.
c) Support will be given to proposals which increase or improve the network of cycle ways, footways and footpaths. New footpaths, where created and officially designated, will be supported.
d) Proposals which harm the following characteristics of public rights of way will be resisted:
1. Safety.
2. Directness.
3. Access and Connections.
4. Attractiveness.
5. Convenience.

e) Proposals should seek, where possible, to create cycle paths so as to provide safe and effective routes across the Neighbourhood Area, and where possible link with the Local Cycle and Walking Infrastructure Plan (LCWIP) and National Cycle Network.
f) Developer or CIL contributions will be sought from all new developments to fund improvements to the existing cycle and footpath networks as well as supporting the provision of new connections, where these have been identified and can be delivered.

The objective of this policy is to reduce traffic within the town by enabling and encouraging other forms of movement through the town such as walking and cycling. This would result in the following benefits: reduced carbon emissions, reduced air and noise pollution, and an increase in health and well-being. It is intended to build on the Gloucestershire Local Transport Plan 2020-2041 at a more local level.

Reasoned justification for Policy Twenty

105. Safe and convenient provision for cyclists, pedestrians and horse riders is an essential part of policies being pursued to reduce the use of the private motor car. New development will, where appropriate, be required to facilitate the opportunity for increased cycle use, walking and horse riding by providing, as an integral part of the development, safe cycle and footpath networks. In assessing the suitability of new routes, proposals should demonstrate that they will not prejudice the effective operation of existing uses, and capacity of existing routes is expanded to support additional residents generated by any new development.

106. This policy is intended to enhance the provision of safe multi-user routes for cyclists, pedestrians and horse riders, as well as providing safe and secure non-vehicular routes to all schools within the parish.
107. Strategic developments in Moreton-in-Marsh, where practical, should be designed to provide dedicated footpaths and cycleways which will provide access for pedestrians and cyclists towards the existing built-up areas of Moreton-in-Marsh and the key focal points within it (e.g. the station, schools, the retail centre), as well as enabling access to the green belt and wider countryside.
108. With the growth in the population that will occur through any development in Moreton-in-Marsh, movement by all modes will continue to become a challenge. The key types of movement can be classed as 'local' and 'strategic':
    - 'Local' movement is principally within Moreton-in-Marsh, to key points in the town such as the school, the railway station, the retail centre. It also includes people accessing community infrastructure and leisure activities – even as simple as dog walking.
    - 'Strategic' movement is mainly to areas outside the parish, principally the larger towns and road network.
109. The NPPF (2024) para 109e states, "*identifying and pursuing opportunities to promote walking, cycling and public transport use' (*at the earliest stages of plan making and development proposals)". For Moreton-in-Marsh, the benefits of investing in walking and cycling include:
    - providing genuine alternatives to the private car as a means of accessing key shops and services, such as the local schools.
    - providing health benefits through increased walking and cycling.
    - facilitating less congestion at busy times by encouraging children walking to and from school and people walking to the station and shops rather than 'jumping in the car' for a short journey.
    - providing a safer environment for the community, including for vulnerable users.
110. Community engagement respondents showed 79% of respondents would support more dedicated walking and cycling routes within the town.
111. 59% believed traffic in the town is a big problem.
112. All walkway routes are expected to consider accessibility requirements for those with mobility difficulties such as the elderly and young children.

Community Aspiration 3
Public transport

Work with providers to improve public transport to and from Moreton-in-Marsh and create a transport hub to deliver these transport objectives

Glossary of terms that appear in the Neighbourhood Plan

Affordable housing – Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). The definition includes the following: Affordable housing for rent, Starter homes, Discounted market sales housing and Other affordable routes to home (for full definition see NPPF).

Amenity – A positive element or elements that contribute to the overall character or enjoyment of an area.

Area of Outstanding Natural Beauty (AONB) – An area of countryside designated as nationally important for conservation due to its significant landscape value**.**

Biodiversity – A measure of the number and range of species and their relevant abundance in a community.

Biodiversity Action Plan – A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

Brownfield Land – Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Change of Use – A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

Cotswold District Council (CDC)– The local authority for the Parish of Moreton-in-Marsh.

Community Facilities – Facilities providing for the health, welfare, social, educational, spiritual, leisure and cultural needs of the community.

Community Infrastructure – The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.

Consultation Statement– A statement accompanying the Neighbourhood Plan for Moreton-in-Marsh is required by the Localism Act. The statement must set out what consultation was undertaken and how this provided the basis of the NP.

Cotswold National Landscape – An area of countryside designated as nationally important for conservation due to its significant landscape value**.** Previously known as Area of Outstanding Natural Beauty.

Countryside – The area outside a settlement boundary.

Development – Defined under the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any building or other land”. Most forms of development require planning permission.

Development Plan – A plan comprising the Development Plan Documents contained within the Local Development Framework. This includes adopted local plans and neighbourhood plans also it is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

Developer – A person or a company that buys land and builds houses, offices, shops, or factories on it, or buys existing buildings and makes them more modern.

Dwelling – A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.

Environmental Impact Assessment – UK environmental assessment means an assessment carried out in accordance with an obligation under the law of any part of the United Kingdom of the effect of anything on the environment. It is an analytical process that systematically examines the possible environmental consequences of the implementation of plans, projects, programmes and policies.

Evidence Base – A researched, documented, analysed and verified basis for preparing the Moreton-in-Marsh NP.

Examination – An independent review of the NP carried out in public by an Independent Examiner.

Green Corridors – Green spaces that provide avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features, which connect green spaces together.

Greenfield – Land on which no development has previously taken place.

Independent Examiner – Anyone with appropriate qualifications and skills and who meets certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.

Habitats Regulation Assessment (HRA) – A procedure to assess the impact of a plan or policy on an internationally designated site protected for nature conservation, designed to ensure that plans and policies will not cause significant harm to such sites.

Infill Development –The filling of a small gap (up to two dwellings) in an otherwise built-up frontage in a recognised settlement.

Infrastructure – All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc.

Local – Within the Neighbourhood Plan Area.

Local Wildlife Sites – Sites with 'substantive nature conservation value', they are defined areas identified and selected locally for their nature conservation value based on important, distinctive and threatened habitats and species with a national, regional and local context.

Localism Act – An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.

National Planning Policy Framework (NPPF) – Initially published by the Government in 2012, most recently updated in December 2024, it sets out the Government's planning policies for England and how these are expected to be applied.

Neighbourhood Plan (NP) – The full title in the Localism Act is 'Neighbourhood Development Plan'. It is a document for a defined area, subject to examination in public and approval by local referendum. It will be used in the determination of planning applications.

Open Space – All spaces of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.

Plan Period – The period for which the Moreton-in-Marsh NP will set policy for the NPA. This will be from the adoption of the plan until 2043 by agreement between Moreton-in-Marsh Town Council and CDC.

PROW – Public Right of Way A public right of way is a highway over which the public have a right of access along the route.

Reasoned Justification - The supporting text in a development plan or associate document explaining and justifying the approach set out in the policies contained in the document.

Referendum – A general vote by the electorate on a single policy question that has been referred to them for a direct decision. In the case of the NP, the referendum will decide whether to adopt the plan or not.

Residential Amenity – The quality of the living environment for occupants of a dwelling house including its associated external spaces.

Rural Area - The area outside identified settlements.

Second Homeowner - Someone occupying a property as a second home and occupying principal residence elsewhere.

Sensitive Development – Blends with and compliments existing properties in all aspects of footprint, shape, and height, incorporating some of the local features with regards to brickwork, window design, roof pitch materials of construction etc.

Settlement Boundary - A settlement boundary defines the limits of development and makes clear where development will and will not be allowed, regardless of other constraints.

SSSI – Site of Special Scientific Interest**.**

Sustainability Appraisal – A process of appraising policies for their social, economic, and environmental effects, which must be applied to all Development Plan Documents.

Steering Group – A group of local people representing the Town Council, community groups and businesses that collated and guided the work on the NP.

Strategic Environmental Assessment (SEA) – Assessments made compulsory by the European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisals of Development Plan Documents and NPs where required.

Strategic Housing and Land Availability Assessment (SHELAA) – An approach to evaluating land for development based on its suitability, availability and viability. Its aim is to ensure sustainable development.

Transport Assessment – An assessment of the availability of, and levels of access to, all forms of transport. In relation to a proposed development, it identifies what measures will be required to improve accessibility and safety for all modes of travel particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated effects of the development.

Wildlife Corridor – Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.

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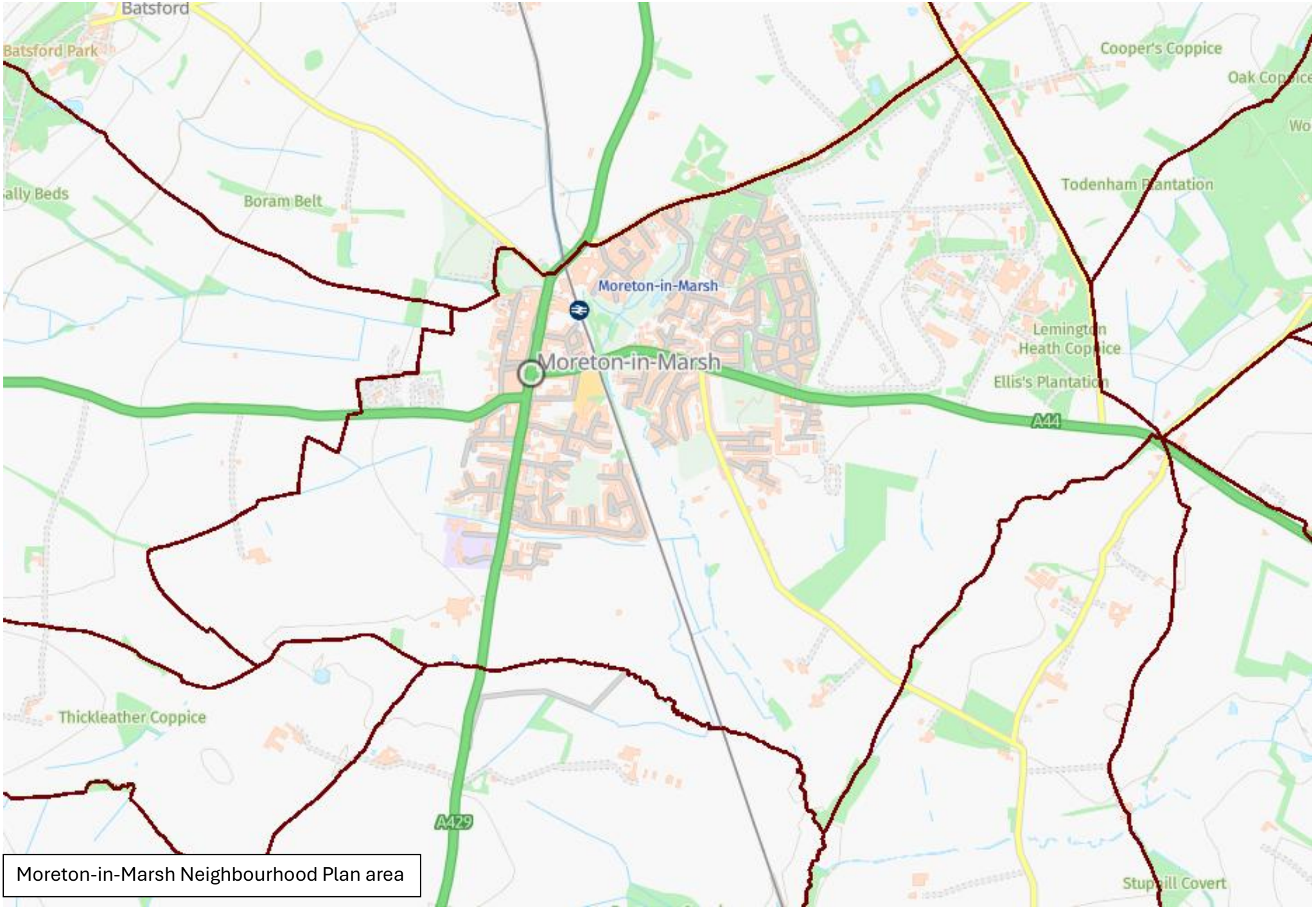
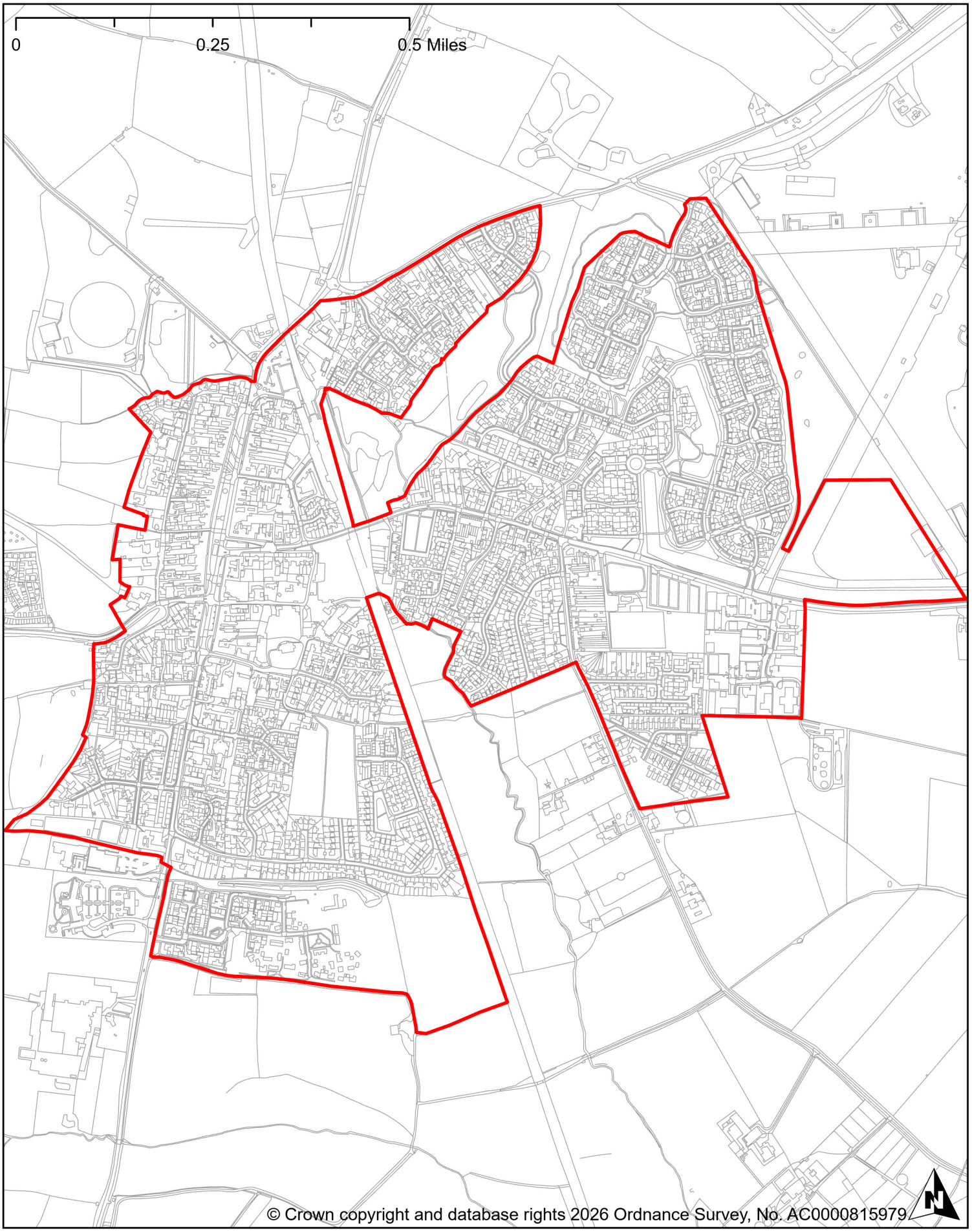
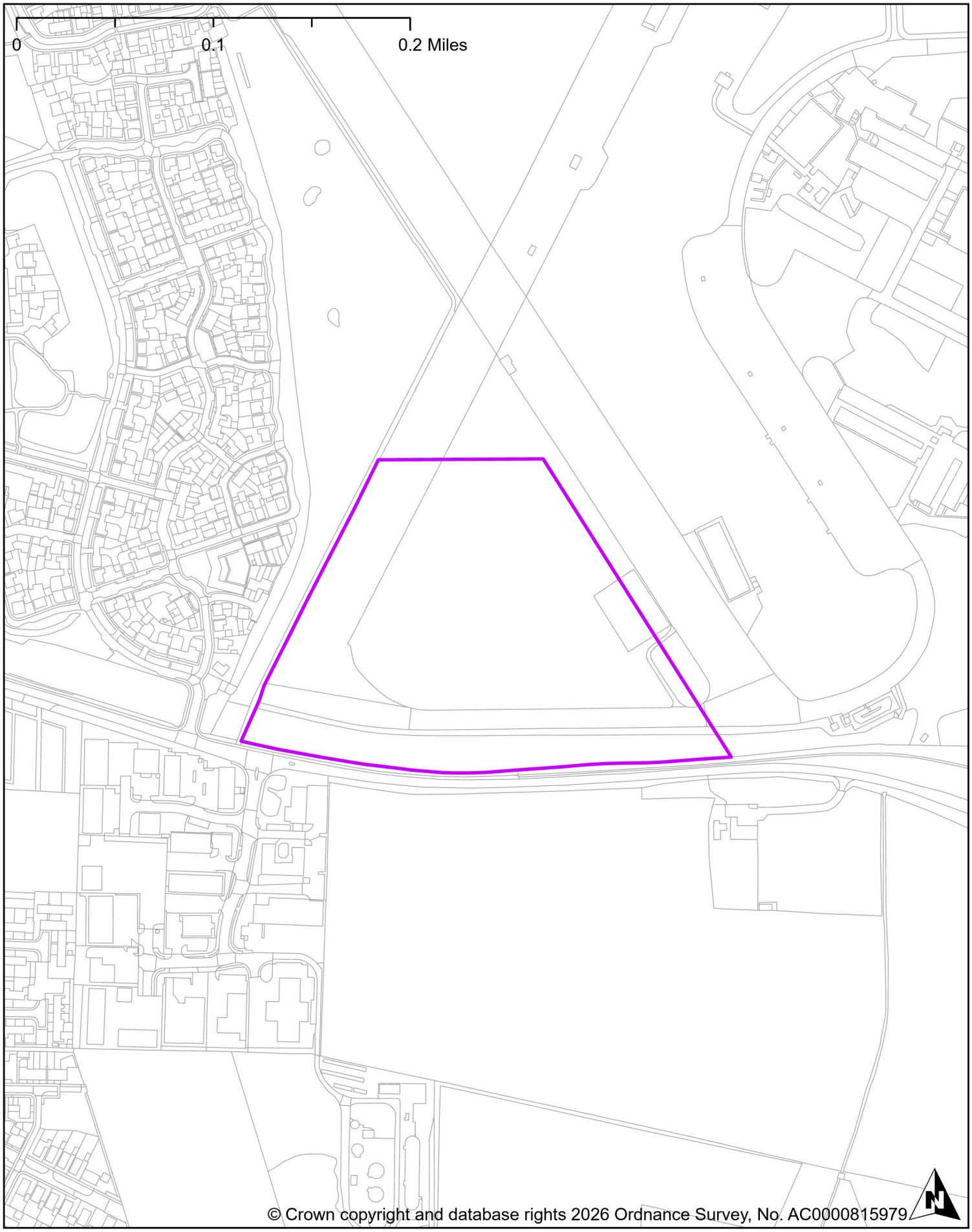


Moreton-in-Marsh Neighbourhood Plan area



Moreton-in-Marsh Development Boundary

COTSWOLD District Council



Moreton-in-Marsh Employment Land

COTSWOLD District Council

Core Retail Area	Moreton-in-Marsh	
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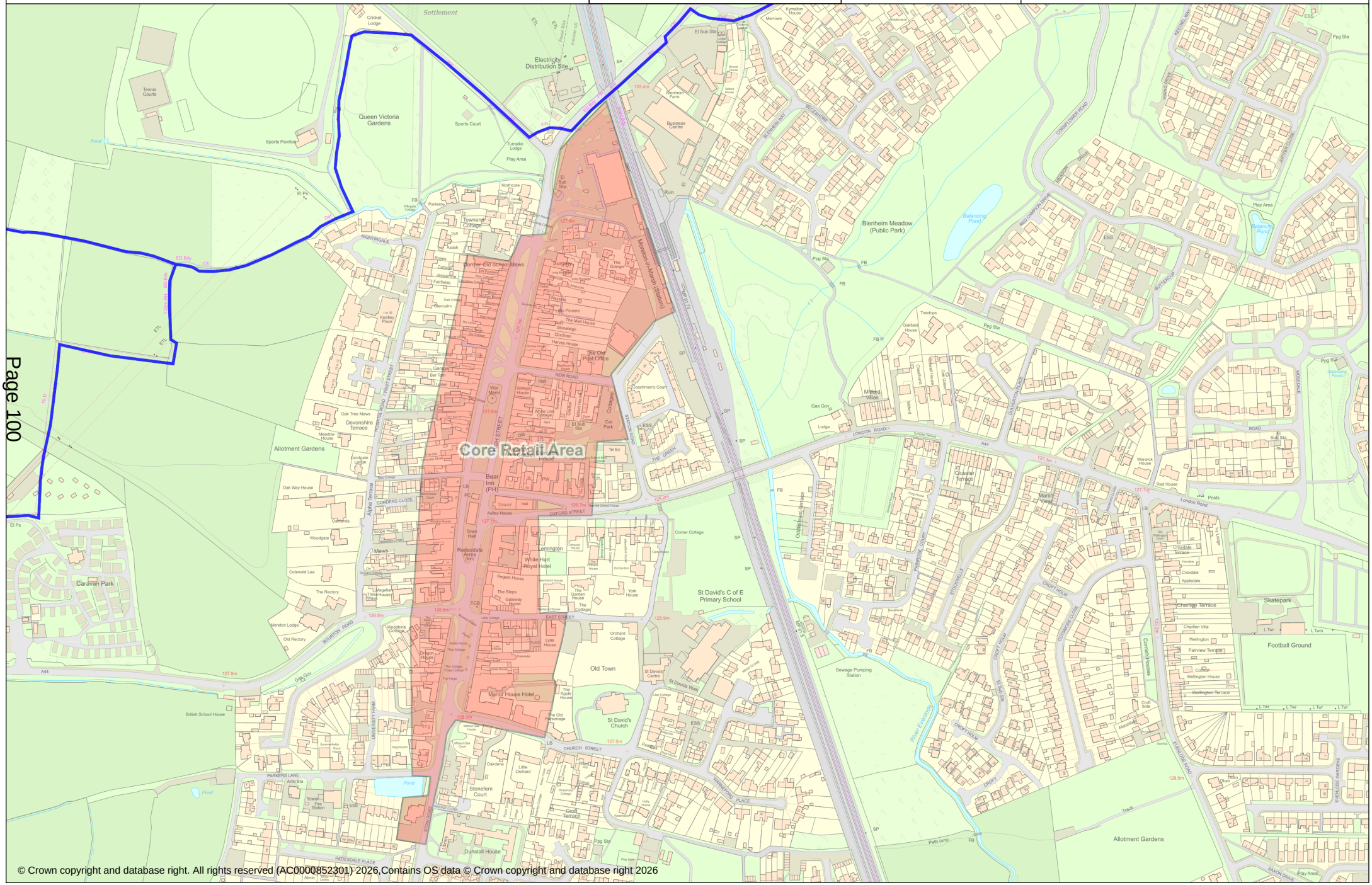

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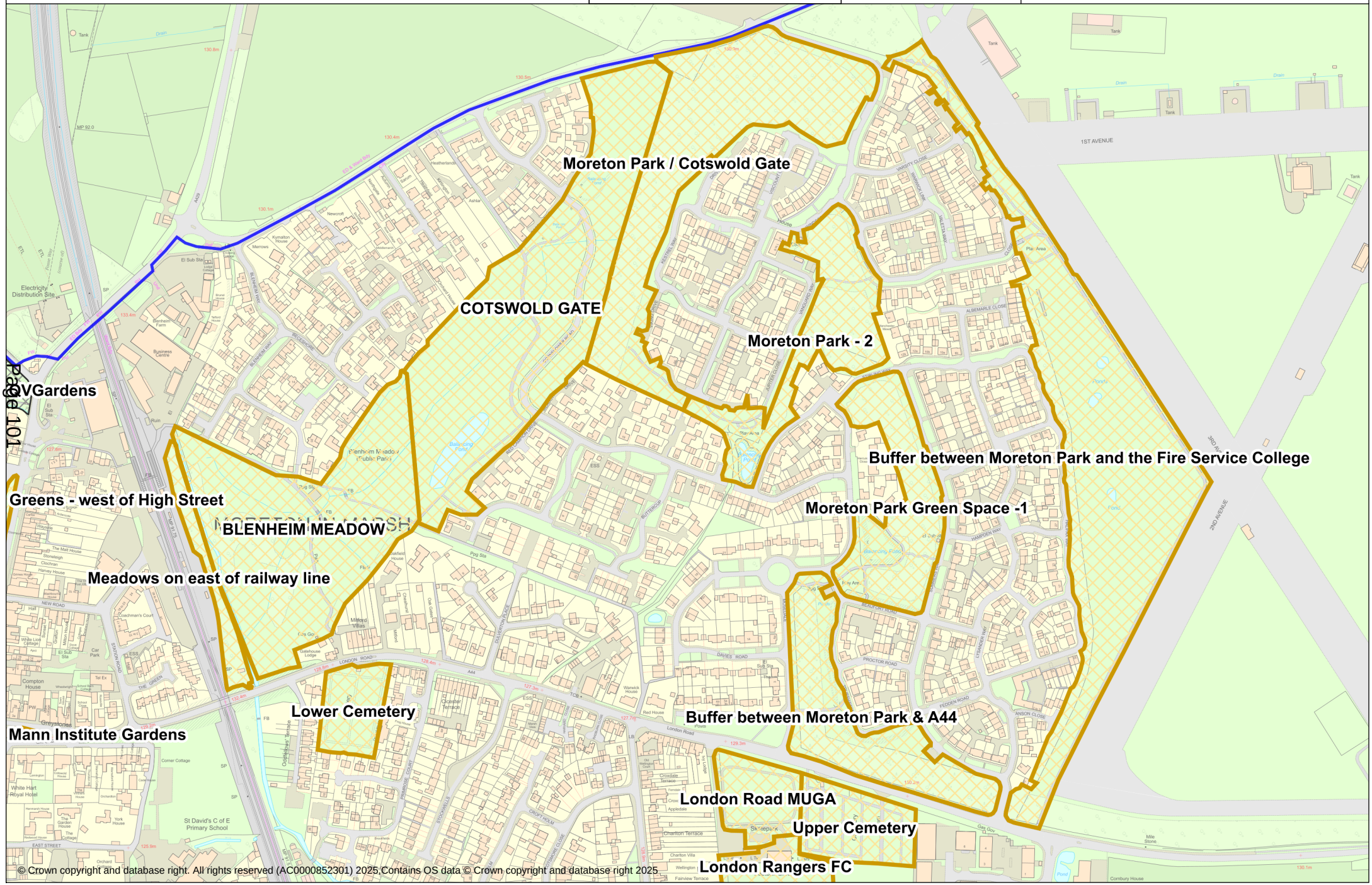
	Date: 18/01/2025	



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Designated Green Spaces - Draft	Moreton-in-Marsh	PARISH ONLINE
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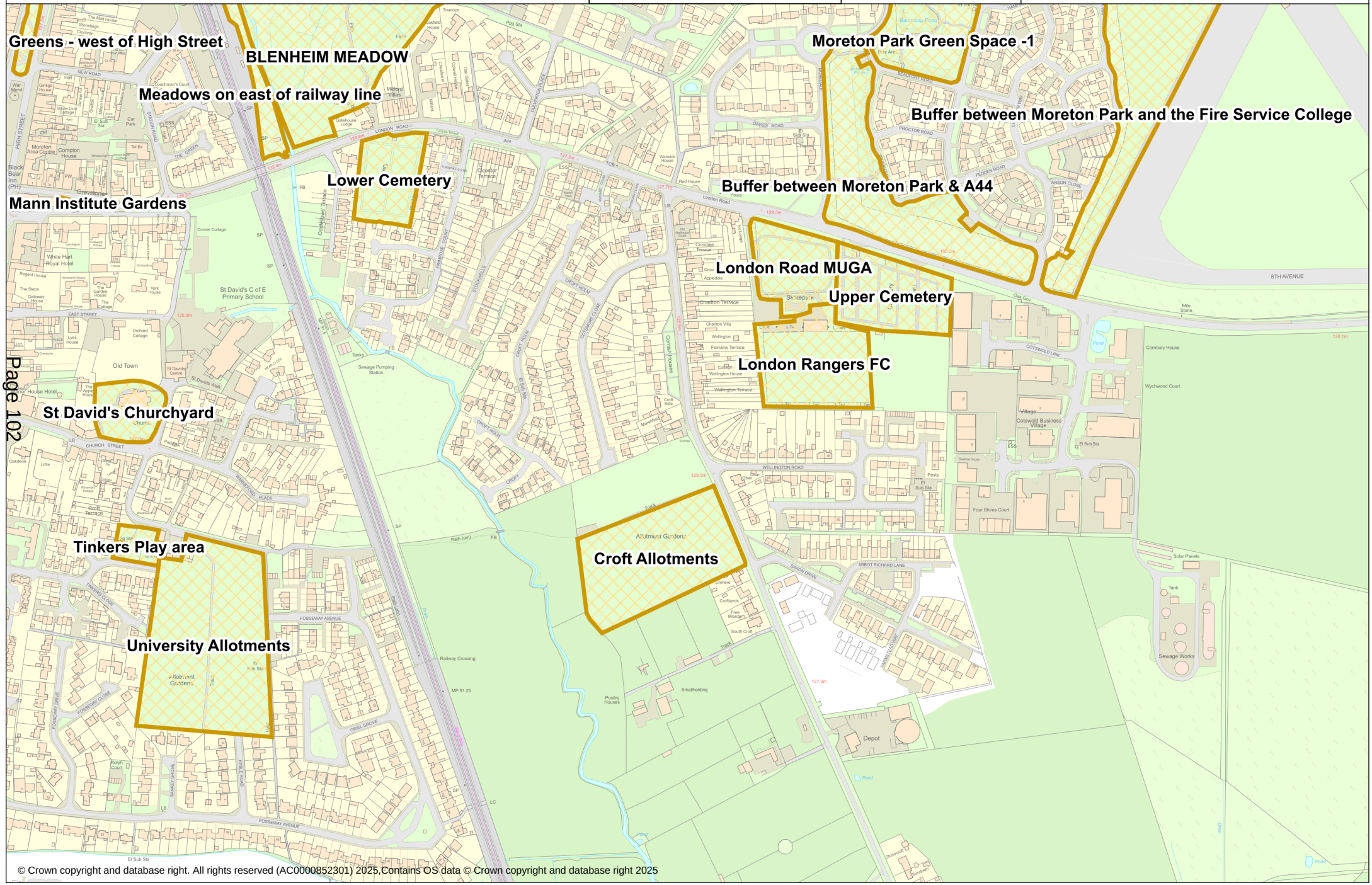

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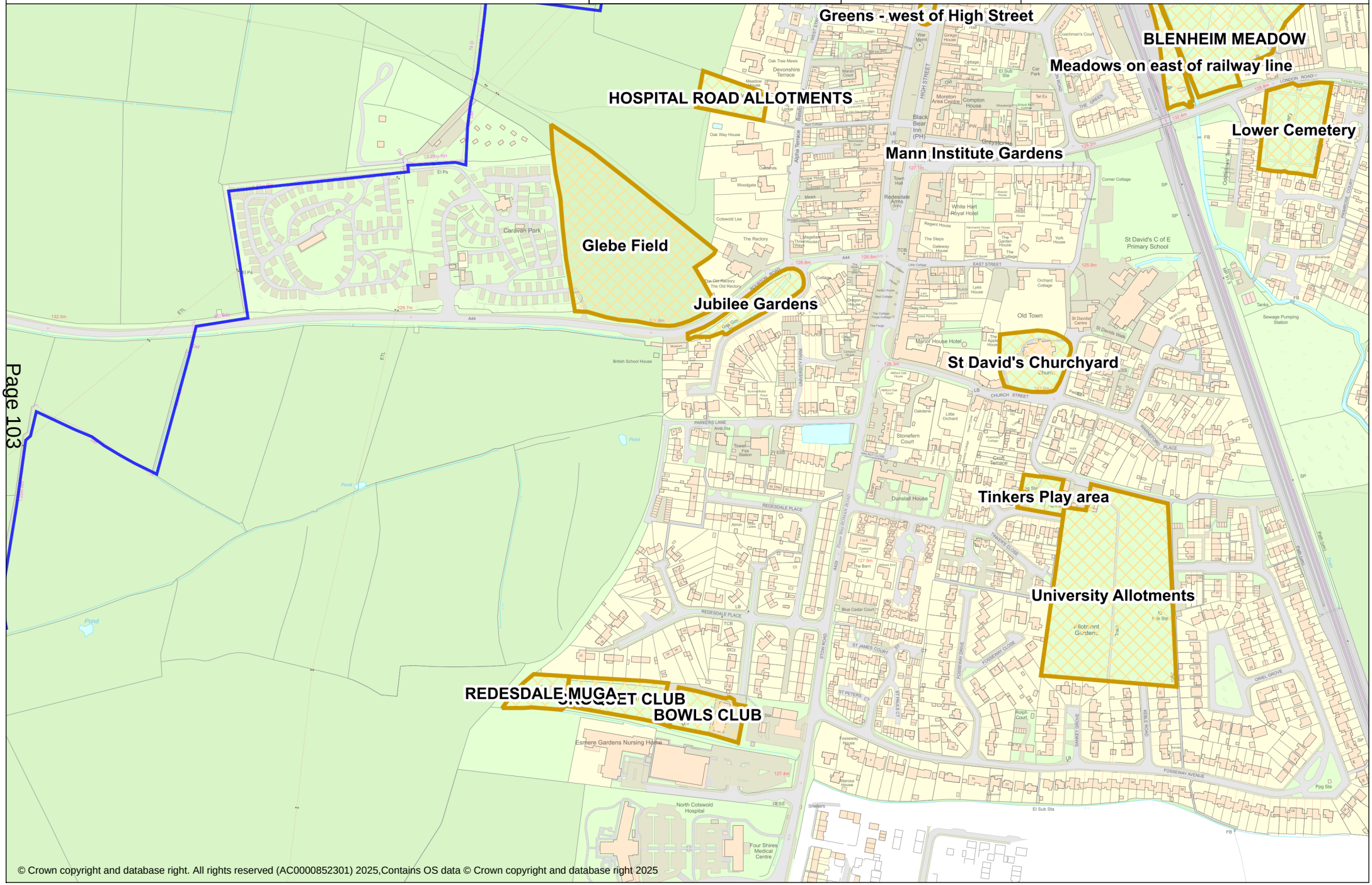

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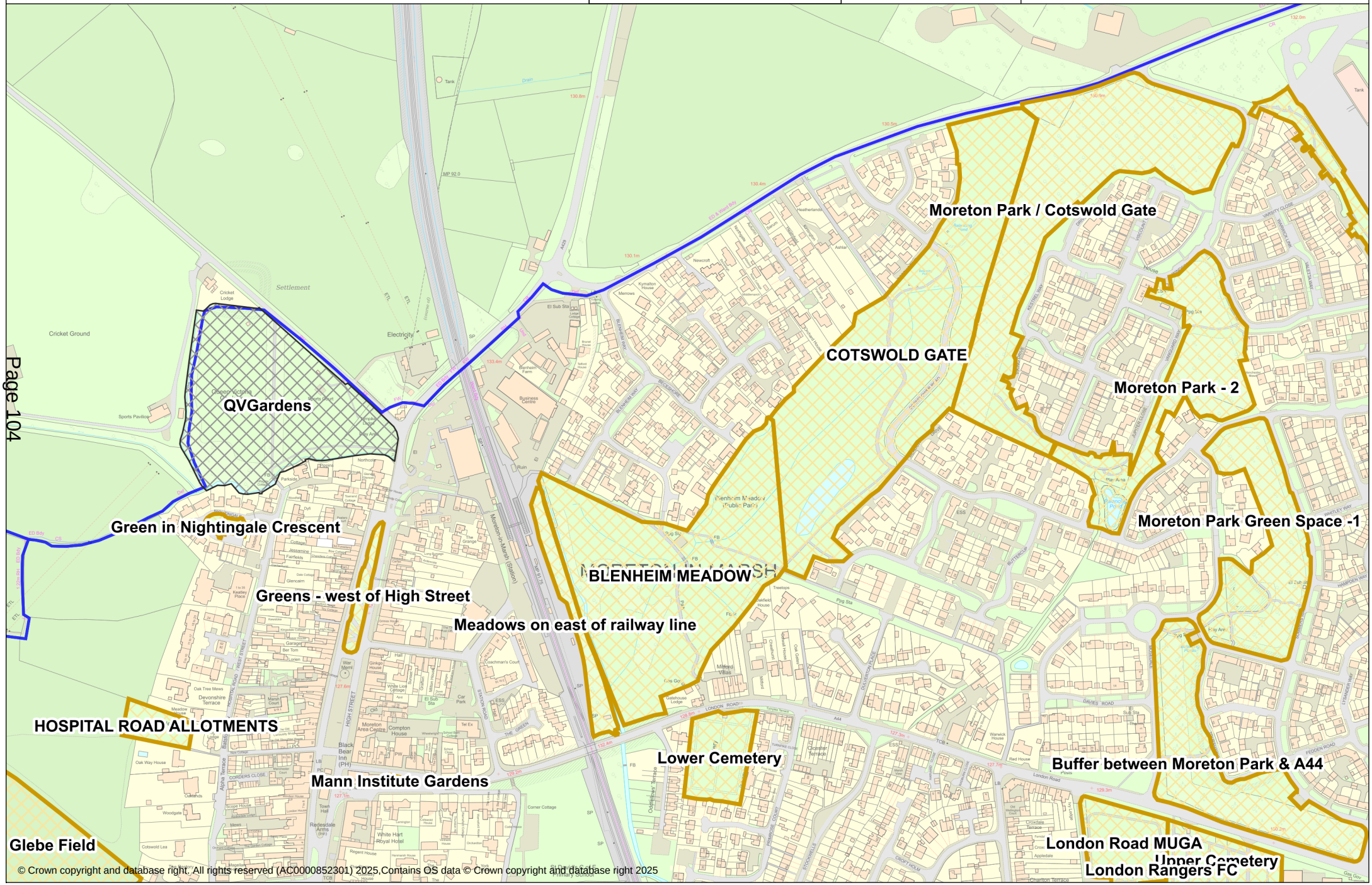

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Important Views	Moreton-in-Marsh	
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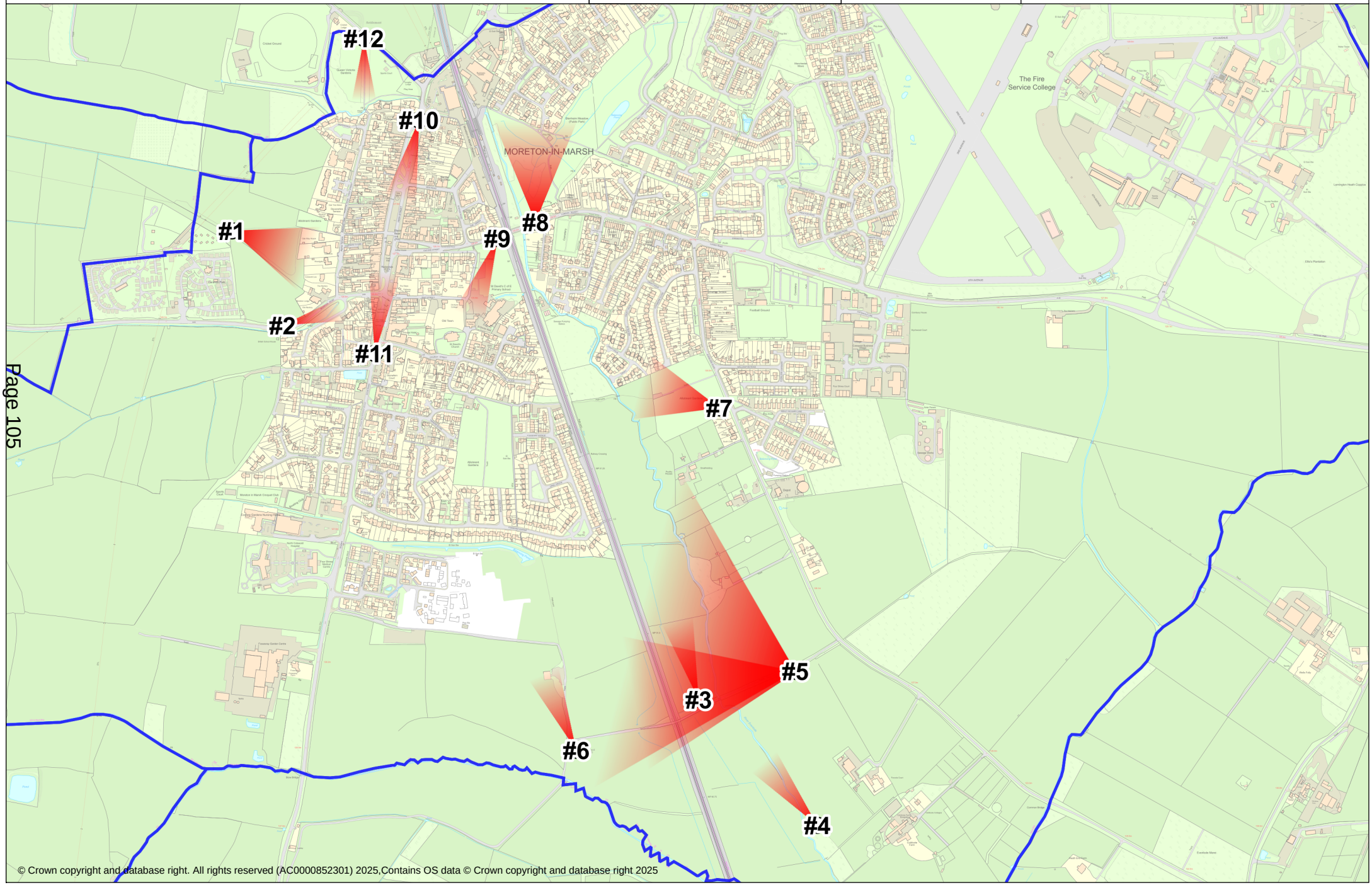

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NDHA map to follow ...

MORETON-IN-MARSH COMMUNITY DESIGN STATEMENT

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“The home healthy, the house beautiful, the town pleasant”. Planning Act 1909

VISION STATEMENT FOR MORETON IN MARSH

1.0 It is our aspiration to establish a default set of design principles, as part of forthcoming planning reforms, that will ensure future developments in Moreton-In-Marsh will be both well designed and beautiful. As an historic market town at the gateway to the Cotswolds National Landscape, protecting the unique and special character of Moreton as it continues to grow is of upmost importance. The Neighbourhood Plan and Community Design Statement therefore seek to support the *management* of change in the Town, not to prevent it.

1.1 The town centre is characterised by a particularly wide high street lined with many elegant 17th and 18th century buildings built in the honey-coloured Cotswold stone and separated by green areas of grass and trees. The buildings now have a mix of uses including retail, hospitality, services and residential. Some examples include the White Hart Royal, a former manor house in which King Charles I sheltered during the Civil War and the rare Curfew Tower with its original clock and bell. In the centre is the Redesdale Hall, the town’s main public hall, which regularly holds community events as well as antiques and craft fairs. The town sits in a very rural setting, with attractive scenery made up of woods and agricultural fields which are threaded with many public footpaths.

1.2 There is a rich variety of architectural styles in Moreton-In-Marsh and any new development should contribute to this variety while being sympathetic to the existing character of this part of the Cotswolds. All new homes should reflect a gathered consensus. Both in the short-term: have greater architect and community involvement in the design, and in the longer-term, where homes built here in the next decade are those most cherished in one hundred years, like Georgian and Victorian architecture are today.

1.3 Building better requires innovation as well as some sensitive imitation – our planning system should support this. The National Planning Policy Framework (DEC 2024) to which we refer, places a solid emphasis on aesthetics. Para 131 “creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve” and features throughout the revised policy document. It was an absence of beauty in new housing that initiated a belief that utility, convenience, and developer profit too often drive development, resulting in mediocre, bland, ubiquitous buildings. Now the revised NPPF (Para 135), states that new developments should be “visually attractive as a result of good architecture, layout and appropriate and effective landscaping”.

1.4 Developers in Moreton-In-Marsh will be required to provide people with well-designed, aesthetically pleasing and affordable homes that make them feel better connected to nature and the surrounding countryside and provide a sense of fully belonging to the Cotswold National Landscape.

1.5 We want Moreton to continue to be a unique, pleasant, and characterful settlement, where the principles of the first planning act in 1909 are evident: “The home healthy, the house beautiful, the town pleasant”.

CONTEXT & NATIONAL DESIGN CODES

NB This design statement has been prepared as a result of the revised NPPF (2024) guidance: Paras 133 and 134 state: "All local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design" & "Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents"

2.0 In addition to Moreton-In-Marsh's locally developed guidelines, we wish to ensure that developers pay due regard to current relevant national design guidance, codes, standards, and toolkits, meeting standards and wherever viable, exceeding them.

The Moreton-In-Marsh Design Statement has therefore been prepared in accordance with the National Model Design Code (2021), for Well Designed Places, and with specific reference to the 'Context', the 'Identity' and the 'Built Form' of housing developments.

Particular attention is paid here to the requirements that homes be attractive and distinctive, as well as part of a coherent pattern of development.

Image from National Model Design Code 2021

2.1 Section 3A of the National Design Guide, provides guidance specifically for ‘Built Form’ and ‘Identity’. (Para 53) ‘The identity of an area comes not just from its built form and public spaces but from the design of its buildings. This is not about architectural style, but about key principles of building design. All new buildings should relate to the architectural character and materials of the surrounding area, but this should not be interpreted to mean that only pastiche reproductions will be required. Moreton seeks to combine the best of the modern with the history of the past.

Section 3B states that ‘An understanding of the context, history and character of an area must influence the siting and design of new development’ as set out in Guidance Notes Code Content: Context. This should be informed by:

A) Character studies: All schemes should consider their context and schemes over a specified size should be accompanied by a context study

B) Historic assets: Schemes should respect the historic assets of the site and its surroundings, making use of existing structures where possible’

Chapter 11 paragraph 129 (sections d and e) of The National Planning Policy Framework (2024) state that developments should take into account “the desirability of maintaining an area’s prevailing character and setting”, and places value on the “importance of securing well-designed, attractive and healthy places”.

2.2. The National Planning Policy Framework (NPPF) 2024, Chapter 12, para 132 states that: ‘Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers’.

2.3 To facilitate efficient delivery of high-quality development, Local Planning Authorities should endeavour to engage both architects and developers who’s work has attracted approbation and/or awards to ensure excellence of design. They should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques. Source: Planning Policy Statement 3: Housing (DCLG, 2006).

The design of new residential properties is important. Developers will be expected to demonstrate in their applications that the design and layout of the proposed development is sympathetic to the character of its immediate surroundings while using some modern design techniques and features to future proof it and add variety to the environment in which it is sited. This is not only because such an approach should be expected of all residential developments in the twenty-first century but because Moreton-in-Marsh is a parish that has a rich heritage of quality residential development and wishes this tradition to be maintained.

2.4 Historic England's Planning White Paper (Planning for the Future, August 2020) includes a focus on incentivising design quality, through a greater role for design coding and design standards, encouraging and facilitating new development which is based on an understanding of each site's unique history, character and context, and thus creating distinctive new neighbourhoods. In the Moreton-In-Marsh Residents survey, 428 of the 473 respondents Strongly Agreed or Agreed with the statement that developments in the town should be 'of high quality design'.

2.5 The National Planning Policy Framework (NPPF) 2024. Chapter 12 (Paras 131 -141) concern 'Well Designed Places'. This emphasises the importance of setting clear expectations regarding design quality and refers to the role of design policies, design guidance, neighbourhood plans and frameworks such as Building for Life. Para 127 (c) states that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

2.6 It has long been accepted that there is a direct link between housing and health, and wellbeing. The Healthy Urban Development Unit identify decent and adequate housing as being critically important to health and wellbeing and the NPPF (para 132 section f), highlights the importance of ensuring safe and healthy living conditions: specifically the recommendation is that developments "create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users".
Having access to good quality, suitable and secure housing has a profound impact on our health and wellbeing and, therefore, our quality of life. As summarised by Public Health England, "*the right home environment is critical to our health and wellbeing; good housing helps people stay healthy and provides a base from which to sustain a job, contribute to the community, and achieve a decent quality of life".*
The Academic Practitioner Partnership, in 'Good Housing, Better Health' (2016), places emphasis on Housing design and health. For example: 'internal layout and windows can provide good access to daylight which improves quality of life and reduces energy needed for lighting, and ventilation'. Good design can mitigate against potentially dangerous design features, such as stairs, uneven levels, or trip hazards.

2.7 'Happy by Design: A Guide to Architecture and Mental Wellbeing' (2019) explores the ways in which buildings, spaces and cities affect our moods. It reveals how architecture and design can make us happy and support mental health and explains how poor design can have the opposite effect. "We now spend more than 80% of our time in buildings, and this can affect our mood both positively and negatively. The quality of the places that we live, work and study therefore impacts (SIC) our happiness significantly".

2.8 The Building Better, Building Beautiful Commission was responsible for developing practical measures to ensure new housing developments meet the needs and expectations of communities, making them more likely to be welcomed, rather than resisted, by existing communities. The government welcomed their report ('Living with Beauty in 2020') and committed to implementing as many of the recommendations as possible.

2.9 Living with Beauty (2020), states that: 'beauty should be an essential condition for the grant of planning permission'. Further that: developments that 'violate the context in which they are placed' should NOT be permitted because: 'they destroy the sense of place and undermine the spirit of the community'.

The report also suggests that ‘Local Plans should give local force to this national requirement, defining it through empirical research, including surveying local views on objective criteria’. It recommends that housing ‘schemes should be turned down for being too ugly and such rejections should be publicised’.

2.10 Homes England is the national housing accelerator. ‘Building for a Healthy Life’ (2020) is Homes England’s key measure of design quality. The document stipulates that developers should aim to ‘create places that are memorable, with a locally inspired or otherwise distinctive character’. Developers should ‘review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, **do not use** this as a justification for more of the same’.

Poor generic housing examples from Homes England Guidance include:

Images from ‘Homes England’ Guidance document.

2.11 Developers should aim to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features. For example, by using existing assets as anchor features, such as mature trees and other existing features. Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character.

2.12 The Chartered Institution of Highways & Transportation states that the design, appearance and functionality of Streets and Roads (that make up three-quarters of all public space), ‘have a huge impact on the quality of people’s lives as well as economic and social vitality’.

The best developments are those created by small builders who are more responsive to local needs and work on a more intimate scale. Exemplars include: ‘Poundbury’ in Dorchester; ‘Borderville Farm’ Stamford, Lincolnshire; ‘Alderley Park’, Nether Alderley, Cheshire; ‘Park View’, Woodstock Oxfordshire; Lovedon Fields, Hampshire and Sealey Wood in Horsley

2.13 Developments that should be refused according to The National Planning Policy Framework (NPPF) 2024, Para 139, are those that do not meet the desired criteria. Specifically: “Development that is not ***well designed*** should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

Conversely, “significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”

2.14 “Really beautiful villages are all made from the same material—stone in the Cotswolds, red brick in Essex—and there’s a lot of repetition. The trouble with the volume house builders is that they mix red brick, yellow brick, render, slate and weatherboarding in the same development, in an effort to create instant history—but that doesn’t fool anyone.” - architect Francis Terry, from Country Life: “Why most new-build housing in Britain is awful — and why it doesn’t have to be this way” by Clive Aslet August 4, 2021

THE DISTINCTIVE CHARACTER OF MORETON-IN-MARSH:

“We require from buildings two kinds of goodness: first, the doing their practical duty well: then that they be graceful and pleasing in doing it” John Ruskin

The National Model Design Code (2021), suggests that *local* design codes should exist to provide a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible, to provide specific and detailed parameters for the physical development of a site or area, and that these should then be used as a toolkit to guide local planning authorities on the design parameters and issues that need to be considered and tailored to their **context.**

CONTEXT: EXAMPLES OF HISTORIC ASSETS:

The Redesdale Hall

The Centre of the High Street is dominated by the REDESDALE MARKET HALL, which stands on an island site and adds great distinction to the town. This excellent Victorian Tudor building was designed by Sir Ernest George in 1887, with mullioned and transomed windows with Tudor arched heads. The arcade has now been filled in. The steep-pitched roof is covered in Cotswold stone slates, and there is a nicely proportioned clock-turret and a tall castellated chimney

In 2019 Redesdale Hall was voted to be the best-loved building in Moreton-in-Marsh.

The Redesdale Hall is Grade II Listed , and was designed by notable British architect Sir Ernest George and built in 1887 by Sir Algernon Freeman-Mitford , the first Baron Redesdale and Lord of the Manor of Moreton-in-Marsh.

The original intention was that the hall be used ‘for the betterment of the local people.’

The Curfew Tower

Grade II Scheduled Monument.

The Curfew Tower is one of the oldest structures in the town, and it played an integral part in life here from the 16th century onwards. It fronts directly on to the medieval and post-medieval marketplace and is known to have acted as a lock up for local drunks and minor criminals for much of its history as there was no other provision for their confinement within the town. The monument includes a 16th century bell tower, known as the Curfew Tower, situated on the east side of the High Street on the corner of Oxford Street in the centre of Moreton-in-Marsh. The Curfew Tower comprises a stone structure with a stone slate roof and gabled turret and may be the oldest public building in the town. It has a four-centred arched stone doorway on the west side, above which is a smaller loft doorway, while in the south elevation is a very small round-headed window. The tower contains a bell and clock dated to 1633 and 1648 respectively. Next to the bell is a pulley wheel and there is a weathervane in the form of a cockerel above the bell.

The Mann Institute and Gardens

The Mann Institute was built built in 1891 of rusticated stone with a timber-framed gable-end by Miss Edith Mann, in memory of her father, Dr. John Mann (son of the first Congregational minister), as a working men's club. The institute was endowed by Miss Mann by will proved in 1902, and in 1903 a Scheme was drawn up for its administration by trustees including the rector and the Congregational minister. The site was conveyed to the trustees by Miss Elizabeth Mann in 1904. The Mann Institute included a hall, reading room, and recreation rooms and a flat for the use of women and children from the Canning Town Settlement (London) for holidays. In 1962 the Mann Institute was in use also as a men's club. Today it is Tyack's architectural practice.

The inscription on the plaque from Ruskin: 'Every noble life leaves the fibre of it interwoven for ever in the Work of the World.'

The War Memorial

Designed by Guy Dawber and unveiled in 1921 to commemorate the men of Batsford and Moreton-In-Marsh who died in the First World War. It was built from Hollington Stone from Derbyshire, and measures 24 feet tall on a flight of five steps.

Horse Pool / Duck Pond

Pond House

Built sometime between 1821 and 1885, on land formerly known as 'The Close' owned by Samuel Lardner. Two-storey double-fronted stone-built house with slate roof and four chimneys. Facade is symmetrical apart from the middle first-floor window which is off-centre. Doorway has pediment and three steps flanked by pillars. Five six-over-six sash windows.

WI Hall

Built in 1821 and converted in 1954. Originally a terrace of three or four one- and a-half storey cottages. Set back from the road behind what would have been front gardens. Built of stone with a stone tiled roof and coped gables. The unit with the projecting porch has two casement windows with segmental arches at ground floor level, and two first floor/dormer windows with flat lintels. The unit to its right has its own door and two casement windows with timber lintels, and no windows at first floor level.

St David's Church

Grade II listed (Listing Date: 30 June 1983)
Mostly rebuilt in 1858 by Poulton & Woodman of Reading (usually architects of Nonconformist and cemetery chapels). Nave of five bays, chancel, N and S aisles, S chapel, W tower in three stages with spire, and vestry. In 1790 the nave had been enlarged and the roof raised, but the rebuilding in 1858 was carried out in c13 and c14 styles. In 1860 the small c16 tower was demolished and a tower of golden ashlar built, with battlements, pinnacles, and an octagonal spire with gabled pointed lucarnes on four sides. In 1892 the chancel and S aisle were enlarged by E. H. Lingen Barker; the E end of the S aisle was first used as a chapel in 1927. The interior is limewashed, including the piers of the arcades. The chancel SCREEN is by Bligh Bond, erected in 1910. STAINED GLASS in the E window by Lavers & Westlake, 1858, and one window in the N aisle 1898 by Kempe. – Plate. Chalice and Paten cover, 1576. – In the churchyard iron GATES by John S. Scott, c 1960.

The church at Moreton-in-Marsh was originally a chapel of ease for Bourton-on-the-Hill, and the oldest part of the settlement was around the church. Later the town developed on the Fosse Way.

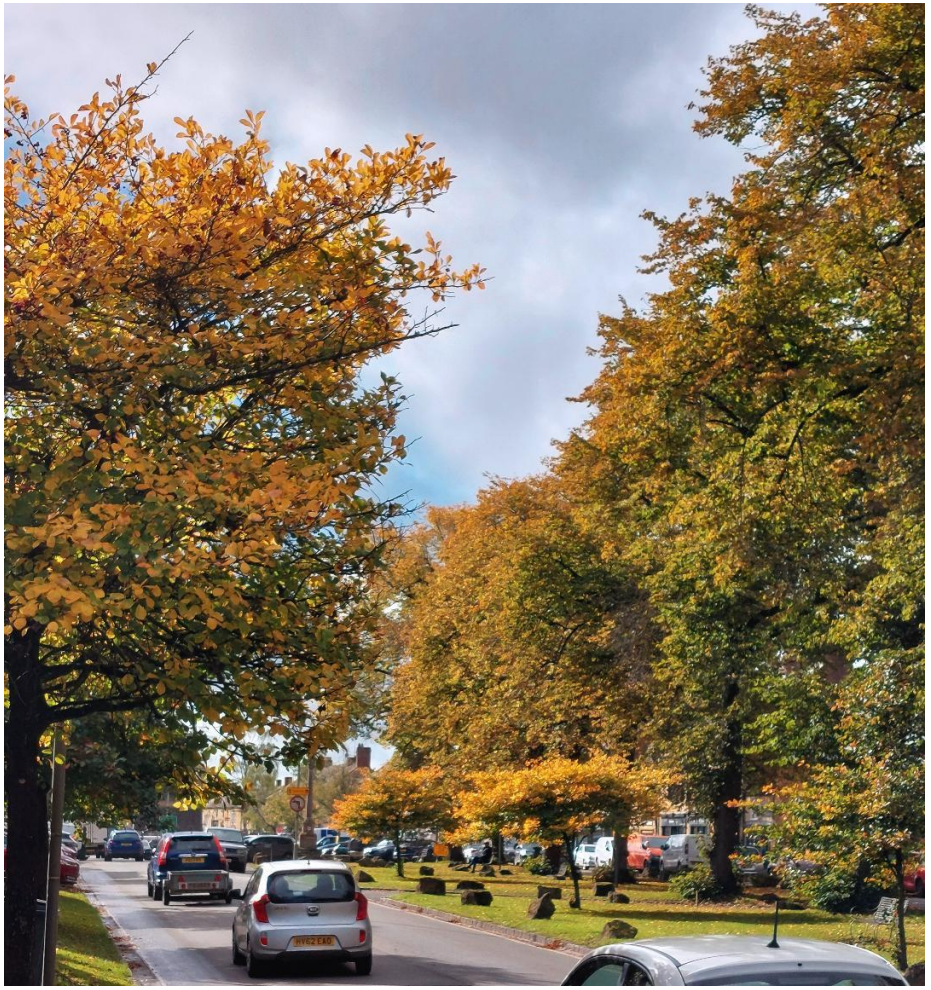
The St David's Centre

St David’s House

St. David's House, an 18th-century house, of two storeys with dormers, three windows with moulded stone architraves and triple keystones, and a door with a fanlight: pilasters to full height, in Church Street, stands in a row which includes a 17th-century house. It has a Cotswold stone roof with moulded stone eaves cornice, and stone pilasters.The house is close to St. David's Well which was considered to be a holy well and was used for curing sore eyes.

The High Street

COTSWOLD
KITCHENS



The Old Police Station

The Old Police Station, High Street West. Built 1897. Two-storey stone-built building with stone tiled roof and two chimneys. Set back from road frontage behind low stone wall surmounted by iron railings. Central doorway and bay window to right at ground floor. Segmental arches above string course over doorway and window to left, and above first floor window to right. Closed 2011 and converted into two dwellings in 2012.

The Steps

The Palladian Town House from the mid-18th Century, is regarded as the most important house in Moreton. It sports some handsome neoclassical features such as semicircular windows, balustraded parapet and double flight of steps. Grade II listed.

Delabere House (formerly The Railway Inn), New Road

Built sometime between 1821 and 1878. Detached building facing New Street. Two storeys, built of stone with brick extension to rear. Facade: central doorway with sash window either side, substantial string course, and three sash windows at first floor level. East facing side elevation: a single sash window to each storey and ghost signs. West-facing side elevation has two windows at ground floor and two windows at first floor. Formerly The Railway Inn. By 1878 it was the meeting place of the Oddfellows Loyal Good Intent Lodge. The ghost signs are visible on historic photographs.

Lyes Cottage

Within Conservation Area. Built sometime between 1821 and 1885. Detached one-and a-half storey stone-built cottage, with later rear extension. Oriel window with decorative stonework at first floor level. Bargeboards of the three gables have modillions and a suspended finial.

Turnpike Lodge

Standing on the junction of the Fosseway and Batsford Road, this Tudor Gothic style lodge was built in the 19th Century.

Wellington Terrace

Built in 1860. Row of seven stone-built terraced houses adjoining Wellington House on its south side. Set back from Evenlode Road by small gardens defined by low stone walls with a wrought iron gate. Two storeys with attics. Slate roof with seven chimneys. Facade – each property has a doorway and a square window at ground, first and second floor level. All fenestration is UPVC and exhibits variation in style.

Devonshire Terrace

Built sometime between 1821 and 1885. Row of five terraced brick-built houses, directly fronting Hospital Road. Two storeys with attics. Slate roof with three brick chimneys. The facade bears traces of a painted sign (DEVONSHIRE TERRACE). Possibly associated with the Loyal Cotswold Lodge of the Oddfellows (two such terraces are recorded on Hospital Road but not named). Facade - doorways have Cotswold stone arch with tripartite fanlight; each property has a single six-over-six sash window with plain Cotswold stone lintel and cill at each floor level. Dormer windows to attics.

Alpha Terrace, Hospital Road

Built sometime between 1821 and 1885. Row of six terraced stone-built houses, directly fronting Hospital Road. Two storeys with attics. Slate roof and brick chimney to each property. The doorways on the facade have simple stone arches. Each property has a single two casement window at each floor level but all are replacements of originals.

Croft Terrace, Old Town

Built in 1908, by the Loyal Cotswold Lodge of the Oddfellows. Row of four terraced brick-built houses, set back from the road behind small front gardens. Two storeys with attics. Slate roof with four brick chimneys. The facade bears a plaque (CROFT TERRACE 1908). Each property has a doorway and a single tripartite window at ground floor level (two casements either side of fixed light), a two casement window at first floor level, and a two-casement dormer window to the attic. All of the windows have stone cills and segmental brick arches.

Croxdale Terrace, Evenlode Road

Built in 1899, by the Loyal Cotswold Lodge of the Oddfellows. Row of four terraced brick-built houses, set back slightly from the Evenlode Road frontage behind railings. Two storeys with attics. Slate roof with two brick chimneys. A central arched passageway between the two pairs provides access to the rear gardens; the arch is painted "CROXDALE TERRACE", with plaque placed above (GOOD INTENT LODGE MUIOOF 5749 1899 AD). The facade of each property has a doorway and single windows at ground and first floor level (three-casement UPVC) and a dormer window (two casement UPVC) to attic. Uniformity of doors and fenestration provides visual coherence, despite their being modern replacements

COMMUNITY ASPIRATIONS:

"When we build ... let it not be for present delights nor for present use alone. Let it be such work as our descendants will thank us for..." John Ruskin

The Community of Moreton-In-Marsh, want any new development to take the greatest care to include green spaces, safe footpaths, cycle paths and trees.

The Community feel strongly that the construction of all new developments should be planned to have the least disruptive impact on the neighbours of the development, its traffic, and its business community. There should be adequate consultation and constructive dialogue with all affected residents and businesses at the earliest possible stage, and this should continue until sites are fully developed and occupied.

As a result of the MIM NDP Initial Consultation event we know that Moreton residents have a desire for better walking routes, better connectivity of footpaths and cycleways and better lighting and signage, and more access to the countryside and wildlife areas.

The most popular descriptions of Moreton were "traditional market town" and "historic, busy, picturesque", with the historic buildings being the most popular feature, so these should act as a strong guide for all new developments.

The Redesdale Hall was cited as the most popular landmark feature, and Victoria Park was voted as being the most popular green space in Moreton. Therefore, conserving and enhancing these areas ought to be the starting point for the use of CIL monies as and when appropriate.

MORETON IN MARSH SPECIFIC GUIDANCE:

Moreton expects that all new developments should seek tenders from a variety of developers and should include **at least one** small builder/master planner with a proven track record of successful, innovative and architecturally interesting design.

Moreton would like planning and architectural design to be guided by the principle that ''pastiche is never successful'' (CDC Conservation Officer 2024) The critical line between thin pastiche and genuine invention rooted in past principle is rarely drawn.

All boundaries to new properties should be demarcated with either: native hedgerow plants, Cotswold stone walls, wooden fencing, or metal railings consistent with the historic nature of the town.

All boundaries to properties are to have hedgehog holes (1 ground 13cm hole every 3 metres)

Swift boxes should be installed where possible.

Dwellings should be grouped around garden squares, or courtyards with trees and grass to promote social cohesion and give children a safe place to play near to home.

Residential parking provision should be hidden from view e.g. behind homes in designated spaces ensuring that parking is not on the street obscuring front vistas, entrances and pavements. This is essential for safety of children at play, as well as access for emergency vehicles. This requirement also serves an aesthetic purpose, ensuring that developments and public areas achieve the desired 'beautiful' standard. If garages for parking are to be provided, these should be fully accessible and should be large enough to accommodate the average modern family car with its doors open.

Storage areas away from the front of properties should be included for all waste bins and recycling containers, ideally accessible to waste disposal personnel without the need to have these items placed on pavements or at the front of properties.

Renewable energy fundamentals should be integrated aesthetically into the design of properties, and not added ad hoc in an aesthetically incongruent way.

Planting in shared green spaces should be native British species only, and where possible reflect the indigenous planting of the North Cotswolds. Specifically, developers should avoid Leylandii, Cherry Laurel, and Eucalyptus.

Building materials used should reflect the current distinctive nature of the North Cotswolds and reflect the historic assets of the town to ensure a visual cohesion. Developers should also seek to balance this with the utilisation of modern 'design' and materials that complement our historic assets, not only for visual interest but to manage their obligations for sustainability and environmentally friendly buildings.

All properties should have access to outside space. A house should have a garden at least the size of the footprint of the house, and all flats should have a balcony space.

Where **nearby** allotments are not available, developers should allocate a proportion of the development area to be given over to allotments for residents of that development (allowing 1 allotment space (250m2) for every 10 dwellings),

Where allotments are not required developers should aim to include a community herb garden /orchard for the enjoyment of residents.

APPENDICES

APPENDIX 1

EXAMPLES OF DEVELOPMENTS THAT CONSTITUTE 'HIGH QUALITY DESIGN'

These examples put particular emphasis on the *quality of place*, making the buildings *unique and specific* rather than creating an homogenous 'nowhere' place lacking in soul or real identity. Architects here were committed to finding a good balance between the use of traditional local materials and building forms and embracing innovative and inspiring design choices.

'Sealey Wood', Horsley, Gloucestershire

LINK: https://edenstonehomes.com/past-developments/sealey-wood-horsley/

Tyack Architects, Individual Home, Blockley, Gloucestershire

LINK: https://www.tyackarchitects.com/housing/new-cotswold-stone-house%2C-blockley%2C-gloucestershire

'Park View', Woodstock, Oxfordshire

LINK: https://www.pyehomes.co.uk/developments/park-view/?gad_source=1&gad_campaignid=22766231758&gbraid=0AAAAA-mn9yMSRwtsZgVJXLrP7jYoKK43n&gclid=CjwKCAjw7fzDBhA7EiwAOqJkh-kR0Ft9vDbp8a_Mpsdjp-giK2c_sIlXwS383Hfu7mZJYcR4c-5GeBoCdY0QAvD_BwE

'Alderley Park', Nether Alderley, Cheshire

LINK: https://www.adamurbanism.com/project/alderley-park-cheshire/

'**Poundbury', Dorset**

LINK: https://poundbury.co.uk/about/history/

'Lovedon Fields', Hampshire

LINK: https://www.johnpardeyarchitects.com/modern-architecture/residential-architecture/lovedon-lane/

APPENDIX 2

EXAMPLES OF HOUSING DESIGN CONSIDERED UNSUITABLE FOR MORETON:

Antler Homes, Ashford Hill, Thatcham, Hampshire

https://www.antlerhomes.co.uk/developments_sites/kingfishers/?gad_source=1&gad_campaignid=20601068159&gbraid=0AAAAAChgt13IbKyRDYTZE_-m07UhBCYzM&gclid=CjwKCAjw7fzDBhA7EiwAOqJkh-rh2jPG90mAG2pmT8rnpgEfAC68ZY0vglPox-9MPY7cGznB9dFVJhoCLLsQAvD_BwE

Bamford Park, Wellesbourne, Warwickshire.

LINK: https://www.lindenhomes.co.uk/developments/warwickshire/bamford-park-lighthorne?infinity=ict2~net~gaw~cmp~22438733238~ag~184852182664~ar~746435864087~kw~property%20to%20buy%20wellesbourne~mt~p~acr~1826001059&&infinity=ict2~net~gaw~ar~746435864087~kw~property%20to%20buy%20wellesbourne~mt~p~cmp~22438733238~ag~184852182664&gad_source=1&gad_campaignid=22438733238&gbraid=0AAAADjcgEER9IgKQQYd8_KBGxX9GqHSj&gclid=CjwKCAjw7fzDBhA7EiwAOqJkh60XxDicLZwNK5l8ljeSUV-Y6qba98TDxSgUycQze6q9ifhzwEWB4RoC5RcQAvD_BwE

The Asps, Warwick, Warwickshire:

LINK: https://www.taylorwimpey.co.uk/new-homes/warwick/the-asps

New Lubbesthorpe, Birmingham

LINK: https://www.dwh.co.uk/new-homes/dev000784-new-lubbesthorpe/

Hunts Grove Gloucester

LINK: https://www.crestnicholson.com/developments/gloucestershire/hunts-grove?infinity=ict2~net~gaw~cmp~CN%20%7C%20South%20West%20%7C%20Hunts%20Grove%20%7C%20Search~ag~Gloucester~ar~698203237323~kw~new%20houses%20for%20sale%20gloucester~mt~p&gad_source=1&gad_campaignid=21244355928&gbraid=0AAAAACmEl7jEfu-AwZZO3qAFttoJEXP75&gclid=CjwKCAjw7fzDBhA7EiwAOqJkh17pT8x8kzk0_btNiaNvtSpsl9QrsLWRphtQ0NX_wh_q8NgJqkjr4RoCvmwQAvD_BwE

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ACKNOWLEDGEMENTS

Photographs courtesy of The Rev Andrew Dow, Elizabeth Pratt, Emma Carter & Sue Stapley

Some stock photographs from https://britishlistedbuildings.co.uk

'Historic Assets' Information courtesy of Elizabeth Pratt

Moreton-in-Marsh Neighbourhood Plan

2018 - 2043

Appendix B

Policy 14

Infrastructure Investment Priorities

These aspirations are taken from the interactions with the community.

1. A Thriving High Street (including a traffic flow improvement plan)

   To continue having Moreton-in-Marsh as a thriving, beautiful and unique Cotswold market town means making the High Street a safer and more pleasant place for people to spend time and money. High Street Refurbishment improvements include:

   a. Pedestrianisation of parts of the High Street
   b. Improvements to the 'Market Square'
      - planting, removal of some parking, outdoor seating, sculpture garden (local artists)
   c. Planning and better management of tree gardens and greens,
   d. Improved traffic management system
      i. a one way traffic system,
      ii. narrowing of sections of the high street to reduce speeds and sizes of vehicles and allow people to cross the High Street more safely
      iii. speed humps and speed cameras
      iv. CC TV to monitor and enforce correct use of parking bays (particularly the 'coaches only' area)
   e. altered parking provision (to divert vehicles to the new Transport Hub)
   f. More pedestrian crossing points – e.g. by the Co-op and the library
   g. More outdoor seating

2. Transport Hub:
   a. To remove long-stay parking from the town centre (and returning the High Street space back to pedestrians) to a location close to the train and bus stations.

3. Redesdale Hall

   Refurbishment including Public Realm improvements around the Hall.

   The hall is a major building in the centre of the town dating from the late 19th century which is important to residents as it hosts many community and social events. It now requires considerable repairs, refurbishment and enhancements to enable it to continue its role for the community into the 21st century.

4. Make Moreton Accessible:
   a. Wide pedestrian path along the Fosseway connecting the town to the hospital and the garden centre.
   b. Improved public transport provision – direct and regular community bus service connecting small villages (such as Longborough, Batsford, Blockley and Dorn) to the High Street and thereby preventing the use of cars.
   c. Bus Shelters (aesthetically appropriate) on **both** sides of the High Street – rather than by the Redesdale Hall where there are often cars parked making it dangerous for children and elderly people disembarking.
   d. Town wide cycle lanes to allow for a fully connected parish without the need for cars.

5. Enhance Biodiversity
   Invest in planting around the town such as a community orchard, additional woodland or a herb garden

6. Additional Retail
   Although the focus of the main retail provision is on the High Street, there may be opportunities for small, local shops close to the new developments on the east side of the town.

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Moreton-in-Marsh Neighbourhood Plan

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Appendix C

Policy 15

Local Green Space Proposal Maps

LGS Ref	Map	Name and Address
1	SE	Moreton Rangers FC
2	SE	Outdoor gym, etc
3 (a)	NE	Blenheim Meadow
3 (b)	NE	Cotswold Gate open space
3 (c)	NE	Moreton Park / Cotswold Gate
4	NE	Land east of Moreton Park
5	Own Map	Entrance to Fire Service College
6	SE	Upper Cemetery
7	NW	Lower Cemetery
8	SE	University allotments
9	NW	Hospital Road allotments
10	SE	Croft Road allotments
11	SE	St David's churchyard
12	SE	Tinkers Close playground
13(a)	SW	Redesdale Place MUGA
13 (b)	SW	Redesdale Place Croquet club
13 (c)	SW	Redesdale Place Bowls club
14	SW	Monarch Way Grassed strip
15 (a)	SW	Jubilee Gardens
15 (b)	SW	Jubilee Gardens opposite verge
16 (a) - (f)	NW	Greens on High St
17	NW	QVG
18	NW	Mann Institute Gardens
19	NW	Glebe Field
20	SE	Special habitat – Stockwells
21(a)	NE	Moreton Park - 1
21(b)	NE	Moreton Park – 2
21(c)	NE	Moreton Park - 3

North East

3 (c) - Moreton Park / Cotswold Gate
3 (b) - Cotswold Gate
21 (c) - Moreton Park - 3
17 - QVGardens
4 - Land east of Moreton Park
16 (a) - Greens
21(b) - Moreton Park - 2
16 (b) - Greens
3 (a) - Blenheim Meadow
16 (c) - Greens
16 (e) - Greens
7 - Lower Cemetery
21(a) - Moreton Park - 1
18 - Mann Institute Gardens
2 - London Road MUGA & practice pitches
6 - Upper Cemetery
1 - Moreton Rangers FC
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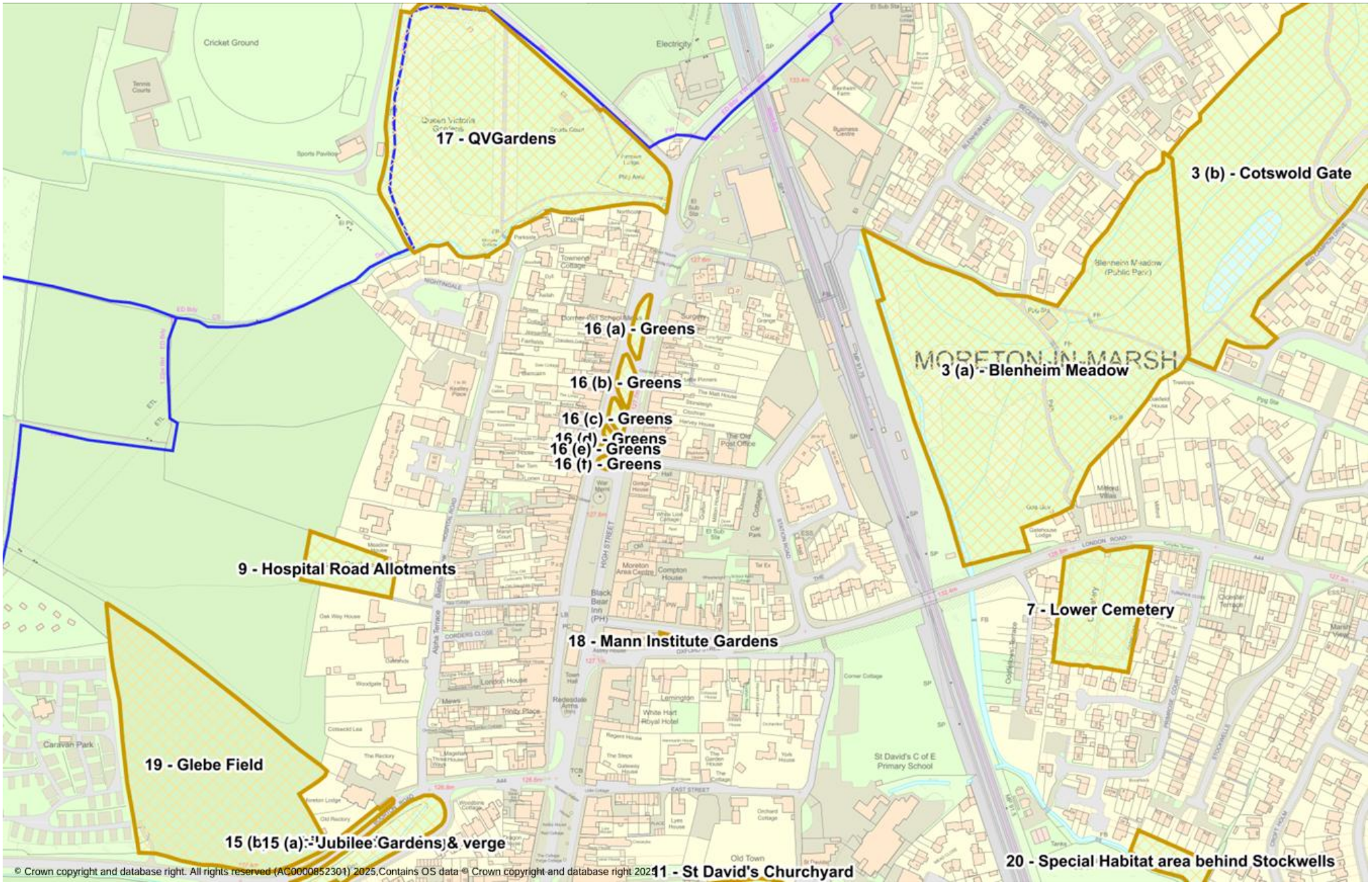
North West


17 - QVGardens
3 (b) - Cotswold Gate
16 (a) - Greens
16 (b) - Greens
16 (c) - Greens
16 (d) - Greens
16 (e) - Greens
16 (f) - Greens
3 (a) - Blenheim Meadow
9 - Hospital Road Allotments
7 - Lower Cemetery
18 - Mann Institute Gardens
19 - Glebe Field
15 (b15 (a) - Jubilee Gardens & verge
11 - St David's Churchyard
20 - Special Habitat area behind Stockwells
MORETON-IN-MARSH
Cricket Ground
Tennis Courts
Sports Pavilion
Queen Victoria Gardens
Electricity
Blenheim Meadow (Public Park)
Business Centre
Townend Cottage
Surgery
The Old Post Office
Moreton Area Centre
Compton House
Black Bear Inn (PH)
White Hart Royal Hotel
Caravan Park
St David's C of E Primary School
Old Town
HIGH STREET
EAST STREET
LONDON ROAD
EVESHAM ROAD
HOSPITAL ROAD
NIGHTINGALE
CORDERS CLOSE
Trinity Place
Alpha Terrace
Oak Way House
Woodgate
Cotswold Lea
The Rectory
Moreton Lodge
Old Rectory
Woodbine Cottage
Orchard Cottage
Lyes House
Corner Cottage
Lemington
Redesdale Annex
Gatehouse Lodge
Millfield Villas
Marsh Court
Marsh View
Oakfield Terrace
Pinfold Court
Stockwells
Chapel Holm
Pig Sty
Tanks
Gas Valve
Sub Sta
Pond
Path
Track
Steps
Gateway
Garden House
The Cottage
Regent House
York House
Lime Cottage
Lynes House
Old Rectory
Moreton Lodge
Woodbine Cottage
Orchard Cottage

South East

3 (a) - Blenheim Meadow
7 - Lower Cemetery
18 - Mann Institute Gardens
21(a) - Moreton Park - 1 - Land east of Moreton Park
2 - London Road MUGA & practice pitches
6 - Upper Cemetery
1 - Moreton Rangers FC
20 - Special Habitat Stockwells
11 - St David's Churchyard
10 - Croft Allotments
12 - Tinkers Play area
8 - University Allotments
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South West

19 - Glebe Field
15 (b)
15 (a) - Jubilee Gardens & verge
11 - St David's Churchyard
12 - Tinkers Play area
8 - University Allotments
14 - Monarchs Way Grass Strip
13 (a) - REDESDALE PLACE MUGA
13 (b) - CROQUET CLUB
13 (c) - BOWLS CLUB
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Fire Service College Entrance

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Moreton-in-Marsh Neighbourhood Plan

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Appendix D

Policy 16

Non-Designated Heritage Assets

COMPLETE LIST OF HERITAGE BUILDINGS, LISTED BUILDINGS AND SIGNIFICANT LANDMARKS

Pillbox, Todenham Road

Blenheim Farm outbuildings,

The Old Curiosity Shop, Corders Lane

New Cottage and attached, Corders Lane

The Jessamine, Hospital Road

Garden Hurst, Hospital Road

Flower House, Hospital Road

Fosse Barn, High Street

Converted farm buildings of Bowling Green Court,

Hospital Road Barn of Meadow House, Hospital Road

Veterinary Surgery, Hospital Road

Three Ways, Bourton Road

The Rectory & Moreton Lodge

The Inn on the Marsh, Stow Road

New Road Cotswold Carpets,

New Road Launderette,

New Road Post Office,

New Road Sunset,

New Road Acacia B&B,

New Road Grafton House,

New Road Milton House,

Oxford Street North The Manse (Organic Hair Company),

Oxford Street North Star Cottage,

Oxford Street South Peony Cottage (North View),

Oxford Street South Corner Cottage,

Oxford Street South Arthur's Cottage,

East Street Little Cottage with Mellow Stone Cottage,

East Street Mitford Villas,

London Road 1–7

London Road Ivy Lodge

Charlton Villa, Evenlode Road

Railway Station Building Built 1872–73.

Signal Box Built by 1885, probably in the 1870s.

Mortuary Chapel, (Bier House) Church of England Cemetery, London Road (West)

Coldicote Farm, Evenlode Road Farmhouse

Cider Press, Fosseway Avenue

Pond House Parkers Lane Built sometime between 1821 and 1885.

The Horsepool – Parkers Lane & Stowe Rd

Important Views	Moreton-in-Marsh	
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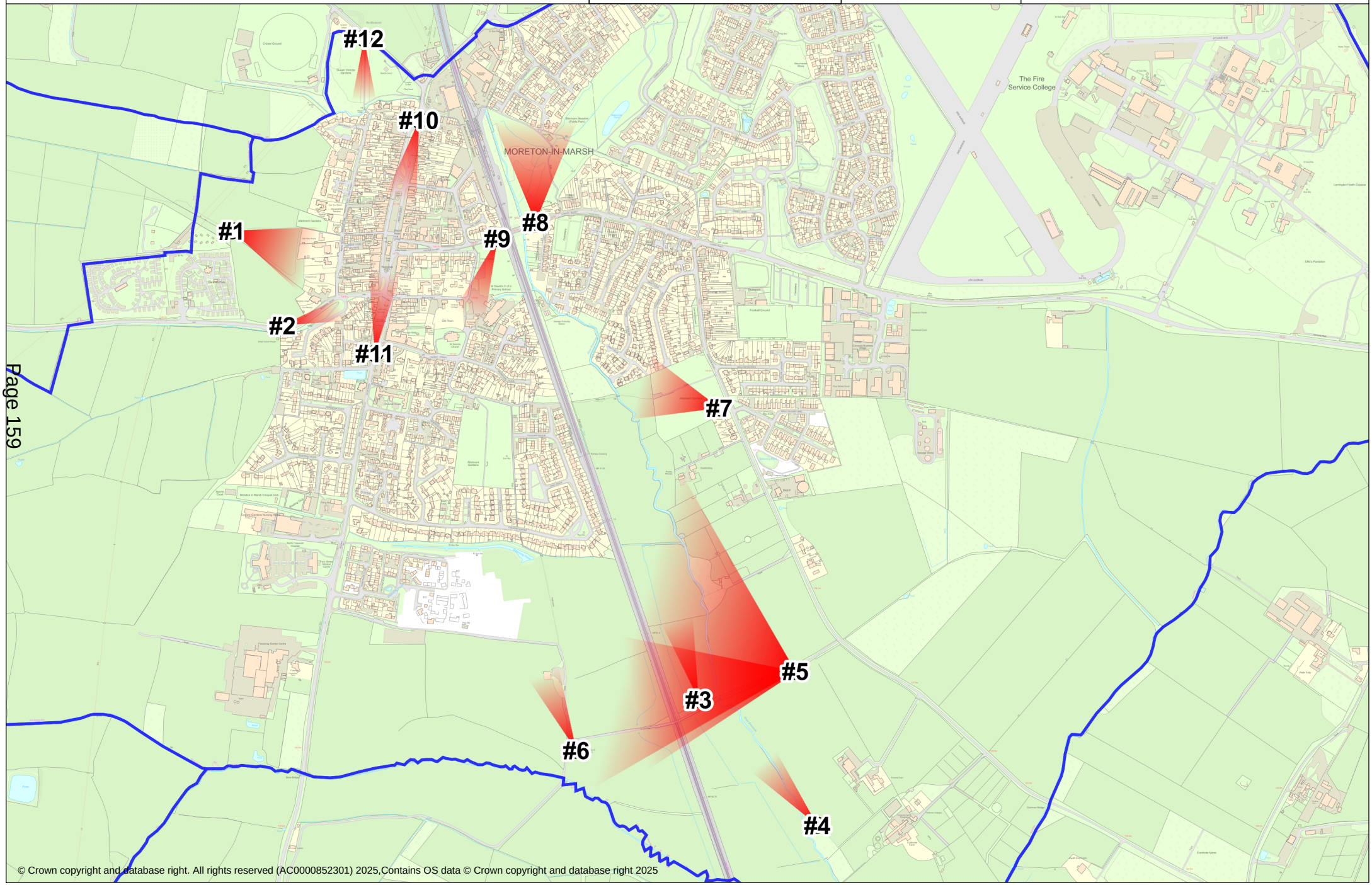
	Date: 13/12/2025	**Scale:** 1:11000 @ A4



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IMPORTANT VIEWS

30/11/25

View #1 Monarch's Way – Batsford path towards Redesdale Hall and St David's church

Grid Ref: SP 201 324
Direction: 111^0 (ESE)

Reason view is important:

View for walkers of the entrance into town from the Cotswold National Landscape on a well used public footpath, The Batsford Path (part of the Monarch's Way. From this path the Redesdale Hall clock tower, St. David's church and the Hospital Road allotments can all be seen.

View #2 A44 from Evesham entrance to town opposite Wellington Museum

Grid Ref: SP 202 322
Direction: 81^o (E)

Reason view is important:

In close proximity to the town centre, yet still in the Cotswold National Landscape, the main A road is tree lined with green verges providing a semi-rural feel. Jubilee Gardens (celebrating the Festival of Britain) are on the right.

View #3 Diamond Way footpath (HMM15) looking along River Evenlode

Grid Ref : SP 212 314
Direction : 345° (NNW)

Reason view is important:

In the Special Landscape Area and near the source of the River Evenlode as seen from footpath HMM15. A typical marshland before much of the land was drained and acts as a reminder of how things were. A bountiful habitat to observe flora and fauna which can be observed from the footpath.

View #4 North West of Coldicote Farm along footpath HMM11

Grid Ref : SP 214 311
Direction : 320° (NW)

Reason view is important:

Within the Special Landscape Area, this is the only time footpath HMM11, which links Moreton to Evenlode, follows the river Evenlode, albeit in its infancy. With water meadows and willows to the west and commercial farmland to the east, it's thought provoking. This is part of a popular circular route from Moreton which links up to the Diamond Way

View #5(a) From Evenlode Road (National Cycle Route 48) looking along footpath HMM15

Grid Ref : SP 214 315
Direction : 259° (W)

Reason view is important:

From Cycle Route 48, along footpath HMM15 which forms part of the Moreton 8 walk, the view looks west across the Special Landscape Area bordering the southern perimeter of Moreton and stretches across to the Cotswold National Landscape in the distance, in which the Batsford and Sezincote houses and estates nestle.

View #5(b) Close up from same point as 5(a) looking North West towards the town

Grid Ref : SP 215 315
Direction : 312° (NW)

Reason view is important:

Looking north west from the same point on the footpath as 5(a) showing the proximity of the town to its rural environment, with the Special Landscape Area in the foreground and the Cotswold National Landscape and Batsford Arboretum in the background. The iconic buildings of St David's church and Batsford House can easily be picked out.

View #6 Diamond Way footpath looking towards Fosseway (Footpath HLO18)

Grid Ref : SP 209 313
Direction : 337° (NNW)

Reason view is important:

As Moreton is approached from the south, along the route shared by the Diamond Way and Moreton 8, the open arable farmland, part of the Special Landscape Area, is bordered by natural hedgerows, and an old corrugated barn in the corner of the field. There is little that indicates it is within 700m of entering Fosseway Avenue.

View #7 Croft Allotments towards St David's church

Grid Ref : SP 212 321
Direction : 300° (WNW)

Reason view is important:

The view across the allotments and the Special Landscape Area, which link the countryside to the town, looks towards St. David's church in the centre of the town and across to the Cotswold National Landscape.

View #8 View from London Road bridge across Blenheim Meadows

Grid Ref : SP 208 325
Direction : 35° (NE)

Reason view is important:

This view across open meadow land is taken from just before the railway bridge in the heart of the town on the A44. The view benefits from the trees which are part of the Queen's Canopy and additional planting which is part of the Wild Towns initiative.

View #9 A44 from Chipping Norton on London Rd Bridge towards St David's

Grid Ref : SP 207 324
Direction : 200^0 (SSW)

Reason view is important:

This view, which is in the Cotswold National Landscape, is taken from the other side of the road to view #8 on the approach to the railway bridge in the heart of the town. It looks towards the church across the playing fields of St. David's school which are an important part of the school facilities.

View #10 High Street (SSW)

Grid Ref : SP 205 327
Direction : 193° (S)

Reason view is important:

Within the Cotswold National Landscape, Moreton's tree-lined High Street is the second widest in the country and it's trees and greens provide a beautiful introduction to the town when entering from the north. The lime trees are unusual in that they are unpollarded and provide shade for residents and visitors in centre of the town. The origins of the High Street date from the original 1880's master plan (including the Redesdale Hall).

View #11 High Street Greens (N) from Stow side of Redesdale Hall

Grid Ref : SP 204 322
Direction : 7° (N)

Reason view is important:

Within the Cotswold National Landscape, the important southern entrance to the town is within the conservation area and is lined with historic buildings including coaching inns and the Redesdale Hall, the main community building in the town.

View #12 View of the Avenue of Trees in Queen Victoria Gardens

Grid Ref : SP 204 329
Direction : 180° (SE)

Reason view is important:

Within the Cotswold National Landscape, this classic lime tree walkway in Queen Victoria Gardens provides a stately environment for the footpath which is part of the Diamond Way and passes by the ancient settlement at the edge of the park.

Moreton-in-Marsh Neighbourhood Plan

2018 - 2031

Appendix F

Biodiversity Data Search

Moreton in Marsh Town Council
GCER Biodiversity Data Search

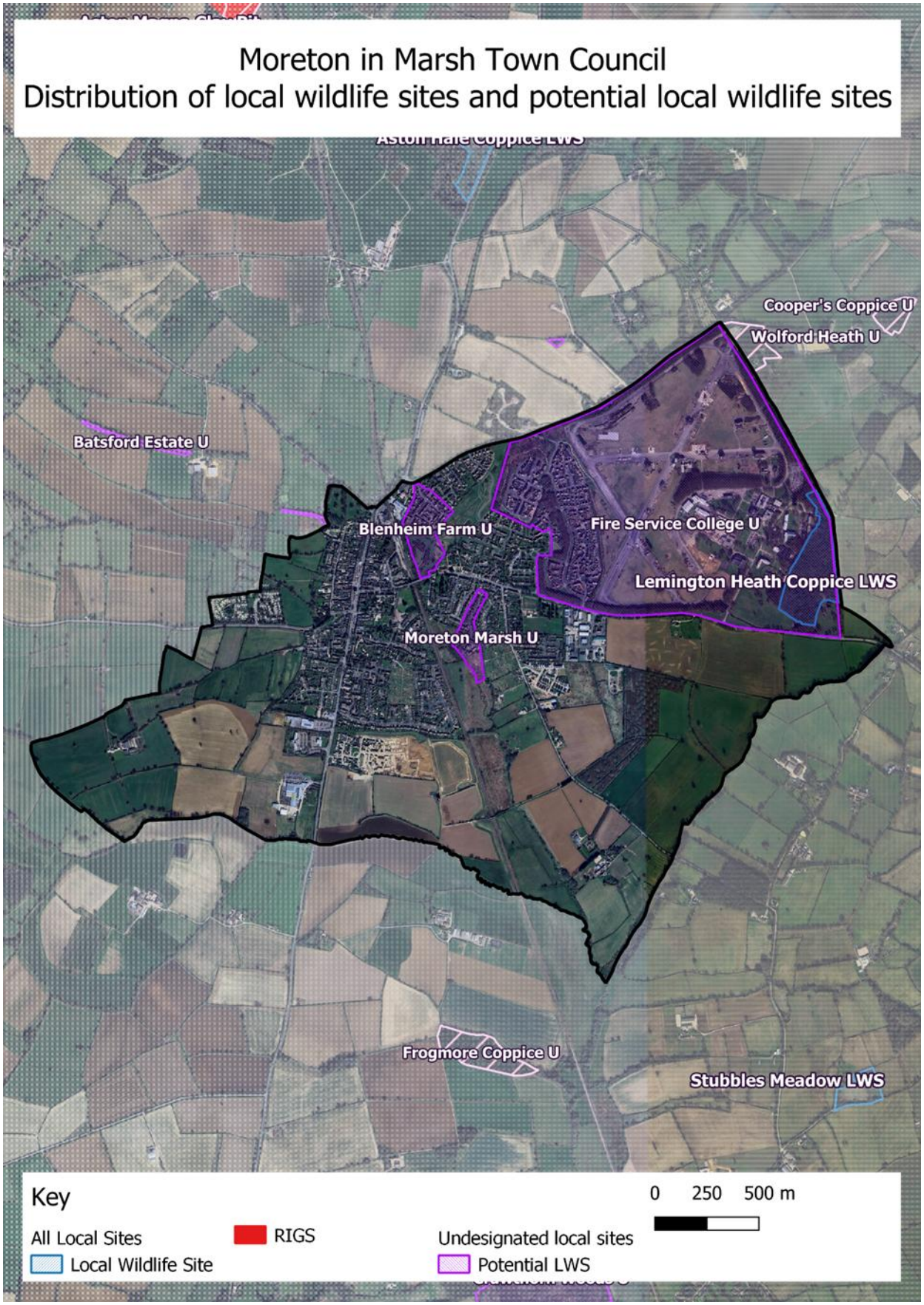
Wildlife sites

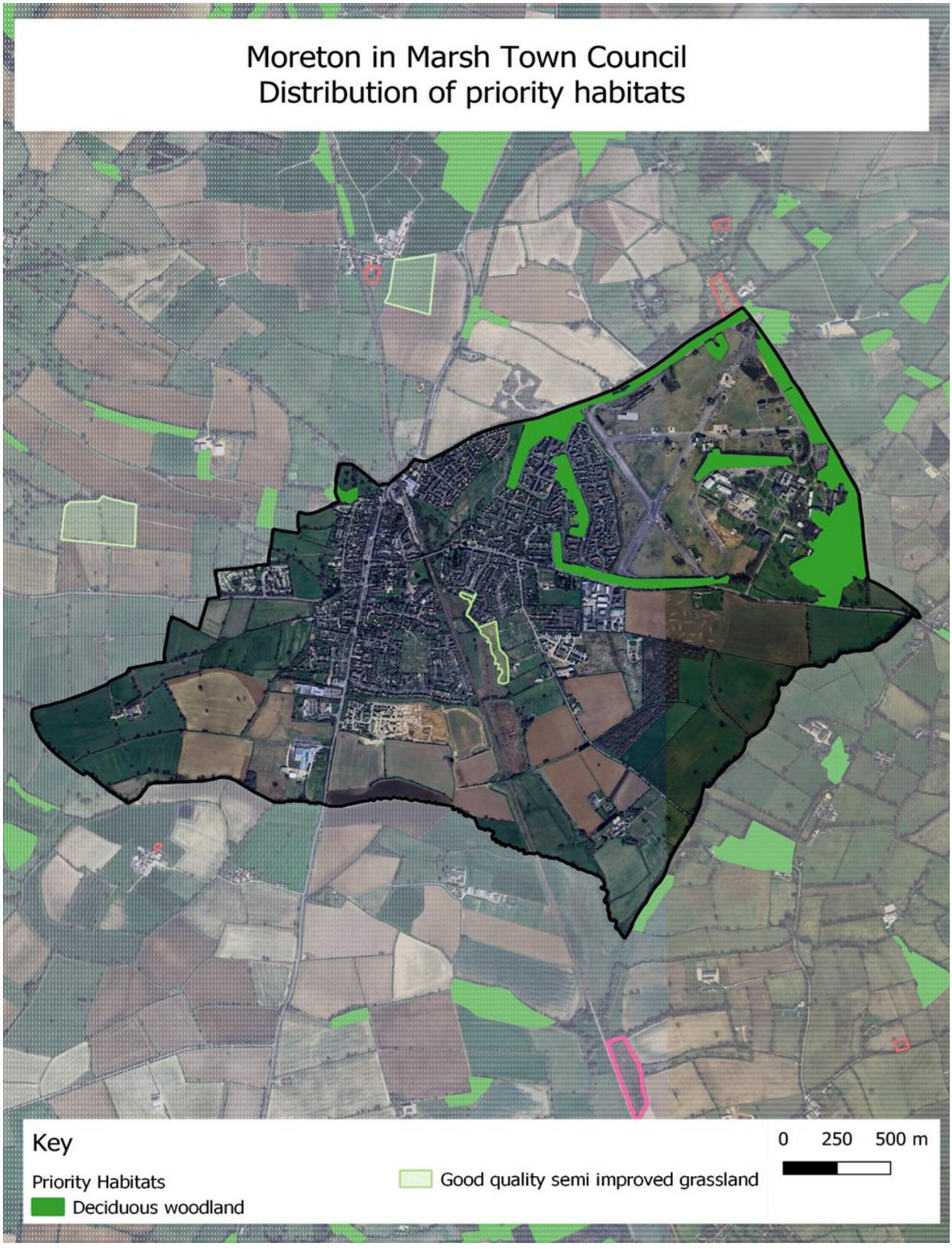
Based on the data held at the Gloucestershire Centre for Environmental Records, the following appear within the Moreton in Marsh Town Council boundary.

Statutory site designation	
Site of Special Scientific Interest (SSSI)	None
Non-Statutory site designation	
Local Wildlife Site (LWS)	Lemington Heath Coppice LWS
Priority Habitats	
Good quality semi-improved grassland Deciduous woodland Tradition orchard	

Moreton in Marsh is a market town within the Cotswolds district and Area of Outstanding Natural Beauty (Cotswold National Landscape) in Gloucestershire. It is a flat and low-lying town surrounded by the Cotswold Hills on the border of Oxfordshire and Warwickshire. The data contained within this report is generated from information held in the Gloucestershire Centre for Environmental Records, the Local Environmental Record Centre's covering Oxfordshire and Warwickshire may have records that are relevant to Moreton in Marsh but are not included within this report.

Local wildlife sites (LWS) are non-statutory protected areas privately or publicly owned that are recognised locally for their significant wildlife and habitat value. Potential LWS are areas that have either been highlighted but at the time of evaluation did not meet the required standards for LWS or have yet to be evaluated. Lemington Heath Coppice is the only LWS within Moreton in Marsh, however there are 3 potential LWS are also present they are: Blenheim Farm, Fire Service College and Moreton Marsh.


Moreton in Marsh Town Council
Distribution of local wildlife sites and potential local wildlife sites
Cooper's Coppice U
Wolford Heath U
Batsford Estate U
Blenheim Farm U
Fire Service College U
Lemington Heath Coppice LWS
Moreton Marsh U
Frogmore Coppice U
Stubbles Meadow LWS
Key
0 250 500 m
All Local Sites
Local Wildlife Site
RIGS
Undesignated local sites
Potential LWS


Moreton in Marsh Town Council
Distribution of priority habitats
Key
Priority Habitats
Deciduous woodland
Good quality semi improved grassland
0 250 500 m

Notable and Protected Wildlife

Based on the data held at the Gloucestershire Centre for Environmental Records (GCER), the following notable and protected species have been recorded within the Moreton in Marsh Town Council boundary in the last 10 years. Aan overview of all species seen since records began can be viewed in Appendix 1. Please be aware the species list merely reflects the information held on GCER database and the level of recording effort in that part of the county. It does not represent a comprehensive list or distribution of these species within the Coleford Town Council boundary. GCER accepts records from ecological surveys and members of the public via the GCER website and can access them from the iRecord and Living Record websites. These records will contribute to the body of knowledge available for wildlife conservation, research, advising our partners in the public sector as well as ecological consultants working within the town boundary.

Summary

Taxon group	Invertebrate		
Scientific name	**Common Name**	**Status**	**No of records**
Coenonympha pamphilus	Small Heath	BAP-2007 ; England_NERC_S.41	1
Ethmia dodecea	Gromwell Ermine	Notable-B	1
Watsonalla binaria	Oak Hook-tip	BAP-2007 ; England_NERC_S.41	5
Lycia hirtaria	Brindled Beauty	BAP-2007 ; England_NERC_S.41	5
Ennomos erosaria	September Thorn	BAP-2007 ; England_NERC_S.41	2
Ennomos fuscantaria	Dusky Thorn	BAP-2007 ; England_NERC_S.41	1
Ennomos quercinaria	August Thorn	BAP-2007 ; England_NERC_S.41	1
Hemistola chrysoprasaria	Small Emerald	BAP-2007 ; England_NERC_S.41	2
Pelurga comitata	Dark Spinach	BAP-2007 ; England_NERC_S.41	2
Arctia caja	Garden Tiger	BAP-2007 ; England_NERC_S.41	3
Spilosoma lubricipeda	White Ermine	BAP-2007 ; England_NERC_S.41	13
Spilosoma lutea	Buff Ermine	BAP-2007 ; England_NERC_S.41	23
Tyria jacobaeae	Cinnabar	BAP-2007 ; England_NERC_S.41	19
Acronicta rumicis	Knot Grass	BAP-2007 ; England_NERC_S.41	1
Melanchra persicariae	Dot Moth	BAP-2007 ; England_NERC_S.41	5
Leucania comma	Shoulder-striped Wainscot	BAP-2007 ; England_NERC_S.41	2
Orthosia gracilis	Powdered Quaker	BAP-2007 ; England_NERC_S.41	4
Apamea anceps	Large Nutmeg	BAP-2007 ; England_NERC_S.41	5
Apamea remissa	Dusky Brocade	BAP-2007 ; England_NERC_S.41	1
Hydraecia micacea	Rosy Rustic	BAP-2007 ; England_NERC_S.41	3
Caradrina morpheus	Mottled Rustic	BAP-2007 ; England_NERC_S.41	5
Hoplodrina blanda	Rustic	BAP-2007 ; England_NERC_S.41	6
Agrochola lychnidis	Beaded Chestnut	BAP-2007 ; England_NERC_S.41	3
Anchoscelis litura	Brown-spot Pinion	BAP-2007 ; England_NERC_S.41	1

Atethmia centrago	Centre-barred Sallow	BAP-2007 ; England_NERC_S.41	1

Taxon group	Amphibian and Reptile		
Scientific name	**Common Name**	**Status**	**No of records**
Bufo bufo	Common Toad	Bern-A3 ; RedList_Global_post2001-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.5a	1
Rana temporaria	Common Frog	Bern-A3 ; HabDir-A5 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.5a	6
Lissotriton vulgaris	Smooth Newt	Bern-A3 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.5a	6
Triturus cristatus	Great Crested Newt	Bern-A2 ; HabDir-A2*,HabDir-A4 ; RedList_Global_post2001-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	5
Natrix helvetica	Grass Snake	Bern-A3 ; RedList_Global_post94-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.1(kill/injuring),WACA-Sch5_sect9.5a	1
Taxon group	Bird		
Scientific name	**Common Name**	**Status**	**No of records**
Anas platyrhynchos	Mallard	BirdsDir-A2.1 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber	1
Accipiter gentilis	Goshawk	CMS_A2 ; ECCITES-A ; WACA-Sch1_part1	1
Apus apus	Swift	Bird-Red	1
Egretta garzetta	Little Egret	Bern-A2 ; BirdsDir-A1 ; CMS_AEWA-A2 ; ECCITES-A	3
Columba palumbus	Woodpigeon	BirdsDir-A2.1 ; Bird-Amber	5
Milvus milvus	Red Kite	BirdsDir-A1 ; CMS_A2 ; ECCITES-A ; WACA-Sch1_part1	9
Alcedo atthis	Kingfisher	Bern-A2 ; BirdsDir-A1 ; WACA-Sch1_part1	1
Falco tinnunculus	Kestrel	Bern-A2 ; CMS_A2 ; ECCITES-A ; Bird-Amber	5
Alauda arvensis	Skylark	BirdsDir-A2.2 ; Bird-Red ; England_NERC_S.41	2
Corvus frugilegus	Rook	BirdsDir-A2.2 ; Bird-Amber	2
Emberiza citrinella	Yellowhammer	Bern-A2 ; Bird-Red ; BAP-2007 ; England_NERC_S.41	2
Chloris chloris	Greenfinch	Bern-A2 ; Bird-Red	2
Pyrrhula pyrrhula	Bullfinch	Bird-Amber	1
Delichon urbicum	House Martin	Bern-A2 ; Bird-Red	2
Anthus pratensis	Meadow Pipit	Bern-A2 ; Bird-Amber	5
Motacilla cinerea	Grey Wagtail	Bern-A2 ; Bird-Amber	2
Oenanthe oenanthe	Wheatear	Bern-A2 ; Bird-Amber	1

Passer domesticus	House Sparrow	Bird-Red ; BAP-2007 ; England_NERC_S.41	8
Phylloscopus inornatus	Yellow-browed Warbler	Bird-Amber	1
Prunella modularis	Dunnock	Bern-A2 ; Bird-Amber	6
Sturnus vulgaris	Starling	BirdsDir-A2.2 ; Bird-Red	4
Curruca communis	Whitethroat	Bird-Amber	1
Troglodytes troglodytes	Wren	Bern-A2 ; Bird-Amber	3
Turdus iliacus	Redwing	BirdsDir-A2.2 ; Bird-Amber ; WACA-Sch1_part1	2
Turdus philomelos	Song Thrush	BirdsDir-A2.2 ; Bird-Amber	2
Turdus pilaris	Fieldfare	BirdsDir-A2.2 ; Bird-Red ; WACA-Sch1_part1	3
Turdus viscivorus	Mistle Thrush	BirdsDir-A2.2 ; Bird-Red	1
Tyto alba	Barn Owl	Bern-A2 ; ECCITES-A ; WACA-Sch1_part1	1
Taxon group	Mammal		
Scientific name	**Common Name**	**Status**	**No of records**
Lepus europaeus	Brown Hare	RedList_Europe_post2001-LC ; BAP-2007 ; England_NERC_S.41	1
Erinaceus europaeus	Hedgehog	Bern-A3 ; BAP-2007 ; England_NERC_S.41	100
Rhinolophus hipposideros	Lesser Horseshoe Bat	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A2*,HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	2
Eptesicus serotinus	Serotine	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	8
Myotis	Myotis Bat species	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A2*,HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	10
Nyctalus leisleri	Leisler's Bat	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	2
Nyctalus noctula	Noctule	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	2

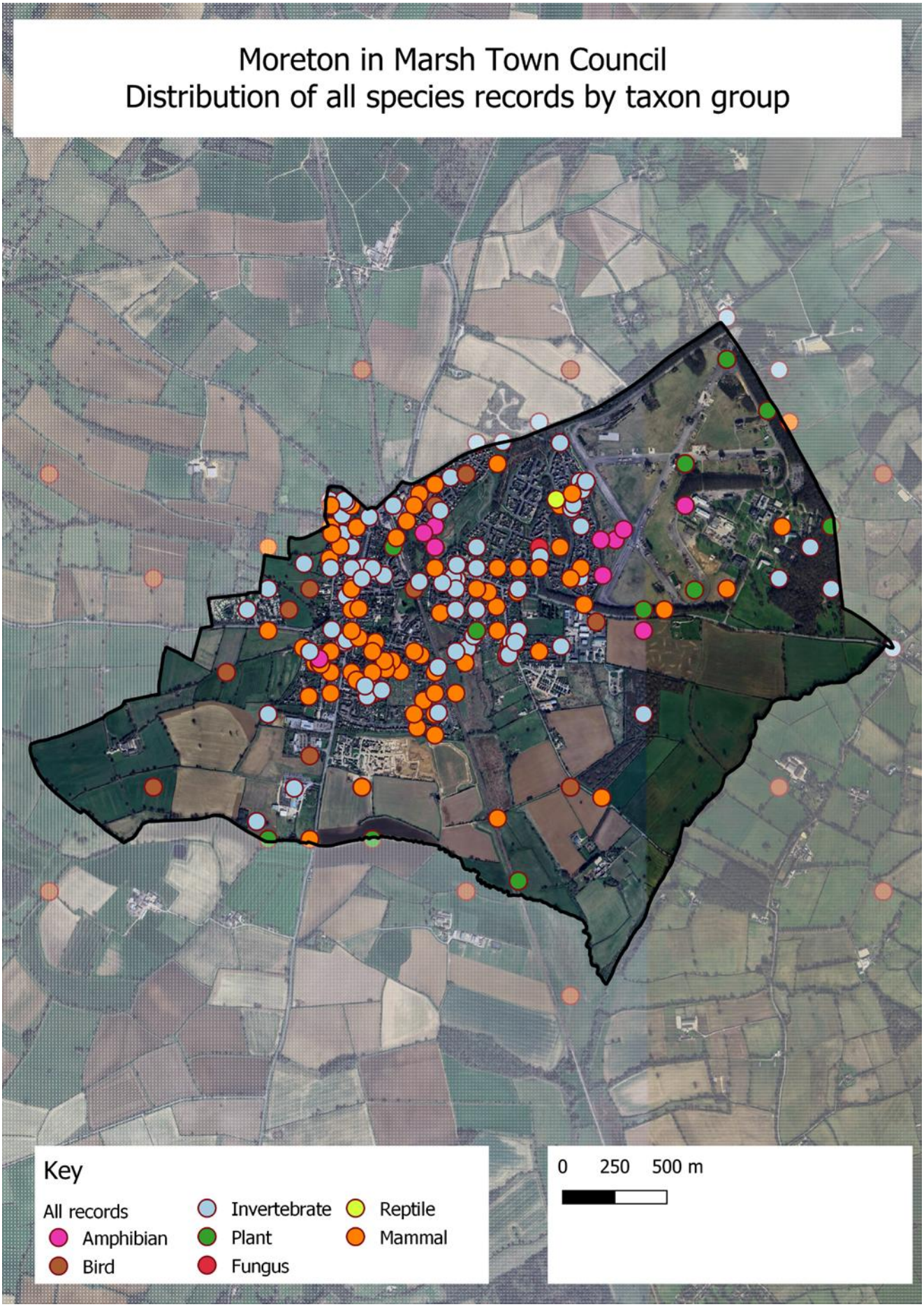
Pipistrellus pipistrellus	Common Pipistrelle	Bern-A2,Bern-A3 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	21
Pipistrellus pygmaeus	Soprano Pipistrelle	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	2
Plecotus auritus	Brown Long-eared Bat	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2	26

Biodiversity within Moreton in Marsh

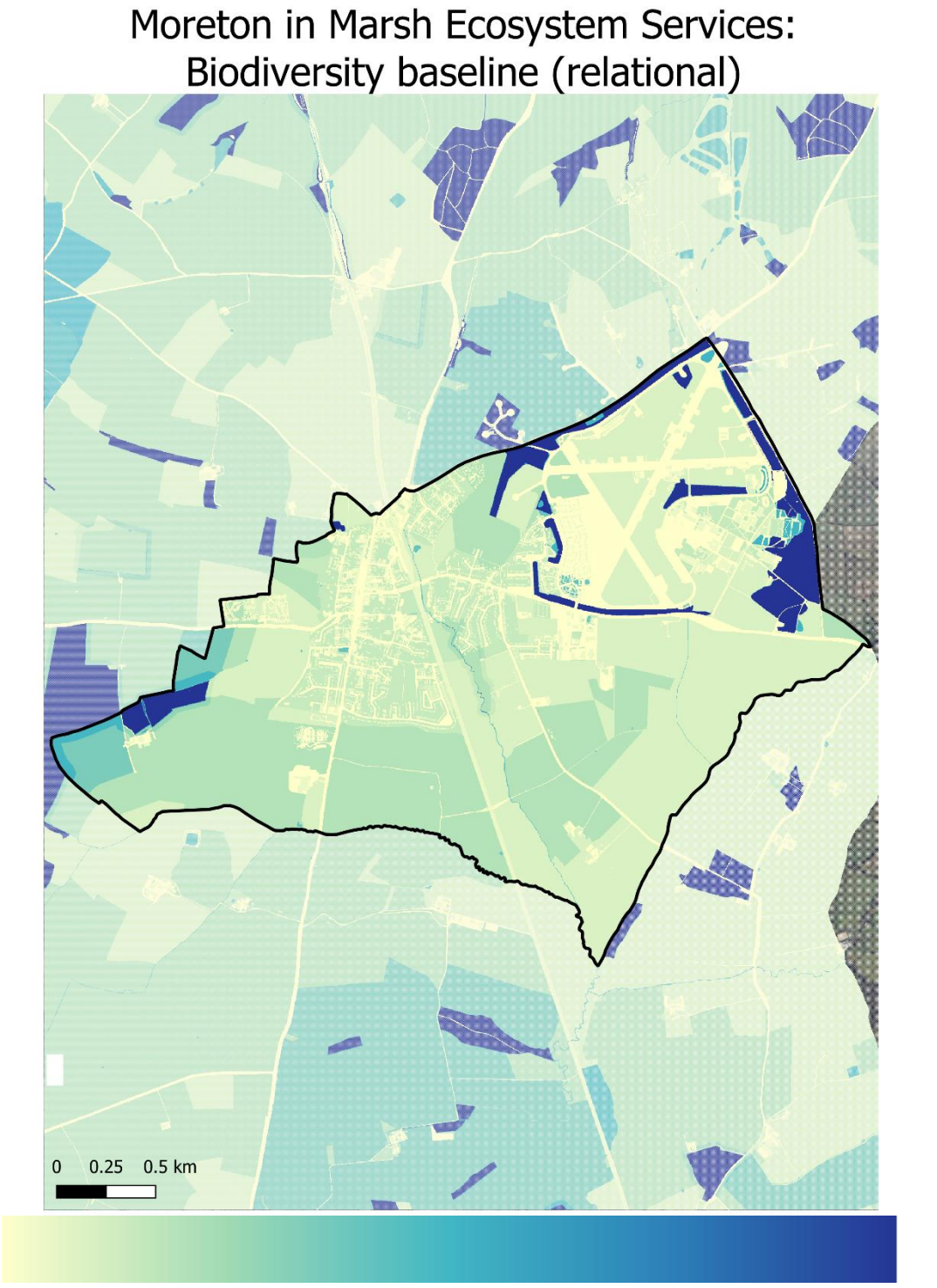
Records for moths and mammals are predominantly concentrated around the urban areas in the northern part of the parish. In contrast, bird records are more evenly distributed across the entire parish. Hedgehog was the most frequently recorded species, closely followed by the various bat species; both of which are common in urban environments due to their visibility and ease of identification. Many of the hedgehog records originate from nationally coordinated surveys, such as the Big Hedgehog Map.

A significant proportion of the moth records were submitted to the county moth recorder, indicating the presence of one or more active moth enthusiast within the parish who regularly conduct trapping, identification, and reporting. In comparison, butterfly records were relatively sparse but displayed good spatial coverage across the area. Amphibians were generally under-recorded; however, there are confirmed records of great crested newts in the Fire Service College area.

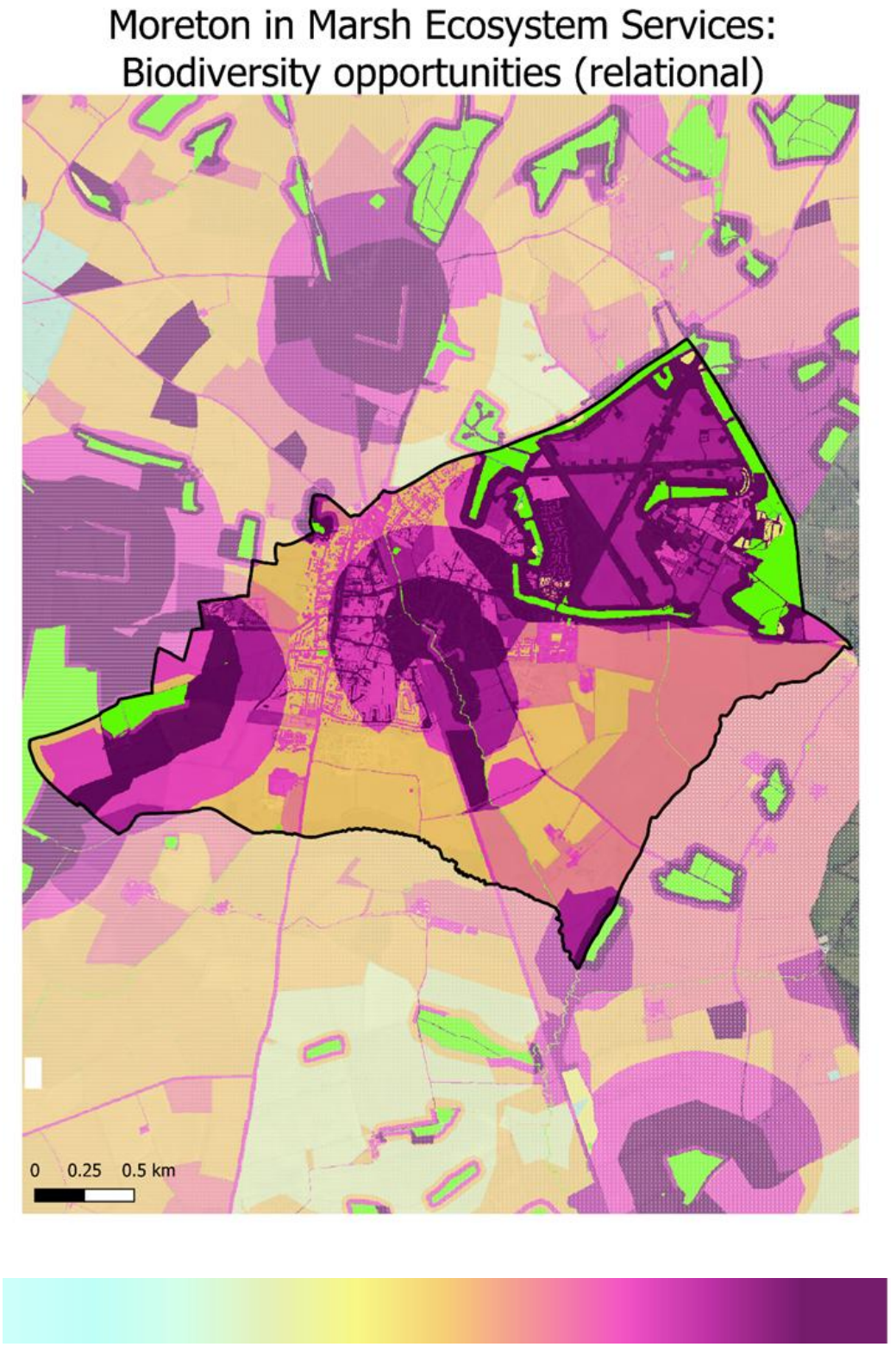
Overall, the data reveals a clear north-south divide, with the majority of records coming from the northern, more urbanised part of the parish. The rural southern area shows a lack of records, which may be attributed to limited access to private land or lower surveyor effort in that region.


Moreton in Marsh Town Council
Distribution of all species records by taxon group
Key
All records
Amphibian
Bird
Invertebrate
Plant
Fungus
Reptile
Mammal
0 250 500 m

Biodiversity baseline



Biodiversity Opportunity



Biodiversity baseline and opportunities map explained

Biodiversity is treated as a natural capital 'bundled benefit', comprising the ability of a habitat to support a diverse range of species, thus providing a variety of environmental, social, and economic benefits. Biodiversity has both a baseline and an opportunity map. The maps are relational, with both the underlying habitat inventory and other factors being considered for scoring. For the baseline biodiversity map, the Nature Recovery Network and associated habitat connectivity were used as modifiers. For the opportunity layer, the Nature Recovery Network was used as a modifier, along with potential connectivity gains and a blanket category of existing Core Habitats. Thus, the areas of highest opportunity are darkest/ warmest on the map, but existing (assumed low opportunity) Priority Habitats are highlighted in green. For more information, please see the Map Metadata section of the Gloucestershire Natural Capital Mapping Project website: https://naturalcapital.gcerdata.com/

Opportunities for Increasing Biodiversity

Biodiversity records in Moreton in Marsh can be significantly improved by encouraging local residents to engage in both local and national recording initiatives. Locally, participation in schemes such as the Garden Bird Survey (run by GCER) or the People's Nature Reserve project (led by GWT) can contribute valuable data. National schemes, including the People's Trust for Endangered Species' Living with Mammals project and the National Earthworm Recording Scheme, also offer accessible opportunities for community involvement. In addition to formal schemes, GCER accepts biodiversity records submitted via email and also has access to verified records submitted through iRecord, iNaturalist, and Living Record.

Moreton in Marsh contains several high-value Biodiversity Opportunity Areas, many of which align with sites identified as potential Local Wildlife Sites (pLWS). Targeted biodiversity improvements in these areas could lead to significant ecological gains within the parish. By adopting the Lawton principles of creating "more, bigger, better and more joined-up" habitats, both the quality and connectivity of local biodiversity can be enhanced.

To begin implementing this approach, the following actions are recommended:

- Increase local biodiversity recording through community engagement and participation in citizen science projects.

- Review and assess potential LWS sites for formal designation by the County's LWS Officer.

- Evaluate town council–owned land to determine whether Biodiversity Net Gain (BNG) credits can be retained locally, thereby enhancing existing habitats.

- Promote wildlife-friendly gardening by encouraging residents to leave areas for nature and support pollinators and native species.

- Assess road verges for their biodiversity value and explore the potential to register suitable sites as Protected Road Verges. Where current standards are not met, consider habitat improvements to qualify for future designation.

The recommendations provided in this report are based solely on a desk-based assessment of existing biodiversity data held by the Gloucestershire Centre for Environmental Records (GCER). While every effort has been made to ensure accuracy, the data may not reflect the full ecological value of the area due to limitations in recording coverage or access.

GCER strongly advises that any planning, land management, or conservation decisions be supported by a formal site survey conducted by a qualified ecologist to obtain up-to-date and site-specific information.

Appendix 1 – Overview of all species recorded with Moreton in Marsh Town boundary since records began (full list accompanies this report).

Total number of records	4791
Total number of species	803
Taxon group	Fungi

Taxon Name	Common Name	No. of records	First date recorded	Last date recorded	Status
Phallus impudicus var. togatus	Phallus impudicus var. togatus	1	21/07/1988	21/07/1988	
Auricularia auricula-judae	Jelly Ear	2	19/05/2006	24/11/2006	
Fomitopsis betulina	Razor Strop Fungus	2	19/05/2006	24/11/2006	
Phallus impudicus	Phallus impudicus	1	09/06/2006	09/06/2006	
Clavulinopsis fusiformis	Golden Spindles	1	25/10/2015	25/10/2015	
Gliophorus psittacinus	Parrot Waxcap	1	01/11/2015	01/11/2015	
Lepista nuda	Wood Blewit	1	24/11/2006	24/11/2006	
Calvatia gigantea	Giant Puffball	1	23/06/2006	23/06/2006	
Calocybe gambosa	St. George's Mushroom	1	06/04/2011	06/04/2011	
Puccinia sessilis	Arum Rust	1	06/04/2011	06/04/2011	
Taxon group	Vascular plants				
Taxon Name	**Common Name**	**No. of records**	**First date recorded**	**Last date recorded**	**Status**
Equisetum fluviatile	Water Horsetail	1	23/06/1987	23/06/1987	
Athyrium filix-femina	Lady-fern	2	21/07/1988	19/05/2006	
Pteridium aquilinum	Bracken	8	21/07/1988	23/06/2006	
Ophioglossum vulgatum	Adder's-tongue	4	19/05/2006	09/06/2006	
Dryopteris filix-mas	Male-fern	1	1976	1976	
Dryopteris filix-mas agg.	Dryopteris filix-mas agg.	6	21/07/1988	09/06/2006	

Dryopteris dilatata	Broad Buckler-fern	3	21/07/1988	19/05/2006	
Dryopteris carthusiana	Narrow Buckler-fern	2	19/05/2006	21/07/2006	
Taxus baccata	Yew	4	21/07/1988	23/06/2006	
Larix decidua	European Larch	6	09/06/2006	24/11/2006	
Pinus sylvestris	Scots Pine	2	01/09/2005	19/05/2006	RedList_Global_post94-LC ; NS-excludes
Poa annua	Annual Meadow-grass	5	1976	09/06/2006	
Fraxinus excelsior	Ash	15	1976	23/06/2006	
Potentilla sterilis	Barren Strawberry	2	21/07/1988	19/05/2006	
Solanum dulcamara	Bittersweet	4	1976	23/06/2006	
Crataegus monogyna	Hawthorn	17	1976	27/02/2017	
Corylus avellana	Hazel	10	1976	23/06/2006	
Stachys sylvatica	Hedge Woundwort	10	1976	23/06/2006	
Geranium robertianum	Herb-Robert	12	1976	24/11/2006	
Heracleum sphondylium	Hogweed	12	1976	23/06/2006	
Ilex aquifolium	Holly	8	21/07/1988	24/11/2006	
Lonicera periclymenum	Honeysuckle	6	1976	23/06/2006	
Hedera helix	Ivy	9	1976	23/06/2006	
Arctium minus	Lesser Burdock	7	21/07/1988	23/06/2006	
Arrhenatherum elatius	False Oat-grass	18	1976	23/06/2006	
Arum maculatum	Lords-and-Ladies	8	01/09/2005	23/06/2006	
Bellis perennis	Daisy	11	23/06/1987	03/04/2017	
Betula pendula	Silver Birch	11	21/07/1988	24/11/2006	
Carex flacca	Glaucous Sedge	6	23/06/1987	21/07/2006	
Carex hirta	Hairy Sedge	5	1976	21/07/2006	
Centaurea nigra sens. lat. (=nigra/debeauxii)	Common Knapweed	13	1976	23/06/2006	
Cirsium arvense	Creeping Thistle	11	1976	23/06/2006	
Dactylis glomerata	Cock's-foot	19	1976	23/06/2006	
Deschampsia cespitosa	Tufted Hair-grass	10	1976	23/06/2006	
Festuca rubra agg.	Festuca rubra agg.	18	23/06/1987	23/06/2006	

Galium aparine	Cleavers	16	1976	24/11/2006	
Geum urbanum	Wood Avens	14	1976	24/11/2006	
Ulmus procera	English Elm	8	1976	24/11/2006	
Veronica chamaedrys	Germander Speedwell	16	21/07/1988	23/06/2006	
Vicia sativa	Common Vetch	7	19/05/2006	23/06/2006	
Vicia sepium	Bush Vetch	9	1976	23/06/2006	
Lamiastrum galeobdolon subsp. argentatum	Lamiastrum galeobdolon subsp. argentatum	1	19/05/2006	19/05/2006	Invasive non native species
Acer pseudoplatanus	Sycamore	11	21/07/1988	24/11/2006	
Aegopodium podagraria	Ground-elder	1	19/05/2006	19/05/2006	
Aesculus hippocastanum	Horse-chestnut	1	19/05/2006	19/05/2006	
Agrostis capillaris	Common Bent	8	01/09/2005	23/06/2006	
Ajuga reptans	Bugle	5	21/07/1988	21/07/2006	
Alliaria petiolata	Garlic Mustard	6	19/05/2006	23/06/2006	
Anemone nemorosa	Wood Anemone	1	19/05/2006	19/05/2006	
Brachypodium sylvaticum	False-brome	5	1976	09/06/2006	
Rumex conglomeratus	Clustered Dock	9	1976	09/06/2006	
Rumex	Dock	1	19/05/2006	19/05/2006	
Salix caprea	Goat Willow	11	1976	09/06/2006	
Sambucus nigra	Elder	8	1976	24/11/2006	
Scrophularia nodosa	Common Figwort	4	21/07/1988	09/06/2006	
Silene dioica	Red Campion	5	21/07/1988	09/06/2006	
Sorbus aucuparia	Rowan	3	21/07/1988	19/05/2006	
Stellaria media agg.	Stellaria media agg.	3	21/07/1988	23/06/2006	
Dioscorea communis	Black Bryony	5	21/07/1988	09/06/2006	
Taraxacum	Dandelion	12	1976	23/06/2006	
Ulmus glabra	Wych Elm	3	21/07/1988	19/05/2006	

Urtica dioica	Common Nettle	18	1976	24/11/2006	
Veronica hederifolia	Ivy-leaved Speedwell	1	19/05/2006	19/05/2006	
Viburnum lantana	Wayfaring-tree	2	21/07/1988	19/05/2006	
Rosa canina agg.	Rosa canina agg.	9	01/09/2005	23/06/2006	
Poa trivialis	Rough Meadow-grass	20	23/06/1987	23/06/2006	
Lotus corniculatus	Common Bird's-foot-trefoil	9	01/09/2005	23/06/2006	
Stellaria graminea	Lesser Stitchwort	11	1976	23/06/2006	
Hypericum perforatum	Perforate St John's-wort	4	09/06/2006	23/06/2006	
Rumex obtusifolius	Broad-leaved Dock	6	1976	23/06/2006	
Chamerion angustifolium	Rosebay Willowherb	7	1976	23/06/2006	
Anthriscus sylvestris	Cow Parsley	11	1976	23/06/2006	
Bromus hordeaceus	Soft-brome	4	23/06/1987	23/06/2006	
Cerastium glomeratum	Sticky Mouse-ear	2	1976	09/06/2006	
Juncus conglomeratus	Compact Rush	8	01/09/2005	21/07/2006	
Juncus effusus	Soft-rush	7	23/06/1987	09/06/2006	
Lapsana communis	Nipplewort	5	1976	09/06/2006	
Myosotis arvensis	Field Forget-me-not	13	21/07/1988	23/06/2006	
Prunella vulgaris	Selfheal	16	1976	23/06/2006	
Quercus robur	Pedunculate Oak	13	1976	23/06/2006	
Ficaria verna	Lesser Celandine	6	19/05/2006	03/04/2017	
Ranunculus repens	Creeping Buttercup	14	1976	23/06/2006	
Rubus fruticosus agg.	Bramble	11	1976	24/11/2006	
Rumex sanguineus	Wood Dock	3	21/07/1988	23/06/2006	
Centaurium erythraea	Common Centaury	4	01/09/2005	09/06/2006	
Fagus sylvatica	Beech	5	01/09/2005	23/06/2006	
Hypochaeris radicata	Cat's-ear	8	01/09/2005	23/06/2006	
Leucanthemum vulgare	Oxeye Daisy	13	1976	23/06/2006	
Holcus mollis	Creeping Soft-grass	8	01/09/2005	23/06/2006	
Acer campestre	Field Maple	10	1976	23/06/2006	

Achillea millefolium	Yarrow	13	1976	23/06/2006	
Bromus sterilis	Barren Brome	1	09/06/2006	09/06/2006	
Ribes rubrum	Red Currant	2	21/07/1988	09/06/2006	
Rumex acetosa	Common Sorrel	10	1976	23/06/2006	
Jacobaea vulgaris	Common Ragwort	7	1976	23/06/2006	
Sorbus aria agg.	Common Whitebeam	7	01/09/2005	24/11/2006	
Tragopogon pratensis	Goat's-beard	6	01/09/2005	23/06/2006	
Trifolium dubium	Lesser Trefoil	6	23/06/1987	23/06/2006	
Trisetum flavescens	Yellow Oat-grass	4	09/06/2006	23/06/2006	
Buddleja davidii	Butterfly-bush	1	27/02/2017	27/02/2017	Invasive non native species
Cochlearia danica	Danish Scurvygrass	1	19/04/2021	19/04/2021	
Glyceria fluitans	Floating Sweet-grass	2	10/07/1978	23/06/1987	
Glyceria maxima	Reed Sweet-grass	1	23/06/1987	23/06/1987	
Holcus lanatus	Yorkshire-fog	19	1976	23/06/2006	
Hordeum secalinum	Meadow Barley	1	23/06/1987	23/06/1987	
Juncus inflexus	Hard Rush	8	1976	09/06/2006	
Lathyrus pratensis	Meadow Vetchling	8	1976	09/06/2006	
Scorzoneroides autumnalis	Autumn Hawkbit	1	23/06/1987	23/06/1987	
Lolium perenne	Perennial Rye-grass	7	1976	23/06/2006	
Lotus pedunculatus	Greater Bird's-foot-trefoil	5	23/06/1987	19/05/2006	
Silene flos-cuculi	Ragged-Robin	4	01/08/1986	25/11/1999	
Myosotis scorpioides	Water Forget-me-not	1	23/06/1987	23/06/1987	
Rorippa nasturtium-aquaticum agg.	Watercress	2	10/07/1978	23/06/1987	
Dactylorhiza praetermissa	Southern Marsh-orchid	3	23/06/1987	25/11/1999	
Agrimonia eupatoria	Agrimony	4	1976	09/06/2006	
Alopecurus pratensis	Meadow Foxtail	7	23/06/1987	09/06/2006	
Anagallis arvensis	Scarlet Pimpernel	1	01/09/2005	01/09/2005	

Anthoxanthum odoratum	Sweet Vernal-grass	7	23/06/1987	23/06/2006	
Hyacinthoides non-scripta	Bluebell	8	21/07/1988	23/06/2006	WACA-Sch8
Hypericum maculatum	Imperforate St John's-wort	2	01/09/2005	23/06/2006	
Iris foetidissima	Stinking Iris	2	01/09/2005	23/06/2006	
Knautia arvensis	Field Scabious	1	01/09/2005	01/09/2005	
Leontodon saxatilis	Lesser Hawkbit	1	01/09/2005	01/09/2005	
Ligustrum vulgare	Wild Privet	2	1976	01/09/2005	
Torilis japonica	Upright Hedge-parsley	4	1976	21/07/2006	
Trifolium campestre	Hop Trefoil	2	01/09/2005	23/06/2006	
Ulex europaeus	Gorse	8	1976	23/06/2006	
Ulex gallii	Western Gorse	2	21/07/1988	01/09/2005	
Verbascum nigrum	Dark Mullein	1	01/09/2005	01/09/2005	
Veronica officinalis	Heath Speedwell	2	01/09/2005	21/07/2006	
Viburnum opulus	Guelder-rose	4	1976	09/06/2006	
Saponaria officinalis	Soapwort	2	01/09/2005	09/06/2006	
Veronica polita	Grey Field-speedwell	1	01/09/2005	01/09/2005	
Sedum acre	Biting Stonecrop	5	1976	23/06/2006	
Lamium album	White Dead-nettle	3	1976	09/06/2006	
Medicago lupulina	Black Medick	6	1976	23/06/2006	
Plantago lanceolata	Ribwort Plantain	13	1976	23/06/2006	
Potentilla reptans	Creeping Cinquefoil	11	1976	23/06/2006	
Primula veris	Cowslip	3	19/05/2006	21/07/2006	
Ranunculus bulbosus	Bulbous Buttercup	5	19/05/2006	09/06/2006	
Trifolium repens	White Clover	6	1976	23/06/2006	
Veronica serpyllifolia	Thyme-leaved Speedwell	2	19/05/2006	19/05/2006	
Glechoma hederacea	Ground-ivy	13	1976	24/11/2006	
Prunus avium	Wild Cherry	11	21/07/1988	23/06/2006	
Leontodon hispidus	Rough Hawkbit	1	1976	1976	

Malus sylvestris	Crab Apple	5	1976	23/06/2006	
Taraxacum officinale agg.	Dandelion	2	21/07/1988	11/03/2017	
Phalaris arundinacea	Reed Canary-grass	3	10/07/1978	23/06/1987	
Plantago major	Greater Plantain	3	1976	01/09/2005	
Potentilla anserina	Silverweed	2	1976	23/06/1987	
Ranunculus acris	Meadow Buttercup	8	1976	09/06/2006	
Ranunculus flammula	Lesser Spearwort	3	01/08/1986	23/06/1987	
Jacobaea aquatica	Marsh Ragwort	1	23/06/1987	23/06/1987	
Stellaria alsine	Bog Stitchwort	2	01/08/1986	23/06/1987	
Trifolium pratense	Red Clover	6	23/06/1987	23/06/2006	
Epipactis helleborine	Broad-leaved Helleborine	6	21/07/1988	21/07/2006	
Euonymus europaeus	Spindle	5	1976	23/06/2006	
Fumaria officinalis	Common Fumitory	2	01/09/2005	23/06/2006	
Galium mollugo	Hedge Bedstraw	1	01/09/2005	01/09/2005	
Galium palustre	Marsh-bedstraw	6	23/06/1987	21/07/2006	
Galium verum	Lady's Bedstraw	6	01/09/2005	23/06/2006	
Geranium dissectum	Cut-leaved Crane's-bill	5	23/06/1987	23/06/2006	
Geranium molle	Dove's-foot Crane's-bill	5	1976	23/06/2006	
Salix cinerea	Common Sallow	3	1976	01/09/2005	
Jacobaea erucifolia	Hoary Ragwort	5	1976	09/06/2006	
Sherardia arvensis	Field Madder	2	01/09/2005	19/05/2006	
Sonchus arvensis	Perennial Sow-thistle	2	01/09/2005	21/07/2006	
Sedum album	White Stonecrop	5	01/09/2005	23/06/2006	
Mentha spicata	Spear Mint	1	01/09/2005	01/09/2005	
Mentha x villosa var. villosa	Mentha x villosa var. villosa	1	01/09/2005	01/09/2005	
Acer platanoides	Norway Maple	5	1976	24/11/2006	
Prunus spinosa	Blackthorn	8	1976	23/06/2006	
Quercus cerris	Turkey Oak	5	01/09/2005	21/07/2006	

Rosa arvensis	Field-rose	4	1976	23/06/2006	
Cerastium fontanum	Common Mouse-ear	14	23/06/1987	23/06/2006	
Cirsium vulgare	Spear Thistle	8	1976	23/06/2006	
Luzula campestris	Field Wood-rush	3	19/05/2006	23/06/2006	
Cirsium palustre	Marsh Thistle	8	10/08/1978	21/07/2006	
Poa pratensis	Poa pratensis	4	01/09/2005	23/06/2006	
Crataegus laevigata	Midland Hawthorn	1	1976	1976	
Crepis capillaris	Smooth Hawk's-beard	7	1976	23/06/2006	
Epilobium hirsutum	Great Willowherb	9	1976	21/07/2006	
Festuca	Fescue	1	1976	1976	
Fragaria vesca	Wild Strawberry	2	1976	21/07/1988	
Stellaria media	Common Chickweed	1	1976	1976	
Vicia hirsuta	Hairy Tare	4	1976	09/06/2006	
Cynosurus cristatus	Crested Dog's-tail	5	23/06/1987	23/06/2006	
Festuca gigantea	Giant Fescue	3	21/07/1988	21/07/2006	
Helleborus foetidus	Stinking Hellebore	2	09/06/2006	23/06/2006	NS-excludes
Erophila verna	Erophila verna	1	09/06/2006	09/06/2006	
Hypericum calycinum	Rose-of-Sharon	1	21/07/2006	21/07/2006	
Vicia tetrasperma	Smooth Tare	2	23/06/2006	21/07/2006	
Senecio viscosus	Sticky Groundsel	1	21/07/2006	21/07/2006	
Melissa officinalis	Balm	1	21/07/2006	21/07/2006	
Cardamine pratensis	Cuckooflower	3	23/06/1987	19/05/2006	
Cornus sanguinea	Dogwood	5	21/07/1988	23/06/2006	
Betula pubescens	Downy Birch	3	21/07/1988	09/06/2006	
Circaea lutetiana	Enchanter's-nightshade	5	1976	09/06/2006	
Bromopsis ramosa	Hairy-brome	3	21/07/1988	09/06/2006	
Conopodium majus	Pignut	1	21/07/1988	21/07/1988	
Moehringia trinervia	Three-nerved Sandwort	3	21/07/1988	23/06/2006	
Caltha palustris	Marsh-marigold	3	01/08/1986	25/11/1999	
Agrostis tenerrima	Agrostis tenerrima	1	1976	1976	

Eleocharis palustris	Common Spike-rush	1	23/06/1987	23/06/1987	
Epilobium parviflorum	Hoary Willowherb	1	23/06/1987	23/06/1987	
Festuca pratensis	Meadow Fescue	1	23/06/1987	23/06/1987	
Filipendula ulmaria	Meadowsweet	4	10/07/1978	23/06/1987	
Populus tremula	Aspen	1	01/08/1986	01/08/1986	
Phragmites australis	Common Reed	1	01/08/1986	01/08/1986	
Geranium lucidum	Shining Crane's-bill	1	19/05/2006	19/05/2006	
Pastinaca sativa	Wild Parsnip	3	01/09/2005	23/06/2006	
Ophrys apifera	Bee Orchid	2	09/06/2006	23/06/2006	
Silene latifolia	White Campion	5	09/06/2006	23/06/2006	
Silene latifolia x dioica = S. x hampeana	Hybrid Campion	1	09/06/2006	09/06/2006	
Alchemilla vulgaris agg.	Lady's-mantle	1	09/06/2006	09/06/2006	
Tilia platyphyllos x cordata = T. x europaea	Lime	3	09/06/2006	21/07/2006	
Phleum bertolonii	Smaller Cat's-tail	3	23/06/2006	21/07/2006	
Papaver rhoeas	Common Poppy	2	01/09/2005	21/07/2006	
Reseda lutea	Wild Mignonette	2	23/06/2006	21/07/2006	
Rosa	Rose	2	01/09/2005	21/07/2006	
Sison amomum	Stone Parsley	1	21/07/2006	21/07/2006	
Verbascum thapsus	Great Mullein	2	09/06/2006	21/07/2006	
Viola	Violet	3	19/05/2006	21/07/2006	
Salix euxina x alba = S. x fragilis	Hybrid Crack-willow	3	10/07/1978	10/08/1978	
Agrostis stolonifera	Creeping Bent	3	10/07/1978	10/08/1978	
Carex riparia	Greater Pond-sedge	1	10/07/1978	10/07/1978	
Conium maculatum	Hemlock	4	10/07/1978	23/06/2006	
Philadelphus	Mock-Orange	1	23/06/2006	23/06/2006	
Syringa vulgaris	Lilac	1	23/06/2006	23/06/2006	
Fallopia baldschuanica	Russian-vine	1	23/06/2006	23/06/2006	Invasive non native species

Carex spicata	Spiked Sedge	4	23/06/1987	21/07/2006	
Carex viridula subsp. oedocarpa	Common Yellow-sedge	1	23/06/2006	23/06/2006	
Anthyllis vulneraria	Kidney Vetch	1	1976	1976	
Arctium	Burdock	1	1976	1976	
Castanea sativa	Sweet Chestnut	3	1976	21/07/2006	
Cerastium fontanum subsp. vulgare	Cerastium fontanum subsp. vulgare	1	1976	1976	
Senecio vulgaris	Groundsel	3	1976	23/06/2006	
Sonchus asper	Prickly Sow-thistle	2	1976	23/06/2006	
Sonchus oleraceus	Smooth Sow-thistle	2	1976	23/06/2006	
Epilobium montanum	Broad-leaved Willowherb	3	21/07/1988	09/06/2006	
Viola riviniana	Common Dog-violet	3	21/07/1988	19/05/2006	
Poa nemoralis	Wood Meadow-grass	3	21/07/1988	23/06/2006	
Carex sylvatica	Wood-sedge	3	21/07/1988	19/05/2006	
Oxalis acetosella	Wood-sorrel	1	21/07/1988	21/07/1988	
Atriplex patula	Common Orache	1	01/09/2005	01/09/2005	
Campanula rotundifolia	Harebell	1	01/09/2005	01/09/2005	
Carex pendula	Pendulous Sedge	3	10/08/1978	21/07/2006	
Centaurea scabiosa	Greater Knapweed	3	01/09/2005	23/06/2006	
Cirsium acaule	Dwarf Thistle	1	01/09/2005	01/09/2005	
Linum catharticum	Fairy Flax	1	01/09/2005	01/09/2005	
Picris echioides	Bristly Oxtongue	1	01/09/2005	01/09/2005	
Polygonum aviculare agg.	Polygonum aviculare agg.	1	01/09/2005	01/09/2005	
Potentilla erecta	Tormentil	2	1976	01/09/2005	
Polygonum aviculare	Knotgrass	1	1976	1976	
Rosa canina	Dog-rose	1	1976	1976	
Rubus idaeus	Raspberry	2	1976	01/09/2005	
Narcissus	Daffodil	2	19/05/2006	09/06/2006	

Polygonatum multiflorum x odoratum = P. x hybridum	Garden Solomon's-seal	1	19/05/2006	19/05/2006	
Crepis vesicaria	Beaked Hawk's-beard	1	09/06/2006	09/06/2006	
Veronica montana	Wood Speedwell	1	09/06/2006	09/06/2006	
Primula veris x vulgaris = P. x polyantha	False Oxlip	2	09/06/2006	09/06/2006	
Rhinanthus minor	Yellow-rattle	1	09/06/2006	09/06/2006	
Prunus	Cherry	1	09/06/2006	09/06/2006	
Viola odorata	Sweet Violet	2	09/06/2006	23/06/2006	
Myosotis sylvatica	Wood Forget-me-not	1	09/06/2006	09/06/2006	
Juncus bulbosus	Bulbous Rush	1	21/07/2006	21/07/2006	
Carex binervis	Green-ribbed Sedge	3	19/05/2006	21/07/2006	
Galeopsis tetrahit agg.	Common Hemp-Nettle agg.	4	09/06/2006	21/07/2006	
Galium saxatile	Heath Bedstraw	1	24/11/2006	24/11/2006	
Malus	Apple	2	19/05/2006	24/11/2006	
Salix alba	White Willow	2	10/08/1978	10/08/1978	
Scrophularia auriculata	Water Figwort	3	10/07/1978	10/08/1978	
Sparganium erectum	Branched Bur-reed	3	10/07/1978	10/08/1978	
Mentha spicata x suaveolens = M. x villosa	Apple-mint	1	23/06/2006	23/06/2006	
Barbarea vulgaris	Winter-cress	3	10/07/1978	21/07/2006	
Carduus crispus	Welted Thistle	1	21/07/2006	21/07/2006	
Chaerophyllum temulum	Rough Chervil	1	21/07/2006	21/07/2006	
Catapodium rigidum	Fern-grass	1	29/01/2008	29/01/2008	
Apium nodiflorum	Fool's-water-cress	2	06/09/2002	06/09/2002	
Iris pseudacorus	Yellow Iris	1	06/09/2002	06/09/2002	
Dipsacus fullonum	Dipsacus fullonum	2	10/07/1978	01/09/2005	
Berula erecta	Lesser Water-parsnip	1	10/07/1978	10/07/1978	

Sparganium emersum	Unbranched Bur-reed	1	10/07/1978	10/07/1978	
Veronica anagallis-aquatica	Blue Water-speedwell	1	10/07/1978	10/07/1978	
Veronica beccabunga	Brooklime	3	10/07/1978	23/06/1987	
Elodea canadensis	Canadian Waterweed	1	10/07/1978	10/07/1978	Invasive non native species
Potamogeton crispus	Curled Pondweed	1	10/07/1978	10/07/1978	
Zannichellia palustris	Horned Pondweed	1	10/07/1978	10/07/1978	
Luzula multiflora	Heath Wood-rush	1	19/05/2006	19/05/2006	
Veronica arvensis	Wall Speedwell	3	09/06/2006	23/06/2006	
Orobanche minor	Common Broomrape	1	23/06/2006	23/06/2006	
Alopecurus geniculatus	Marsh Foxtail	1	23/06/1987	23/06/1987	
Carex disticha	Brown Sedge	1	23/06/1987	23/06/1987	
Carex nigra	Common Sedge	1	23/06/1987	23/06/1987	
Carex panicea	Carnation Sedge	1	23/06/1987	23/06/1987	
Sanguisorba officinalis	Great Burnet	1	23/06/1987	23/06/1987	
Convolvulus arvensis	Field Bindweed	3	01/09/2005	23/06/2006	
Cotoneaster	Cotoneaster	1	01/09/2005	01/09/2005	
Daucus carota	Wild Carrot	1	01/09/2005	01/09/2005	
Pulicaria dysenterica	Common Fleabane	1	01/09/2005	01/09/2005	
Reseda luteola	Weld	1	01/09/2005	01/09/2005	
Digitalis purpurea	Foxglove	1	19/05/2006	19/05/2006	
Alisma plantago-aquatica	Water-plantain	1	10/08/1978	10/08/1978	
Dactylorhiza fuchsii	Common Spotted-orchid	1	09/06/2006	09/06/2006	
Elymus caninus	Bearded Couch	1	23/06/2006	23/06/2006	
Arenaria serpyllifolia	Thyme-leaved Sandwort	1	23/06/2006	23/06/2006	
Vulpia bromoides	Squirreltail Fescue	1	23/06/2006	23/06/2006	
Taxon group	Invertebrates				
Taxon Name	**Common Name**	**No. of records**	**First date recorded**	**Last date recorded**	**Status**

Monacha (Monacha) cantiana	Kentish Snail	2	01/09/2005	09/06/2006	
Cepaea (Cepaea) nemoralis	Brown-lipped Snail	3	19/05/2006	23/06/2006	
Arianta arbustorum	Copse Snail	1	09/06/2006	09/06/2006	
Cornu aspersum	Common Garden Snail	2	09/06/2006	23/06/2006	
Xeroplexa intersecta	Wrinkled Snail	1	09/06/2006	09/06/2006	
Limax maximus	Leopard Slug	1	03/04/2017	03/04/2017	
Oxychilus (Oxychilus) alliarius	Garlic Snail	1	19/05/2006	19/05/2006	
Cepaea (Cepaea) hortensis	White-lipped Snail	1	19/05/2006	19/05/2006	
Clausilia (Clausilia) bidentata	Two-toothed Door Snail	1	19/05/2006	19/05/2006	
Trochulus (Trochulus) striolatus	Strawberry Snail	2	09/06/2006	23/06/2006	
Lumbricus terrestris	Common Earthworm	2	08/03/2017	08/03/2017	
Dendrobaena veneta	Dendrobaena veneta	1	10/06/2017	10/06/2017	
Allolobophora chlorotica	Green Worm	3	10/06/2017	10/06/2017	
Bimastos eiseni	Bimastos eiseni	1	10/06/2017	10/06/2017	
Lumbricus castaneus	Chestnut Worm	1	10/06/2017	10/06/2017	
Satchellius mammalis	Little Tree Worm	1	10/06/2017	10/06/2017	
Aporrectodea longa	Blackhead	1	10/06/2017	10/06/2017	
Aporrectodea rosea	Mucous Worm	1	10/06/2017	10/06/2017	
Eisenia fetida	Manure Worm	1	10/06/2017	10/06/2017	
Philoscia muscorum	Common Striped Woodlouse	2	09/06/2006	08/03/2017	
Oniscus asellus	Common Shiny Woodlouse	1	09/06/2006	09/06/2006	
Pyrrhosoma nymphula	Large Red Damselfly	2	09/06/2006	29/05/2020	
Anax imperator	Emperor Dragonfly	1	03/08/2021	03/08/2021	
Aeshna cyanea	Southern Hawker	2	01/09/2005	08/09/2020	

Sympetrum striolatum	Common Darter	1	01/09/2005	01/09/2005	
Limnephilus marmoratus	Limnephilus marmoratus	1	21/07/2020	21/07/2020	
Limnephilus lunatus	Limnephilus lunatus	3	12/07/2020	15/09/2020	
Phryganea grandis	Phryganea grandis	1	12/07/2020	12/07/2020	
Limnephilidae	Limnephilidae	1	21/03/2021	21/03/2021	
Goera pilosa	Goera pilosa	1	21/07/2020	21/07/2020	
Hydropsyche	Hydropsyche	1	06/08/2020	06/08/2020	
Mystacides longicornis	Mystacides longicornis	3	21/05/2020	12/07/2020	
Mystacides azurea	Mystacides azurea	1	19/05/2020	19/05/2020	
Oecetis ochracea	Oecetis ochracea	1	21/05/2020	21/05/2020	
Meconema thalassinum	Oak Bush-cricket	2	20/05/1995	09/09/2021	
Chorthippus brunneus	Field Grasshopper	1	01/09/2005	01/09/2005	
Pseudochorthippus parallelus	Meadow Grasshopper	2	01/09/2005	08/07/2017	
Tettigonia viridissima	Great Green Bush-cricket	1	16/10/2010	16/10/2010	
Leptophyes punctatissima	Speckled Bush-cricket	2	09/08/2019	09/07/2022	
Harmonia axyridis	Harlequin Ladybird	8	04/05/2014	13/07/2014	
Melolontha melolontha	Common Cockchafer	1	19/05/2020	19/05/2020	
Nicrophorus vespillo	Common Burying Beetle	1	05/07/2018	05/07/2018	
Coccinella septempunctata	7-spot Ladybird	5	19/05/2006	24/02/2019	
Adalia bipunctata	2-spot Ladybird	1	21/07/2006	21/07/2006	
Lampyris noctiluca	Glow-worm	1	28/06/2019	28/06/2019	
Hydriomena furcata	July Highflyer	4	07/07/2018	21/07/2020	
Hylaea fasciaria	Barred Red	1	25/06/2020	25/06/2020	
Hypena proboscidalis	Snout	6	07/06/2018	15/09/2020	
Idaea aversata	Riband Wave	16	07/07/2017	06/09/2020	
Idaea dimidiata	Single-dotted Wave	6	07/07/2018	25/07/2020	

Idaea trigeminata	Treble Brown Spot	2	30/05/2020	25/06/2020	
Lacanobia oleracea	Bright-line Brown-eye	11	07/06/2018	21/07/2020	
Orthosia gothica	Hebrew Character	19	08/04/2018	16/05/2020	
Orthosia gracilis	Powdered Quaker	4	11/04/2020	07/05/2020	BAP-2007 ; England_NERC_S.41
Orthosia incerta	Clouded Drab	5	08/04/2018	09/04/2020	
Ochropleura plecta	Flame Shoulder	23	18/05/2018	24/08/2022	
Subacronicta megacephala	Poplar Grey	4	14/07/2018	28/07/2020	
Crocallis elinguaria	Scalloped Oak	9	19/07/2017	21/07/2020	
Eilema complana	Scarce Footman	11	07/07/2018	28/07/2020	
Eilema sororcula	Orange Footman	2	09/05/2020	21/07/2020	
Ennomos erosaria	September Thorn	2	21/07/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Eremobia ochroleuca	Dusky Sallow	8	19/07/2017	06/08/2020	
Laspeyria flexula	Beautiful Hook-tip	6	07/07/2017	25/07/2020	
Luperina testacea	Flounced Rustic	1	06/09/2020	06/09/2020	
Mamestra brassicae	Cabbage Moth	3	21/05/2020	28/07/2020	
Mesapamea secalis	Common Rustic	12	04/08/2019	01/08/2020	
Mesoleuca albicillata	Beautiful Carpet	1	31/07/2020	31/07/2020	
Emmelina monodactyla	Common Plume	11	10/06/2018	08/04/2023	
Ethmia dodecea	Gromwell Ermine	1	25/06/2020	25/06/2020	Notable-B
Patania ruralis	Mother of Pearl	11	30/06/2018	25/07/2020	
Acleris variegana	Garden Rose Tortrix	2	31/07/2020	01/08/2020	
Pyrausta aurata	Mint Moth	5	26/05/2020	06/08/2020	
Orthosia cerasi	Common Quaker	8	08/04/2018	11/04/2020	
Oligia fasciuncula	Middle-barred Minor	1	28/06/2019	28/06/2019	
Mythimna pallens	Common Wainscot	15	07/07/2017	15/09/2020	
Phragmatobia fuliginosa	Ruby Tiger	10	19/07/2017	15/09/2020	
Eilema lurideola	Common Footman	20	01/07/2017	06/08/2020	
Colostygia pectinataria	Green Carpet	10	28/05/2018	15/09/2020	
Spilosoma lutea	Buff Ermine	23	14/05/2018	27/05/2022	BAP-2007 ; England_NERC_S.41

Agrotis exclamationis	Heart & Dart	37	28/05/2018	14/06/2022	
Apamea sordens	Rustic Shoulder-knot	6	02/05/2020	27/05/2022	
Epirrhoe alternata alternata	Common Carpet	5	04/08/2019	27/05/2022	
Spilosoma lubricipeda	White Ermine	13	20/05/2018	27/05/2022	BAP-2007 ; England_NERC_S.41
Charanyca trigrammica	Treble Lines	17	28/05/2018	27/05/2022	
Anania hortulata	Small Magpie	17	28/05/2018	27/05/2022	
Deilephila porcellus	Small Elephant Hawk-moth	7	29/06/2019	27/05/2022	
Calliteara pudibunda	Pale Tussock	10	07/06/2018	29/05/2022	
Phyllonorycter leucographella	Firethorn Leaf Miner	1	08/04/2023	08/04/2023	
Xylocampa areola	Early Grey	5	08/04/2018	11/04/2020	
Bryopsis muralis	Marbled Green	7	07/07/2018	06/08/2020	
Celypha lacunana	Common Marble	4	28/05/2018	14/07/2020	
Alucita hexadactyla	Twenty-plume Moth	1	08/04/2018	08/04/2018	
Yponomeuta padella	Orchard Ermine	3	07/07/2018	14/07/2018	
Elophila nymphaeata	Brown China-mark	1	30/06/2018	30/06/2018	
Agrotis clavis	Heart & Club	9	27/06/2019	01/07/2020	
Pheosia tremula	Swallow Prominent	6	04/08/2019	26/05/2020	
Plusia festucae	Gold Spot	3	05/08/2019	15/09/2020	
Tyria jacobaeae	Cinnabar	22	01/09/2005	16/08/2020	BAP-2007 ; England_NERC_S.41
Xanthorhoe fluctuata fluctuata	Garden Carpet	9	09/04/2020	31/07/2020	
Xestia triangulum	Double-square Spot	5	14/07/2019	21/07/2020	
Hoplodrina octogenaria	Uncertain	19	23/06/2018	06/08/2020	
Peribatodes rhomboidaria	Willow Beauty	35	07/07/2017	29/05/2022	
Xestia c-nigrum	Setaceous Hebrew Character	11	16/09/2017	15/09/2020	
Zeuzera pyrina	Leopard Moth	1	25/06/2020	25/06/2020	
Acronicta rumicis	Knot Grass	2	07/05/2020	05/10/2020	BAP-2007 ; England_NERC_S.41

Agrotis puta	Shuttle-shaped Dart	20	21/04/2019	15/09/2020	
Alsophila aescularia	March Moth	3	08/04/2018	01/04/2020	
Anorthoa munda	Twin-spotted Quaker	2	14/04/2018	01/04/2020	
Lycia hirtaria	Brindled Beauty	5	20/04/2018	02/05/2020	BAP-2007 ; England_NERC_S.41
Mimas tiliae	Lime Hawk-moth	2	24/04/2020	06/09/2021	
Notodonta ziczac	Pebble Prominent	2	01/08/2018	07/05/2020	
Eupithecia vulgata	Common Pug	7	24/05/2020	21/07/2020	
Euproctis similis	Yellow-tail	4	30/06/2018	25/07/2020	
Opisthograptis luteolata	Brimstone Moth	23	01/07/2017	15/09/2020	
Orthosia cruda	Small Quaker	3	14/03/2020	11/04/2020	
Phalera bucephala	Buff-tip	20	30/06/2018	21/07/2020	
Eupithecia exiguata	Mottled Pug	3	07/05/2020	30/05/2020	
Anarta trifolii	Nutmeg	1	21/05/2020	21/05/2020	
Apamea anceps	Large Nutmeg	5	16/06/2018	30/05/2020	BAP-2007 ; England_NERC_S.41
Apamea lithoxylaea	Light Arches	7	19/07/2017	17/07/2020	
Apamea monoglypha	Dark Arches	19	19/07/2017	31/07/2020	
Eupithecia intricata	Eupithecia intricata	1	28/05/2020	28/05/2020	
Eupithecia pulchellata	Foxglove Pug	1	29/05/2020	29/05/2020	
Anticlea derivata	Streamer	2	20/04/2018	26/04/2020	
Chloroclysta siterata	Red-green Carpet	1	09/05/2020	09/05/2020	
Ourapteryx sambucaria	Swallow-tailed Moth	5	30/06/2016	25/06/2020	
Pasiphila rectangulata	Green Pug	2	07/07/2017	12/07/2020	
Pelurga comitata	Dark Spinach	2	17/07/2020	31/07/2020	BAP-2007 ; England_NERC_S.41
Lomaspilis marginata	Clouded Border	6	23/06/2018	12/07/2020	
Lomographa temerata	Clouded Silver	1	25/06/2020	25/06/2020	
Meganola albula	Kent Black Arches	1	12/07/2020	12/07/2020	
Miltochrista miniata	Rosy Footman	5	30/06/2018	21/07/2020	
Mythimna conigera	Brown-line Bright-eye	7	16/06/2018	25/07/2020	
Mythimna ferrago	Clay	1	12/07/2020	12/07/2020	
Mythimna impura	Smoky Wainscot	6	02/07/2017	15/09/2020	

Watsonalla binaria	Oak Hook-tip	5	12/07/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Perizoma alchemillata	Small Rivulet	3	01/07/2020	21/07/2020	
Cilix glaucata	Chinese Character	4	07/07/2017	17/07/2020	
Colocasia coryli	Nut-tree Tussock	10	29/07/2017	19/05/2020	
Diaphora mendica	Muslin Moth	10	14/05/2018	31/05/2020	
Abrostola tripartita	Spectacle	10	07/07/2017	07/06/2020	
Odontopera bidentata	Scalloped Hazel	1	26/05/2020	26/05/2020	
Oligia strigilis	Marbled Minor	6	30/06/2018	01/07/2020	
Orgyia antiqua	Vapourer	2	30/05/2022	30/05/2022	
Macroglossum stellatarum	Humming-bird Hawk-moth	3	11/08/2016	27/08/2022	
Pterophorus pentadactyla	White Plume Moth	1	06/08/2019	06/08/2019	
Yponomeuta evonymella	Bird-cherry Ermine	1	04/08/2019	04/08/2019	
Evergestis forficalis	Garden Pebble	3	06/08/2019	31/07/2020	
Pyrausta purpuralis	Common Purple & Gold	1	06/08/2019	06/08/2019	
Xestia xanthographa	Square-spot Rustic	3	14/07/2018	15/09/2020	
Eupithecia tripunctaria	White-spotted Pug	1	10/07/2020	10/07/2020	
Autographa gamma	Silver Y	10	01/09/2005	15/09/2020	
Biston betularia	Peppered Moth	7	07/07/2018	21/07/2020	
Hemistola chrysoprasaria	Small Emerald	2	12/07/2020	21/07/2020	BAP-2007 ; England_NERC_S.41
Cosmia trapezina	Dun-bar	3	12/07/2020	21/07/2020	
Herminia tarsipennalis	Fan-foot	3	12/07/2020	21/07/2020	
Idaea biselata	Small Fan-footed Wave	2	17/07/2020	21/07/2020	
Stauropus fagi	Lobster Moth	1	25/06/2020	25/06/2020	
Tethea ocularis	Figure of Eighty	1	19/05/2020	19/05/2020	
Thera britannica	Spruce Carpet	1	25/06/2020	25/06/2020	
Dysstroma truncata	Common Marbled Carpet	8	28/05/2018	15/09/2020	
Eilema griseola	Dingy Footman	3	29/07/2017	06/08/2020	

Ennomos fuscantaria	Dusky Thorn	1	15/09/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Ennomos quercaria	Clouded August Thorn	2	12/07/2020	31/07/2020	
Noctua fimbriata	Broad-bordered Yellow Underwing	5	19/07/2017	17/07/2020	
Noctua pronuba	Large Yellow Underwing	20	01/07/2017	15/09/2020	
Nola cucullatella	Short-cloaked Moth	1	01/07/2020	01/07/2020	
Notodonta dromedarius	Iron Prominent	2	28/05/2020	25/07/2020	
Eupithecia centaureata	Lime-speck Pug	11	29/07/2017	25/07/2020	
Furcula furcula	Sallow Kitten	3	03/08/2019	31/07/2020	
Hada plebeja	Shears	3	19/05/2020	15/09/2020	
Hydraecia micacea	Rosy Rustic	3	31/07/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Gandaritis pyraliata	Barred Straw	5	16/06/2018	25/06/2020	
Gymnoscelis rufifasciata	Double-striped Pug	2	11/04/2020	12/07/2020	
Hadena bicruris	Lychnis	1	21/06/2020	21/06/2020	
Hecatera bicolorata	Broad-barred White	3	14/07/2018	12/06/2020	
Rusina ferruginea	Brown Rustic	2	28/06/2019	25/06/2020	
Scopula imitaria	Small Blood-vein	2	25/06/2020	01/07/2020	
Selenia dentaria	Early Thorn	8	16/03/2017	21/07/2020	
Smerinthus ocellata	Eyed Hawk-moth	4	10/06/2018	16/06/2020	
Sphinx ligustri	Privet Hawk-moth	8	10/06/2018	17/07/2020	
Xanthorhoe spadicearia	Red Twin-spot Carpet	1	21/07/2020	21/07/2020	
Noctua comes	Lesser Yellow Underwing	4	14/07/2020	15/09/2020	
Electrophaes corylata	Broken-barred Carpet	1	29/05/2020	29/05/2020	
Callimorpha dominula	Scarlet Tiger	10	27/06/2017	06/07/2022	
Rivula sericealis	Straw Dot	5	16/06/2018	06/08/2019	
Cabera exanthemata	Common Wave	9	16/06/2018	17/07/2020	
Lymantria monacha	Black Arches	5	19/07/2017	08/08/2020	
Clostera curtula	Chocolate-tip	1	07/06/2018	07/06/2018	
Korscheltellus lupulina	Common Swift	1	07/06/2018	07/06/2018	

Arctia caja	Garden Tiger	3	07/07/2018	25/06/2020	BAP-2007 ; England_NERC_S.41
Axylia putris	Flame	5	07/06/2018	30/05/2020	
Diachrysia chrysitis	Burnished Brass	7	07/06/2018	15/09/2020	
Zygaena filipendulae	Six-spot Burnet	1	21/07/2006	21/07/2006	
Bryophila domestica	Marbled Beauty	4	19/07/2017	25/06/2020	
Acronicta tridens	Dark Dagger	2	07/07/2017	19/07/2017	
Hoplodrina blanda	Rustic	6	07/07/2017	25/06/2020	BAP-2007 ; England_NERC_S.41
Deilephila elpenor	Elephant Hawk-moth	27	19/07/2017	21/07/2020	
Hyles gallii	Bedstraw Hawk-moth	1	07/07/2017	07/07/2017	
Laothoe populi	Poplar Hawk-moth	7	02/08/2017	25/07/2020	
Camptogramma bilineata	Yellow Shell	5	18/06/2017	15/09/2020	
Cyclophora linearia	Clay Triple-lines	1	01/08/2018	01/08/2018	
Leucoma salicis	White Satin Moth	3	30/06/2018	25/06/2020	
Euthrix potatoria	Drinker	1	30/06/2018	30/06/2018	
Ennomos quercinaria	August Thorn	1	14/07/2018	14/07/2018	BAP-2007 ; England_NERC_S.41
Xanthorhoe montanata	Silver-ground Carpet	1	07/06/2018	07/06/2018	
Ennomos alniaria	Canary-shouldered Thorn	2	01/08/2018	01/08/2018	
Acasis viretata	Yellow-barred Brindle	1	07/05/2018	07/05/2018	
Hemithea aestivaria	Common Emerald	1	30/06/2018	30/06/2018	
Mesapamea secalis agg.	Common Rustic agg.	3	02/07/2017	01/08/2018	
Polia nebulosa	Grey Arches	3	07/06/2018	04/08/2019	
Melanchra persicariae	Dot Moth	5	30/06/2018	06/08/2019	BAP-2007 ; England_NERC_S.41
Cerastis rubricosa	Red Chestnut	1	14/04/2018	14/04/2018	
Plagodis dolabraria	Scorched Wing	2	28/05/2018	07/06/2018	
Cabera pusaria	Common White Wave	1	28/05/2018	28/05/2018	
Habrosyne pyritoides	Buff Arches	1	14/07/2018	14/07/2018	
Phlogophora meticulosa	Angle Shades	3	10/06/2018	23/06/2018	
Eupsilia transversa	Satellite	2	08/04/2018	14/04/2018	
Lacanobia thalassina	Pale-shouldered Brocade	1	28/05/2018	28/05/2018	

Autographa jota	Plain Golden Y	2	23/06/2018	25/06/2020	
Cucullia umbratica	Shark	1	07/06/2018	07/06/2018	
Amblyptilia acanthadactyla	Beautiful Plume	1	16/06/2018	16/06/2018	
Diurnea fagella	Early Reveller	1	08/04/2018	08/04/2018	
Stigmella malella	Apple Pygmy	1	23/09/2016	23/09/2016	
Stigmella hybnerella	Shining Hawthorn Dot	2	20/09/2016	23/09/2016	
Stigmella lemniscella	Beautiful Elm Dot	2	27/10/2012	20/09/2016	
Anthophila fabriciana	Common Nettle-tap	2	23/09/2016	23/09/2016	
Noctua janthe	Lesser Broad-bordered Yellow Underwing	5	04/08/2019	06/08/2020	
Apamea crenata	Clouded-bordered Brindle	2	28/06/2019	14/07/2020	
Phyllonorycter harrisella	White Oak Leaf-miner	1	20/09/2016	20/09/2016	
Bucculatrix albedinella	Elm Tuft	1	20/09/2016	20/09/2016	
Phyllonorycter geniculella	Sycamore Leaf-miner	1	23/09/2016	23/09/2016	
Stigmella viscerella	Plain Elm Dot	1	20/09/2016	20/09/2016	
Caloptilia stigmatella	Willow Stilt	1	23/09/2016	23/09/2016	
Caloptilia rufipennella	Rufous Stilt	1	27/10/2012	27/10/2012	
Chloroclystis v-ata	V-pug	2	07/07/2017	01/07/2020	
Xanthorhoe fluctuata	Garden Carpet	6	07/07/2017	14/07/2018	
Triodia sylvina	Orange Swift	1	29/07/2017	29/07/2017	
Agrochola lychnidis	Beaded Chestnut	3	01/09/2017	23/09/2017	BAP-2007 ; England_NERC_S.41
Geometra papilionaria	Large Emerald	2	23/06/2018	30/06/2018	
Cerura vinula	Puss Moth	1	07/07/2018	07/07/2018	
Pterostoma palpina	Pale Prominent	1	01/08/2018	01/08/2018	
Abraxas grossulariata	Magpie Moth	2	07/07/2018	31/07/2020	
Epirrhoe alternata	Common Carpet	4	28/05/2018	01/08/2018	
Amphipyra pyramidea agg.	Copper Underwing agg.	2	23/09/2017	01/08/2018	

Apamea remissa	Dusky Brocade	1	14/07/2018	14/07/2018	BAP-2007 ; England_NERC_S.41
Craniophora ligustri	Coronet	4	30/06/2018	12/07/2020	
Hecatera dysodea	Small Ranunculus	1	03/07/2019	03/07/2019	
Hepialus humuli	Ghost Moth	1	09/06/2015	09/06/2015	BAP-2007 ; England_NERC_S.41
Mesoligia furuncula	Cloaked Minor	1	31/07/2020	31/07/2020	
Anchoscelis lunosa	Lunar Underwing	1	15/09/2020	15/09/2020	
Operophtera brumata	Winter Moth	1	15/12/2020	15/12/2020	
Celypha striana	Barred Marble	1	14/07/2020	14/07/2020	
Hypsopygia costalis	Gold Triangle	4	01/07/2020	21/07/2020	
Hypsopygia glaucinalis	Double-striped Tabby	1	17/07/2020	17/07/2020	
Blastobasis adustella	Furness Dowd	1	31/07/2020	31/07/2020	
Carcina quercana	Long-horned Flat-body	1	31/07/2020	31/07/2020	
Yponomeuta rorrella	Willow Ermine	2	12/07/2020	14/07/2020	
Ypsolopha scabrella	Tufted Scallop	1	25/07/2020	25/07/2020	
Eudonia mercurella	Garden Grey	3	14/07/2020	21/07/2020	
Cochylichroa atricapitana	Black-fronted Straw	2	02/05/2020	31/07/2020	
Udea olivalis	Garden Pearl	1	25/06/2020	25/06/2020	
Aphomia sociella	Bee Moth	6	21/05/2020	12/07/2020	
Drymonia ruficornis	Lunar Marbled Brown	1	26/04/2020	26/04/2020	
Egira conspicillaris	Silver Cloud	1	16/05/2020	16/05/2020	
Eupithecia abbreviata	Brindled Pug	2	11/04/2020	24/04/2020	
Eupithecia dodoneata	Oak-tree Pug	1	26/04/2020	26/04/2020	
Agrotis segetum	Turnip Moth	2	28/05/2020	31/05/2020	
Alcis repandata	Mottled Beauty	2	19/06/2020	25/06/2020	
Anchoscelis litura	Brown-spot Pinion	1	15/09/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Amphipyra pyramidea	Copper Underwing	1	06/08/2020	06/08/2020	
Aporophyla nigra	Black Rustic	2	10/11/2017	15/09/2020	
Atethmia centrago	Centre-barred Sallow	1	15/09/2020	15/09/2020	BAP-2007 ; England_NERC_S.41
Caradrina clavipalpis	Pale Mottled Willow	1	15/09/2020	15/09/2020	

Xestia ditrapezium	Triple-spotted Clay	1	17/07/2020	17/07/2020	
Caradrina morpheus	Mottled Rustic	5	16/06/2020	31/07/2020	BAP-2007 ; England_NERC_S.41
Myelois circumvoluta	Thistle Ermine	2	12/06/2020	21/07/2020	
Epiphyas postvittana	Light Brown Apple Moth	2	06/08/2020	15/09/2020	
Anania coronata	Spotted Magpie	1	21/07/2020	21/07/2020	
Eudonia lacustrata	Little Grey	2	14/07/2020	31/07/2020	
Metalampra italica	Italian Bark Moth	1	31/07/2020	31/07/2020	
Adscita geryon	Cistus Forester	1	1973	1973	
Pabulatrix pabulatricula	Union Rustic	1	1890	1890	
Rheumaptera hastata	Argent & Sable	1	1900	1900	BAP-2007 ; England_NERC_S.41
Hoplodrina ambigua	Vine's Rustic	2	24/05/2020	31/05/2020	
Leucania comma	Shoulder-striped Wainscot	2	16/06/2020	21/06/2020	BAP-2007 ; England_NERC_S.41
Rheumaptera undulata	Scallop Shell	1	17/07/2020	17/07/2020	
Zygaena filipendulae filipendulae	Zygaena filipendulae filipendulae	1	19/07/2020	19/07/2020	
Campaea margaritaria	Light Emerald	1	21/07/2020	21/07/2020	
Conistra vaccinii	Chestnut	1	15/12/2020	15/12/2020	
Cosmia pyralina	Lunar-spotted Pinion	1	25/07/2020	25/07/2020	
Drepana falcataria	Pebble Hook-tip	1	28/07/2020	28/07/2020	
Dryobotodes eremita	Brindled Green	1	15/09/2020	15/09/2020	
Mormo maura	Old Lady	2	01/07/2017	02/07/2017	
Melanargia galathea	Marbled White	5	17/07/2019	04/08/2021	
Pieris rapae	Small White	29	23/07/2011	18/08/2021	
Pieris brassicae	Large White	27	09/06/2006	18/08/2021	
Maniola jurtina	Meadow Brown	8	23/06/2006	23/07/2020	
Pyronia tithonus	Gatekeeper	6	19/07/2020	04/08/2021	
Vanessa atalanta	Red Admiral	15	21/07/2006	18/08/2021	
Vanessa cardui	Painted Lady	8	21/07/2006	04/08/2021	
Aglais io	Peacock	12	21/07/2006	18/08/2021	
Lycaena phlaeas	Small Copper	2	09/06/2006	04/08/2021	

Erynnis tages	Dingy Skipper	3	09/06/2006	09/06/2006	BAP-2007 ; England_NERC_S.41
Gonepteryx rhamni	Brimstone	3	15/05/2005	31/07/2020	
Aglais urticae	Small Tortoiseshell	20	01/09/2005	18/08/2021	
Pararge aegeria	Speckled Wood	8	01/09/2005	29/04/2023	
Celastrina argiolus britanna	Holly Blue	2	15/05/2005	09/04/2017	
Polyommatus icarus	Common Blue	6	01/09/2005	08/08/2020	
Pieris napi	Green-veined White	2	21/07/2020	23/07/2021	
Thymelicus sylvestris	Small Skipper	3	23/06/2006	05/07/2020	
Pyronia tithonus tithonus	Gatekeeper or Hedge Brown	4	23/07/2011	18/07/2016	
Maniola jurtina jurtina	Meadow Brown	12	23/07/2011	26/07/2021	
Aphantopus hyperantus	Ringlet	11	23/06/2006	16/07/2021	
Pieris napi sabellicae	Green-veined White	2	15/05/2010	24/07/2012	
Gonepteryx rhamni rhamni	Brimstone	6	28/07/2011	24/03/2021	
Polygonia c-album	Comma	6	24/07/2012	26/08/2019	
Pararge aegeria tircis	Speckled Wood	1	18/07/2013	18/07/2013	
Thymelicus lineola	Essex Skipper	1	21/07/2006	21/07/2006	
Pyronia tithonus britanniae	Hedge Brown	1	21/07/2006	21/07/2006	
Melanargia galathea serena	Marbled White	1	21/07/2006	21/07/2006	
Satyrium w-album	White-letter Hairstreak	1	04/08/1996	04/08/1996	BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.5a
Lycaena phlaeas phlaeas	Small Copper	1	18/07/2016	18/07/2016	
Anthocharis cardamines britannica	Orange-tip	2	15/05/2010	12/05/2023	

Coenonympha pamphilus pamphilus	Small Heath	1	17/07/2019	17/07/2019	BAP-2007 ; England_NERC_S.41
Ochlodes sylvanus	Large Skipper	2	09/06/2006	23/06/2006	
Anthocharis cardamines	Orange-tip	1	19/05/2006	19/05/2006	
Limoniidae	Limoniidae	1	06/08/2020	06/08/2020	
Aulagromyza heringii	Aulagromyza heringii	1	27/10/2021	27/10/2021	
Cerodontha iridis	Cerodontha iridis	1	27/10/2021	27/10/2021	
Eupeodes corollae	Eupeodes corollae	1	21/05/2009	21/05/2009	
Episyrphus balteatus	Marmalade Hoverfly	1	21/05/2009	21/05/2009	
Chromatomyia ramosa	Chromatomyia ramosa	1	14/07/2018	14/07/2018	
Bombylius major	Dark-edged Bee-fly	4	20/03/2017	19/05/2018	
Epistrophe eligans	Epistrophe eligans	1	03/04/2017	03/04/2017	
Phytomyza agromyzina	Phytomyza agromyzina	3	20/09/2016	23/09/2016	
Phytoliriomyza hilarella	Phytoliriomyza hilarella	1	23/09/2016	23/09/2016	
Physocephala rufipes	Physocephala rufipes	1	15/07/1970	15/07/1970	
Phytomyza ilicis	Holly Leaf Gall Fly	1	28/01/2019	28/01/2019	
Phytomyza flavicornis	Phytomyza flavicornis	1	28/01/2019	28/01/2019	
Melanagromyza lappae	Melanagromyza lappae	1	28/01/2019	28/01/2019	
Philaenus spumarius	Cuckoo-Spit Insect	3	10/06/2019	19/06/2019	
Pentatoma rufipes	Red-legged Shieldbug	2	23/06/2006	22/09/2020	
Cyphostethus tristriatus	Juniper Shieldbug	2	23/04/1998	24/06/2000	
Tritomegas bicolor	Pied Shieldbug	2	23/04/1998	02/05/2000	
Sehirus luctuosus	Forget-me-not Shieldbug	1	29/06/2004	29/06/2004	
Eysarcoris venustissimus	Woundwort Shieldbug	2	30/05/1992	23/04/1998	
Acanthosoma haemorrhoidale	Hawthorn Shieldbug	1	06/07/2017	06/07/2017	
Bombus hypnorum	Tree Bumblebee	5	16/06/2013	19/05/2017	
Bombus	Bumblebee	1	15/05/2005	15/05/2005	
Lasius niger	Small Black Ant	1	12/07/2020	12/07/2020	

Colletes hederae	Ivy Bee	1	02/10/2018	02/10/2018	
Bombus lapidarius	Red-tailed Bumblebee	3	09/06/2006	03/04/2017	
Bombus terrestris	Buff-tailed Bumblebee	2	02/03/2017	15/03/2017	
Vespa crabro	Hornet	1	30/10/2001	30/10/2001	
Bombus hortorum	Small Garden Bumble Bee	1	06/04/2017	06/04/2017	
Biorhiza pallida	Oak Apple	1	19/05/2006	19/05/2006	
Bombus pascuorum	Common Carder Bee	2	23/06/2006	21/07/2006	
Taxon group	Amphibian and reptile				
Taxon Name	**Common Name**	**No. of records**	**First date recorded**	**Last date recorded**	**Status**
Lissotriton vulgaris	Smooth Newt	6	04/02/2021	23/02/2022	Bern-A3 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.5a
Triturus cristatus	Great Crested Newt	6	24/11/2006	08/04/2019	Bern-A2 ; HabDir-A2*,HabDir-A4 ; RedList_Global_post2001-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Rana temporaria	Common Frog	9	06/09/2002	22/02/2019	Bern-A3 ; HabDir-A5 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.5a
Bufo bufo	Common Toad	1	10/03/2025	10/03/2025	Bern-A3 ; RedList_Global_post2001-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.5a
Natrix helvetica	Grass Snake	1	28/04/2014	28/04/2014	Bern-A3 ; RedList_Global_post94-LC ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.1(kill/injuring),WACA-Sch5_sect9.5a
Taxon group	Bird				
Taxon Name	**Common Name**	**No. of records**	**First date recorded**	**Last date recorded**	**Status**
Turdus philomelos	Song Thrush	33	13/10/2003	09/02/2022	BirdsDir-A2.2 ; Bird-Amber
Poecile palustris	Marsh Tit	15	08/11/2003	29/07/2011	Bern-A2 ; Bird-Red

Phasianus colchicus	Pheasant	37	01/03/2003	12/11/2022	
Sturnus vulgaris	Starling	38	13/10/2003	29/06/2020	BirdsDir-A2.2 ; Bird-Red
Turdus pilaris	Fieldfare	47	19/02/1993	12/11/2022	BirdsDir-A2.2 ; Bird-Red ; WACA-Sch1_part1
Passer domesticus	House Sparrow	26	08/11/2003	26/04/2023	Bird-Red ; BAP-2007 ; England_NERC_S.41
Strix aluco	Tawny Owl	6	15/05/2005	05/03/2014	Bern-A2 ; ECCITES-A ; Bird-Amber
Periparus ater	Coal Tit	25	01/03/2003	12/11/2022	
Pica pica	Magpie	34	08/11/2003	12/11/2019	
Prunella modularis	Dunnock	39	01/03/2003	26/04/2023	Bern-A2 ; Bird-Amber
Turdus iliacus	Redwing	25	13/10/2003	09/02/2022	BirdsDir-A2.2 ; Bird-Amber ; WACA-Sch1_part1
Carduelis carduelis	Goldfinch	40	10/10/2003	26/04/2023	
Sitta europaea	Nuthatch	26	21/07/1988	09/02/2022	
Picus viridis	Green Woodpecker	24	15/05/2005	12/11/2019	
Anas platyrhynchos	Mallard	15	10/07/1978	15/02/2015	BirdsDir-A2.1 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber
Turdus merula	Blackbird	58	01/03/2003	26/04/2023	
Corvus corone	Carrion Crow	43	01/03/2003	26/04/2023	
Aix galericulata	Mandarin Duck	3	28/04/2008	01/05/2010	
Columba palumbus	Woodpigeon	54	21/07/1988	12/11/2022	BirdsDir-A2.1 ; Bird-Amber
Cyanistes caeruleus	Blue Tit	55	01/03/2003	26/04/2023	
Coloeus monedula	Jackdaw	40	01/03/2003	26/04/2023	
Garrulus glandarius	Jay	21	12/12/2007	12/11/2022	
Branta canadensis	Canada Goose	2	28/04/2008	15/05/2010	Invasive non native species
Cygnus atratus	Black Swan	2	03/02/2008	28/04/2008	
Motacilla alba yarrellii	Pied Wagtail	31	01/03/2003	12/11/2019	
Fringilla coelebs	Chaffinch	56	01/03/2003	26/04/2023	
Parus major	Great Tit	51	01/03/2003	26/04/2023	
Erithacus rubecula	Robin	57	01/03/2003	12/11/2022	
Alauda arvensis	Skylark	26	10/10/2003	09/02/2022	BirdsDir-A2.2 ; Bird-Red ; England_NERC_S.41
Falco tinnunculus	Kestrel	29	13/10/2003	09/01/2023	Bern-A2 ; CMS_A2 ; ECCITES-A ; Bird-Amber

Emberiza citrinella	Yellowhammer	30	01/03/2003	16/11/2017	Bern-A2 ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Streptopelia decaocto	Collared Dove	26	08/11/2003	16/11/2017	
Troglodytes troglodytes	Wren	38	01/03/2003	12/11/2022	Bern-A2 ; Bird-Amber
Sylvia atricapilla	Blackcap	21	15/05/2005	26/04/2023	
Turdus viscivorus	Mistle Thrush	23	15/05/2005	12/11/2019	BirdsDir-A2.2 ; Bird-Red
Motacilla cinerea	Grey Wagtail	8	27/11/2003	12/11/2019	Bern-A2 ; Bird-Amber
Phylloscopus collybita	Chiffchaff	27	01/04/2003	26/04/2023	
Chloris chloris	Greenfinch	28	15/05/2005	01/06/2016	Bern-A2 ; Bird-Red
Spinus spinus	Siskin	4	28/12/2005	05/03/2014	
Regulus regulus	Goldcrest	27	01/03/2003	11/02/2022	
Aegithalos caudatus	Long-tailed Tit	28	15/05/2005	12/11/2022	
Corvus frugilegus	Rook	28	01/03/2003	12/11/2022	BirdsDir-A2.2 ; Bird-Amber
Accipiter nisus	Sparrowhawk	7	15/05/2005	15/05/2011	CMS_A2 ; ECCITES-A ; Bird-Amber
Passer montanus	Tree Sparrow	60	07/01/1993	25/02/2000	Bird-Red ; BAP-2007 ; England_NERC_S.41
Perdix perdix	Grey Partridge	15	16/03/1994	11/11/2017	BirdsDir-A2.1 ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Phylloscopus inornatus	Yellow-browed Warbler	1	29/01/2021	29/01/2021	Bird-Amber
Columba livia	Rock Dove	10	08/11/2003	16/11/2017	
Anthus pratensis	Meadow Pipit	16	10/10/2003	17/10/2022	Bern-A2 ; Bird-Amber
Milvus milvus	Red Kite	14	26/03/2011	12/11/2022	BirdsDir-A1 ; CMS_A2 ; ECCITES-A ; WACA-Sch1_part1
Egretta garzetta	Little Egret	5	10/02/2013	01/03/2022	Bern-A2 ; BirdsDir-A1 ; CMS_AEWA-A2 ; ECCITES-A
Gallinula chloropus	Moorhen	12	10/08/1978	09/02/2022	BirdsDir-A2.2 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber
Hirundo rustica	Swallow	15	01/05/2003	01/06/2016	
Dendrocopos major	Great Spotted Woodpecker	42	01/06/2003	09/02/2022	
Tyto alba	Barn Owl	3	29/07/2011	09/02/2022	Bern-A2 ; ECCITES-A ; WACA-Sch1_part1
Saxicola rubicola	Stonechat	9	16/01/2008	17/10/2022	

Buteo buteo	Buzzard	40	01/06/2003	26/09/2023	
Cuculus canorus	Cuckoo	9	20/05/1988	06/05/2012	Bird-Red ; BAP-2007 ; England_NERC_S.41
Certhia familiaris	Treecreeper	19	15/05/2005	13/07/2017	
Corvus corax	Raven	10	04/12/2001	16/11/2017	
Larus fuscus	Lesser Black-backed Gull	2	08/11/2003	02/02/2016	BirdsDir-A2.2 ; CMS_AEWA-A2 ; Bird-Amber
Apus apus	Swift	9	01/05/2003	05/05/2016	Bird-Red
Delichon urbicum	House Martin	8	15/05/2005	05/05/2016	Bern-A2 ; Bird-Red
Pyrrhula pyrrhula	Bullfinch	25	15/05/2005	16/11/2017	Bird-Amber
Columba oenas	Stock Dove	27	21/07/1988	09/02/2022	BirdsDir-A2.2 ; Bird-Amber
Alectoris rufa	Red-legged Partridge	7	15/05/2005	09/02/2022	
Curruca communis	Whitethroat	14	15/05/2005	17/05/2022	Bird-Amber
Alcedo atthis	Kingfisher	2	01/04/2007	18/11/2024	Bern-A2 ; BirdsDir-A1 ; WACA-Sch1_part1
Ardea cinerea	Grey Heron	14	07/04/2003	09/02/2022	
Fringilla montifringilla	Brambling	2	04/01/2008	28/11/2013	WACA-Sch1_part1
Linaria cannabina	Linnet	16	01/03/2003	29/07/2011	Bern-A2 ; Bird-Red
Curruca curruca	Lesser Whitethroat	3	15/05/2010	15/05/2011	
Athene noctua	Little Owl	6	20/01/1987	29/07/2011	
Gallinago gallinago	Snipe	7	27/11/2003	05/12/2013	BirdsDir-A2.1 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber
Dryobates minor	Lesser Spotted Woodpecker	7	24/09/1993	09/05/2001	Bern-A2 ; Bird-Red
Vanellus vanellus	Lapwing	1	20/10/2003	20/10/2003	BirdsDir-A2.2 ; CMS_A2,CMS_AEWA-A2 ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Locustella naevia	Grasshopper Warbler	4	01/07/1988	02/07/1994	Bird-Red ; BAP-2007 ; England_NERC_S.41
Turdus torquatus	Ring Ouzel	1	15/05/1995	15/05/1995	Bern-A2 ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Circus pygargus	Montagu's Harrier	1	06/06/1958	06/06/1958	BirdsDir-A1 ; CMS_A2 ; ECCITES-A ; Bird-Red ; WACA-Sch1_part1
Poecile montanus	Willow Tit	1	12/12/2007	12/12/2007	Bern-A2 ; Bird-Red
Phoenicurus phoenicurus	Redstart	1	16/06/2011	16/06/2011	Bern-A2 ; Bird-Amber

Emberiza calandra	Corn Bunting	4	01/05/1993	06/03/1994	Bird-Red
Tringa ochropus	Green Sandpiper	3	08/01/2000	12/10/2000	Bern-A2 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber ; WACA-Sch1_part1
Muscicapa striata	Spotted Flycatcher	5	23/05/1988	02/07/2021	Bern-A2 ; CMS_A2 ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Motacilla flava flavissima	Yellow Wagtail	2	15/05/2005	01/05/2010	BAP-2007 ; England_NERC_S.41
Oenanthe oenanthe	Wheatear	2	01/05/2010	05/09/2019	Bern-A2 ; Bird-Amber
Sylvia borin	Garden Warbler	2	15/05/2005	16/06/2008	
Chroicocephalus ridibundus	Black-headed Gull	2	20/10/2003	17/11/2009	BirdsDir-A2.2 ; CMS_AEWA-A2 ; Bird-Amber
Falco peregrinus	Peregrine	2	23/04/2003	07/04/2013	Bern-A2 ; BirdsDir-A1 ; CMS_A2 ; ECCITES-A ; WACA-Sch1_part1
Phylloscopus trochilus	Willow Warbler	4	15/05/2005	15/05/2011	Bird-Amber
Larus canus	Common Gull	2	08/11/2003	26/02/2006	BirdsDir-A2.2 ; CMS_AEWA-A2 ; Bird-Amber
Tadorna tadorna	Shelduck	1	20/02/2013	20/02/2013	Bern-A2 ; CMS_A2,CMS_AEWA-A2 ; Bird-Amber
Falco subbuteo	Hobby	1	30/08/2003	30/08/2003	Bern-A2 ; CMS_A2 ; ECCITES-A ; WACA-Sch1_part1
Pluvialis apricaria	Golden Plover	1	13/11/2002	13/11/2002	
Streptopelia turtur	Turtle Dove	1	25/05/1993	25/05/1993	BirdsDir-A2.2 ; ECCITES-A ; Bird-Red ; BAP-2007 ; England_NERC_S.41
Accipiter gentilis	Goshawk	1	21/10/2023	21/10/2023	CMS_A2 ; ECCITES-A ; WACA-Sch1_part1
Scolopax rusticola	Woodcock	1	09/02/2022	09/02/2022	BirdsDir-A2.1 ; CMS_A2,CMS_AEWA-A2 ; Bird-Red
Emberiza schoeniclus	Reed Bunting	1	00/01/1900	00/01/1900	Bern-A2 ; Bird-Amber ; BAP-2007 ; England_NERC_S.41
Acanthis cabaret	Lesser Redpoll	1	21/02/2013	21/02/2013	BAP-2007 ; England_NERC_S.41
Ciconia ciconia	White Stork	1	01/07/2012	01/07/2012	Bern-A2 ; BirdsDir-A1 ; CMS_A2,CMS_AEWA-A2
Taxon group	Mammal				
Taxon Name	**Common Name**	**No. of records**	**First date recorded**	**Last date recorded**	**Status**

Erinaceus europaeus	Hedgehog	105	2006	17/09/2023	Bern-A3 ; BAP-2007 ; England_NERC_S.41
Plecotus auritus	Brown Long-eared Bat	27	11/08/2013	23/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Myotis	Myotis Bat species	10	09/09/2015	23/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A2*,HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Pipistrellus pipistrellus	Pipistrelle	22	14/08/2006	11/04/2022	Bern-A2,Bern-A3 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Talpa europaea	Mole	2	01/04/1968	03/02/2014	
Eptesicus serotinus	Serotine	8	09/09/2015	23/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Pipistrellus pygmaeus	Soprano Pipistrelle	3	14/08/2006	23/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Chiroptera	Bat	1	20/06/2001	20/06/2001	Bern-A2,Bern-A3 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; RedList_Global_post2001-LC ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Oryctolagus cuniculus	Rabbit	4	21/07/1988	22/05/2018	

Lepus europaeus	Brown Hare	2	22/05/2018	01/06/2022	RedList_Europe_post2001-LC ; BAP-2007 ; England_NERC_S.41
Meles meles	Badger	6	28/03/1997	01/05/2013	Bern-A3 ; Protection_of_Badgers_Act_1992
Vulpes vulpes	Red Fox	2	24/02/2019	29/03/2019	
Sciurus carolinensis	Grey Squirrel	2	21/07/1988	09/06/2006	Invasive non native species
Lutra lutra	Otter	2	16/05/2010	12/05/2012	Bern-A2 ; HabDir-A2*,HabDir-A4 ; ECCITES-A ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Arvicola amphibius	Water Vole	1	10/07/1978	10/07/1978	BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4.a,WACA-Sch5_sect9.4b,WACA-Sch5Sect9.4c
Apodemus sylvaticus	Wood Mouse	2	19/05/2006	09/06/2006	
Capreolus capreolus	Roe Deer	2	19/05/2006	09/06/2006	
Rattus norvegicus	Brown Rat	1	06/09/2002	06/09/2002	
Nyctalus noctula	Noctule	2	23/09/2015	23/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Nyctalus leisleri	Leisler's Bat	2	09/09/2015	09/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A4 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2
Rhinolophus hipposideros	Lesser Horseshoe Bat	2	09/09/2015	09/09/2015	Bern-A2 ; CMS_A2,CMS_EUROBATS-A1 ; HabDir-A2*,HabDir-A4 ; BAP-2007 ; England_NERC_S.41 ; WACA-Sch5_sect9.4b,WACA-Sch5_sect9.5a,WACA-Sch5Sect9.4c ; HabReg-Sch2

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Moreton-in-Marsh Neighbourhood Plan

2018 - 2031

Appendix G

Greenway Documents

EAST MORETON GREENWAY, SUMMARY TO DATE (February 2025)

BACKGROUND

Moreton-in-Marsh is a rapidly expanding town. In recent years, several new housing estates have been built in East Moreton, and there are proposals for many more houses.

The obvious route from East Moreton to the town centre is the Todenham Road, but the road is unsafe, due to traffic and a lack of pedestrian facilities. There is no footway for 420 yards from Windsor Road, so many residents drive into town.

East Moreton has a complex network of well surfaced paths, with street-lighting. However this alternative route to the town centre is very confusing, especially for newcomers.

PROPOSAL

The proposed East Moreton Greenway is a 3 km loop from the railway station, suitable for pedestrians and wheelchairs. As well as linking several large housing developments to buses and trains in the town centre, the route passes a scenic meadow, Moreton Rangers Football Club with skate park, running track and outdoor gym, employment opportunities at Cotswold Business Park, a cemetery, three playgrounds and a nature reserve. It would also help with pedestrian access to the Fire Service College.

Moreton-in-Marsh is an ideal town for this initiative. It is relatively flat for a Cotswold town and is bisected by two A roads, A44 and A429, used by hundreds of lorries every day. A good walking and wheeling route would encourage people to leave their cars at home, reducing traffic congestion and pollution, also easing the severe parking problems in Moreton.

Continued on next page

PROGRESS SO FAR

2019 Moreton-in-Marsh Town Council declared a Climate Emergency. After a public consultation at Redesdale Hall, the route was included in the town's Neighbourhood Development Plan. Town Councillors walked the entire 3km route.

2020 Delays due to Covid. Plan endorsed by County Cllr Nigel Moor, before he retired.

2021 East Moreton Greenway championed by District Councillor Rachel Coxcoon and by Hannah Fountain, Sustainable Transport Lead for Cotswold District Council. Hannah submitted the plan to Great Western Railway Community Investments and won an award for the proposal, the path linking to the new Integrated Transport Hub and the Train Station. Unfortunately, Hannah left her post soon afterwards and progress stalled.

2022 Nicola Chidley, Public Rights of Way Officer, Gloucestershire County Council. She inspected the route and then for signage she recommended Nibra Signs or Brissco.

2022 Quotes for signage were obtained from these companies, each quote being less than £100.

2023 Guided tour for current Moreton-in-Marsh Town Councillors. A few minor amendments suggested to make the route more suitable for wheelchairs, e.g. a small diversion to a dropped kerb.

2023 Support from County Councillor Mark MacKenzie-Charrington. He walked the route and sent this message 17/10/23 I'm very supportive of the proposal. It's such a pity that it's not already up and running. Subject to funding from others, I can probably commit a contribution from my Highways Fund.

2024 Nigel Moor enquired about progress. He suggested contacting Jo Atkins, ThinkTravel Coordinator for Gloucestershire County Council. According to their website, ThinkTravel "is dedicated to promoting active and sustainable travel within the community of Gloucestershire".

Jo has agreed to investigate S106 monies. East Moreton Greenway is a simple, low cost venture and hopefully ThinkTravel can now bring the scheme to fruition.

Mapping has been devised for another route, West Moreton Greenway, but that requires users to cross the A44 and would also require some surfacing work. West Moreton Greenway is much more "aspirational" and not practical at this time.

All the infrastructure is in place for East Moreton Greenway, except for signage. Unfortunately, progress has stalled, at the time of writing (February 2025).

MAP, PROPOSED QUIET LOOPS EAST MORETON AND WEST MORETON, 2022

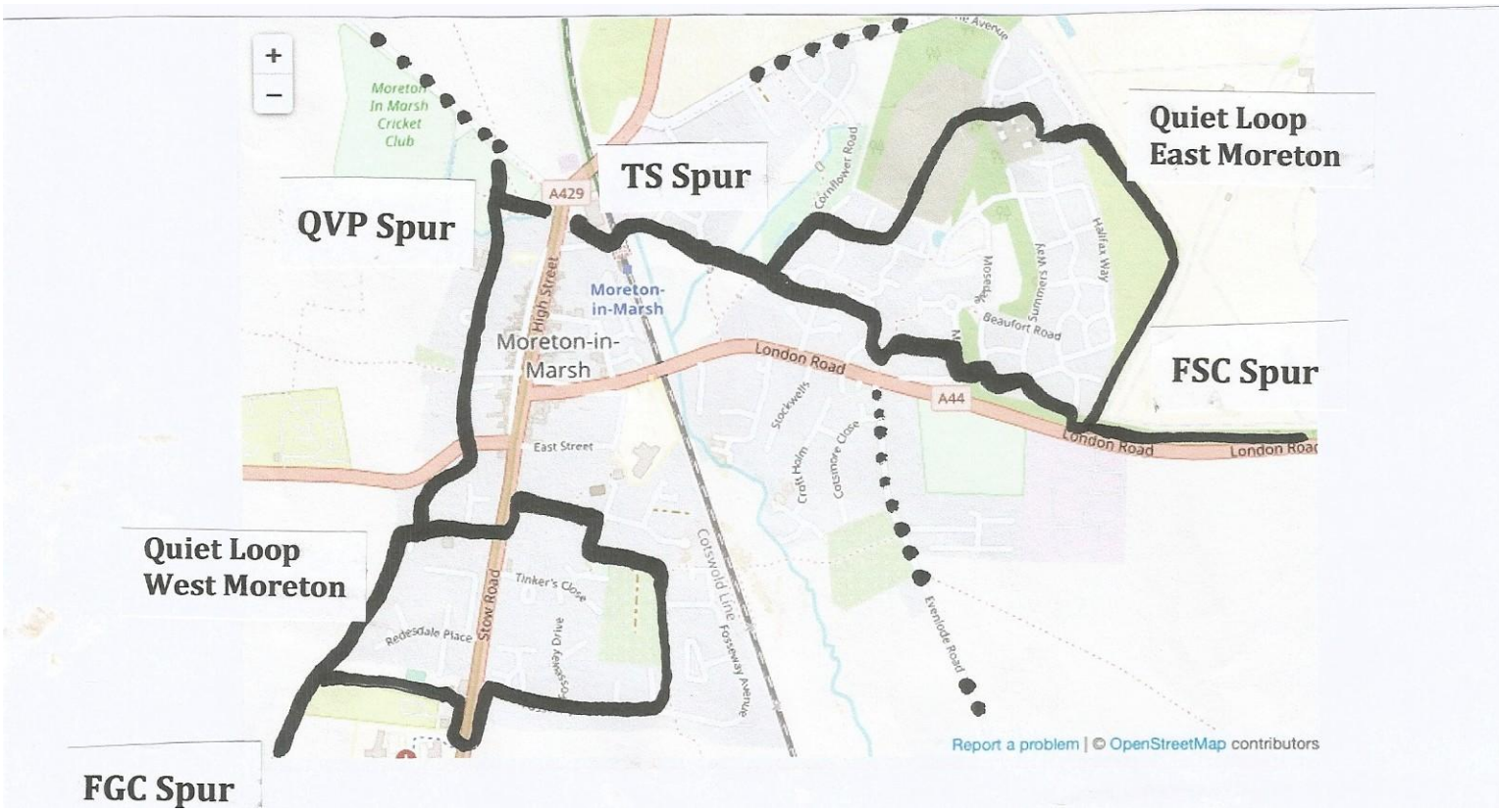
Abbreviations for spurs: Queen Victoria Park (QVP), Fosseway Garden Centre (FGC), Train Station (TS), Fire Service College (FSC)

This map shows the proposed loops for East Moreton and West Moreton, situated on either side of the railway line. These loops would be shared-use paths, avoiding cars and lorries.

The TS Spur and the FSC Spur avoid heavy traffic on the A44.

Likewise, the QVP Spur and the FGC Spur bypass the busy A429.

The existing National Cycle Network Routes (NCN5, NCN48 and NCN442) are shown by dotted lines.



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Abbr	Location	what3words location	Lat/Long. Degrees and decimal minutes.	Support for sign Type of sign		Photo?	Comments, for route travelling ANTI-CLOCKWISE
S1	Platform 2 lamppost	unheated.pickup.olive	N51°59.523' W001°42.045'	Lamppost	Vinyl or publicity		A publicity sign visible to rail users. Integrated Transport Hub planned for station.
S2	Station path lamppost	lump.discouraged.squaring	N51°59.589' W001°42.095'	Lamppost	Vinyl	Yes	www.what3words.com/how-to-use-the-what3words-app
S3	Entrance to Blenheim Meadow	obligated.score.barman	N51°59.577' W001°42.045'	Existing wooden post	Round signs	Yes	Wooden post here already has a sign for Moreton Eight Walk, add our signs
S4	Path next to 12 Roundhouse Mews	contoured.strong.clan	N51°59.579' W001°42.001'	Lamppost	Vinyl		
S5	Lamppost on tarmac path	mentioned.scooped.arrived	N51°59.596' W001°42.264'	Lamppost	Vinyl		
S6	Next to 24 Blenheim Way	unsecured.dunk.uproot	N51°59.553' W001°41.872'	Lamppost	Vinyl and ?publicity	Yes	Crucial landmark. From train station, users must keep LEFT of pumping station
S7	Lamppost on tarmac path	sweetener.zeal.static	N51°59.535' W001°41.807'	Lamppost	Vinyl		Keeps users on track if uncertain about fork in paths at pumping station
	Bridge	cashier.sleeping.workflow	N51°59.518' W001°41.775'	Existing wooden post	Round signs	Yes	Bridge has vertical wooden posts suitable for round signs. Near 15 Foxglove Close.
	Path next to bungalows	whisker.witty.dressing	N51°59.497' W001°41.664'	Lamppost	Vinyl		The route is next to No.1 The Bungalows, off Dulverton Place.
	Lamppost, see map	volunteered.salary.amends	N51°59.447' W001°41.576'	Lamppost	Vinyl		Route continues parallel to A44 (a quiet alternative to main road)
	Lamppost	push.intervene.gala		Lamppost	Vinyl		Bear right passing lamppost no. 28 to A44
	Pass Laurel House on A44	bench.shackles.subject					Ideally sign here to National Cycle Route NCN48 to Evenlode and Oxford
	Errington	shipwreck.adhesive.rent		Lamppost	Vinyl		Left at 7 Errington Road to 1 Errington, then cross Mosedale at dropped kerbs. Moreton Rangers FC is opposite.
	Bus stop, Mosedale	agents.wages.rationing	N52°59.448' W001°41.444'	Bus Stop	Vinyl	Yes	Convenient for Beaufort Road playground. Buses to schools and Cheltenham. Bike parking?
	Playground Beaufort Rd	lightly.glimmers.bakes			Vinyl		At Mosedale roundabout,turn right to playground on Beaufort Road, lamppost no.25
	10 Beaufort Road	flies.marathon.sandbags			Vinyl		Pass 10 Beaufort Road, at lamppost no.29
	20 Summers Way	waffle.pirate.gloom			Vinyl		Dropped kerb to 26 Summers Way, lamppost at 20 Summers Way
L10	Lamppost at 14 Summers Way	podcast.vitamins.rebel	N51°59.411' W001°41.315'	Lamppost	Vinyl		Continue along Summers Way to 30mph sign at A44
L11	Lysander Way near A44	pixel.reconnect.plug	N51°59.359' W001°41.240'	Lamppost	Vinyl	Yes	Go left for 20 metres, then left onto major, unsigned path. Opposite Cotswold Business Village (employment, bike shop, café)
L12	A44 junction with path	arts.figure.branched	N51°59.353' W001°41.210'	NEW SIGN POST	Publicity	Yes	A publicity sign visible to motorists. A44 track to Fire Service College with Sports Centre. Track needs eventual upgrade.

L13	Path next to pseudo-motorway	teardrop.playfully.highlighted	N51°59.374' W001°41.203'	Lamppost	Vinyl		Protected area for greater crested newts. Rich habitat for goldfinch, skylarks and raptors. Sponsored picnic tables by bin??
L14	Near 8 Wellesley Close	flaunting.airlineRs.garages	N51°59.67252'W1°41.2224'	Lamppost	Vinyl		Lamppost in playground. Could also have a sign "Learning to cycle? Remove pedals, fully lower saddle and scoot"
L15	2 Wellesley Close	reactions.eyeful.noble	N51°59.669' W001°41.286'	NEW WOODEN POST	Vinyl		No lampposts on left, so erect a new wooden post or stick a vinyl sign on the back of the Wellesley Close street sign (8.5cm high)
L16	Path next to 51 Valetta Way	natural.episodes.uppermost	N51°59.671' W001°41.361'	Lamppost	Vinyl		
L17	Grass near substation	fitter.strut.defectors	N51°59.659' W001°41.411'	NEW SIGN POST	Vinyl or publicity		A publicity sign? Users to pass 6 Vanguard Way, heading to playground at Jupiter Close and train station.
L18	Near 66 Windsor Road	crowns.pheasants.challenge	N51°59.592' W001°41.523'	Lamppost	Vinyl		Place vinyl sign as high as possible, to aid visibility from Cornflower Road
L19	Black fence near 27 Cornflower Rd	beefed.yachting.following	N51°59.593' W001°41.533'	NEW WOODEN POST	Round signs x2		May need signs both sides of post. New housing Windsor Road not on older maps
L20	Near 46 Cornflower Rd	dweller.hatter.spruced	N51°59.553' W001°41.570'	Lamppost	Vinyl		Could indicate National Cycle Network NCN5 to Banbury, accessible from 2 Cornflower Road
L21	Gate into parkland	famous.redeemed.trousers	N51°59.582' W001°41.680'	Affix to gate	Vinyl		At Red Campion Way, avoiding private road
L22	Near lakeside bench	estimates.reprints.player	N51°59.562' W001°41.726'	Lamppost	Vinyl	Yes	Scenic spot for photos, little egret often seen here

TOTAL SIGNS INCLUDING SPARES Forty 70mm vinyl signs, sixteen 75mm x 3mm aluminium printed discs each with 4 drilled holes for screws, at least 3 publicity signs

Two new wooden posts and two new metal signposts. Erect all vinyl signs so visible from both directions.

The East Moreton Greenway was originally championed by Hannah Fountain, Sustainable Transport Lead at Cotswold District Council. She won an award from GWR trains for this integrated transport project, but unfortunately Hannah left her post before completion

Nicola Chidley, Rights of Way Officer at Glos. County Council, has walked the Greenway. For signage, she recommends Nibra Signs or Brissco Signs. Quotes for signage in 2022 were about £70 total.

County Councillor Mark MacKenzie-Charrington has inspected the route and advised money might be available from the Highways Fund.

This is version 2 of the spreadsheet, revised after walking the route with Moreton Town Councillors in 2023. Suitable for walkers and wheelchairs. For a guided tour, please email dihutch34@hotmail.com

Community House
15 College Green
Gloucester GL1 2LZ

Moreton-in-Marsh

Cotswold District

Parish Housing Needs Survey Report
June 2020

Chloe Maliphant and Martin Hutchings
Rural Housing Enabler, GRCC

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martinh@grcc.org.uk

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Please refer to separate document for:

Appendix A: Responses in verbatim to question
A11: Please suggest a site where such a development could be built?

Appendix B: Responses in verbatim to question
A12: If you have any comments on affordable housing in your parish please use the space below.

Appendix C: Table C1 Households in need of affordable rented housing

Appendix D: Table C2 Households in need of affordable home ownership

Appendix E: Table C3 Households seeking housing on the open market

1. Introduction

1.1 In November 2019 Gloucestershire Rural Community Council (GRCC) was commissioned by Moreton-in-Marsh Neighbourhood Development Plan Working Group to undertake a survey of housing needs in Moreton-in-Marsh. The survey was conducted by GRCC's Rural Housing Enabler, Martin Hutchings. And the authors of the report is GRCC's Community Housing Enabler, Chloe Maliphant and Martin Hutchings.

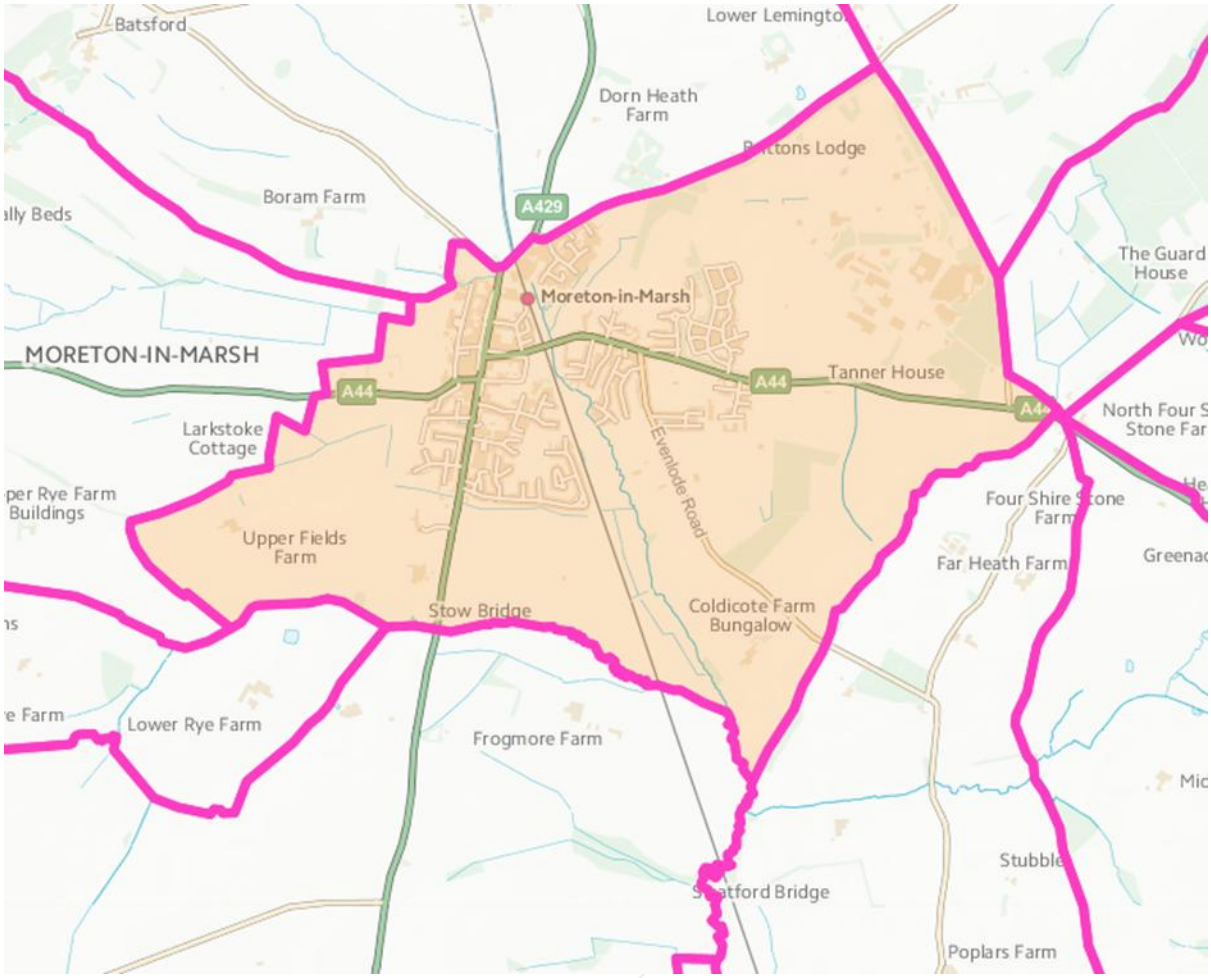
1.2 The Rural Housing Enabler (RHE):

- is employed by Gloucestershire Rural Community Council, which is part of the national network of Rural Community Councils and has Action with Communities in Rural England as the umbrella body.
- works with rural communities, housing associations, local authorities, other community organisations (including community land trusts), developers, planning consultant and landowners.
- is an independent and neutral advisor.
- post is largely funded through contributions from Cotswold District Council, Forest of Dean District Council, Stroud District Council, Tewkesbury Borough Council, and eight housing associations. GRCC's services are sometimes commissioned by private developers, land owners and their agents.

1.3 Prior to the survey being undertaken and for clarification, a copy of the survey questionnaire and its methodology were issued to an officer for housing services provided by Cotswold District Council and approved by them. This survey is valid for up to 5 years from the survey (February 2020).

2. Parish Summary

Ordnance Survey map showing Moreton-in-Marsh parish boundary



Source: Ordnance Survey election maps
https://www.ordnancesurvey.co.uk/election-maps/gb/

2.1 According to Cotswold District Council there were 2,470 dwellings in Moreton-in-Marsh parish on the Council Tax register in 2019. And according to the Census 2011 there were 4,200 people living in Moreton-in-Marsh Civil Parish.

2.2 Moreton-in-Marsh is a market town within the Cotswold Area of Outstanding Natural Beauty and has the following facilities: Moreton-in-Marsh Train Station, North Cotswolds Hospital, primary school, St David's church, a supermarket and multiple pubs, hotels and shops, as well as a weekly market. There is extensive employment around the Fire Service College and trading/ business centres in the town.

3. Aim

3.1 The purpose of the survey is to investigate and identify the affordable housing needs of people who live, work or have close family ties to Moreton-in-Marsh parish.

3.2 Although there is no set definition of housing 'need' and 'demand' they can broadly be described as follows. Housing 'demand' is a market driven concept and relates to the type and number of houses that households will choose to occupy based on preference and ability to pay. Housing 'need' is an indicator of existing deficit: the number of households that do not have access to accommodation that meets certain normative standards. This measure mainly refers to the level of need for more or improved social housing. Source of information – House of Commons Library Social Policy Section Standard Note SN06921.

3.3 The aim of the survey is to provide a robust report on the parish's housing needs based on evidence from reliable sources. This report will be made available electronically to the local housing authority, Cotswold District Council, Moreton-in-Marsh Parish Council and local residents upon request.

4. Executive Summary

4.1 In November 2019 **Moreton-in-Marsh Neighbourhood Development Plan Steering Group** commissioned Gloucestershire Rural Community Council to undertake a Housing Need Survey in order to ascertain the housing needs within the Parish. During week beginning Monday 10th February survey questionnaires were sent by Royal Mail to all 2,470 dwellings and 229 businesses in Moreton-in-Marsh. This report uses information gained from 667 completed questionnaires (27%) were returned to GRCC by 22nd April.

4.2 Parish housing needs surveys provide data on housing needs at a local level and within a specific geographical area. They include information about people's housing needs, their reasons for seeking alternative accommodation and their views on affordable housing, and they may include information about

the existing housing stock, affordable and market housing, and the level of community support for new development. The survey is a snapshot in time, and whilst recipients of the questionnaire were asked to reflect their housing needs up to 5 years ahead, it should be noted that some people's circumstances will change within this time period.

4.3 A summary of the analysis of the data reveals:

- 77.9% of respondents own their own home, 3.7% are affordable homes owners, 9.7% live in affordable rented housing, 5.9% live in private rented housing, 0.8% live in accommodation tied to employment, 0.3% live with family or friends, and 1.7% stated 'other' or gave no reply.
- 70% of homes have 3 or more bedrooms. Yet 79% are 1 or 2 person households.
- 54 respondents said a member of their family had moved away in the last 5 years because they could not afford accommodation locally.
- The survey identified 27 households as in need of affordable rented *housing*, and 17 households who have the financial means to purchase affordable home ownership and seek to move within 5 years.
- 75 households wish to buy on the open market within 5 years, 19 of whom wish to live in Moreton-in-Marsh.
- 53% of respondents supported the concept of a small development of affordable homes, 16% were against, 29% were a 'maybe' and 2% gave no reply.

4.4 Future housing development in Moreton-in-Marsh parish should take account of future anticipated housing need as well as the number of households in immediate need.

4.5 In the current housing market some potential purchasers, particularly first time buyers, are experiencing difficulties obtaining a mortgage despite mortgage interest rates being close to a record low. In November 2017 the Bank of England Base Rate was raised from a then all-time low of 0.25% to 0.5%, and again in August 2018 to 0.75%. In March 2020 the Bank of England based rate was cut to record low of 0.1% due to the Coronavirus pandemic. However, mortgage lenders often charge higher rates of interest to first time buyers and require

substantial deposits, sometimes 10% or more of the purchase price as well as charging arrangement/administrative fees.

4.6 This report is available upon request from Moreton-in-Marsh Town Council and Moreton-in-Marsh Neighbourhood Planning Steering Group.

4.7 Anyone in need of affordable rented housing should apply on Cotswold District Council's Housing Register (Homeseeker Plus www.homeseekerplus.co.uk). For affordable home ownership contact Help to Buy South tel 0800 456 11 88 www.helptobuyagent3.org.uk

4.8 For housing advice contact Cotswold District Council on tel 01285 623000.

5. Survey Distribution and Response

5.1 Questionnaires were sent by Royal Mail and addressed to the occupiers of 2470 dwellings during the week beginning Monday 10th February 2020. Part C of the questionnaires and accompanying letter were also sent to 229 employers in the parish to distribute to their staff members. Recipients were asked to return their completed questionnaires in an enclosed freepost envelope to GRCC's offices within 2 weeks of receipt. Allowing for late returns all questionnaires received by 22nd April 2020 are included in this report.

5.2 The questionnaire is divided into three parts. Part A is entitled 'You and your household'. Part B is entitled 'Home Working'. And Part C is entitled 'Housing Needs'.

5.3 Every household resident in Moreton Parish was asked to complete Part A and Part B of the form. If a household considered themselves in housing need, or likely to be in need of re-housing within the next five years, they were invited to complete Part C of the form. Households were asked to forward the questionnaire to anyone they know who had moved away and might wish to return to live in the parish. People's name and contact details were not asked for and therefore people's name, address, telephone number or email address are not included in this report, nor passed to a third party if they were supplied.

5.4 667 completed questionnaires were received at GRCC's offices. This equates to a response rate of 27%. For comparison since 2009 GRCC has received response rates for parish housing needs surveys ranging between 10% and 55%.

6. Key Findings

Part A – You and Your Household

6.1 Below are the responses to questions in Part A.

Table A1

Is this your main home?		
Yes	No	No reply
634	8	28

6.2 Eight people have indicated that their property in Moreton-in-Marsh is not their main home, as such these responses are not included in this report.

Table A2

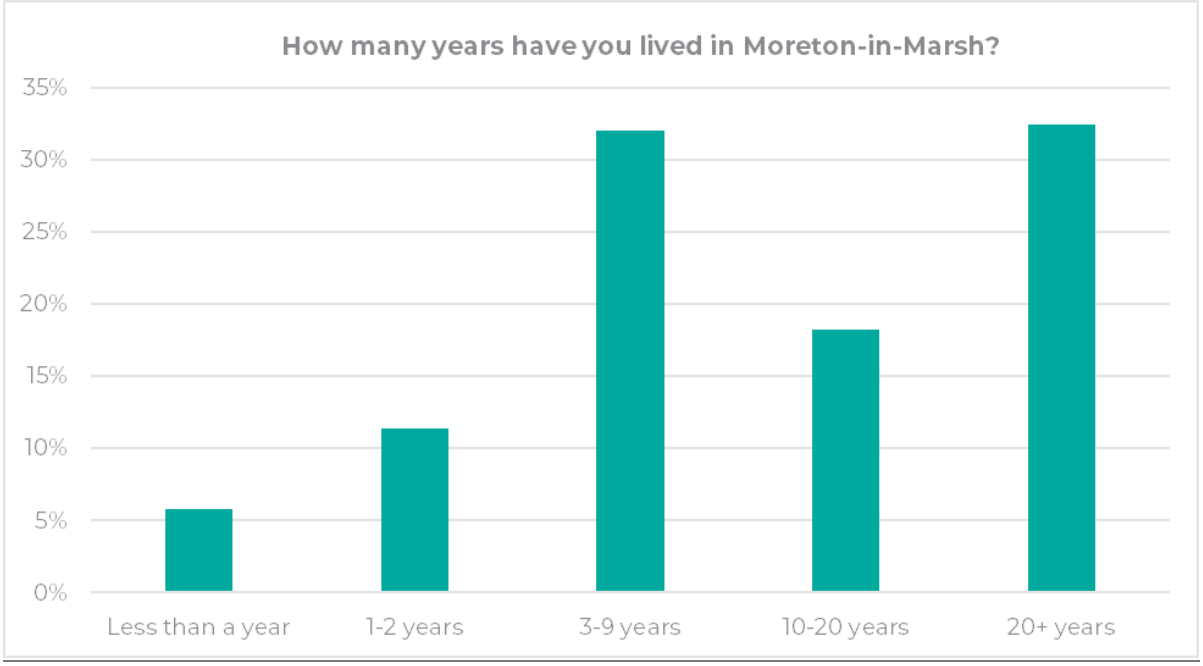


Table A3

Is your home a….?						
House	Bungalow	Flat/ apartment	Sheltered/ retirement	Caravan/ mobile home	Other	No reply
519	51	58	19	0	4	8

6.3 According to the Census 2011 there were the following dwelling types in Moreton:

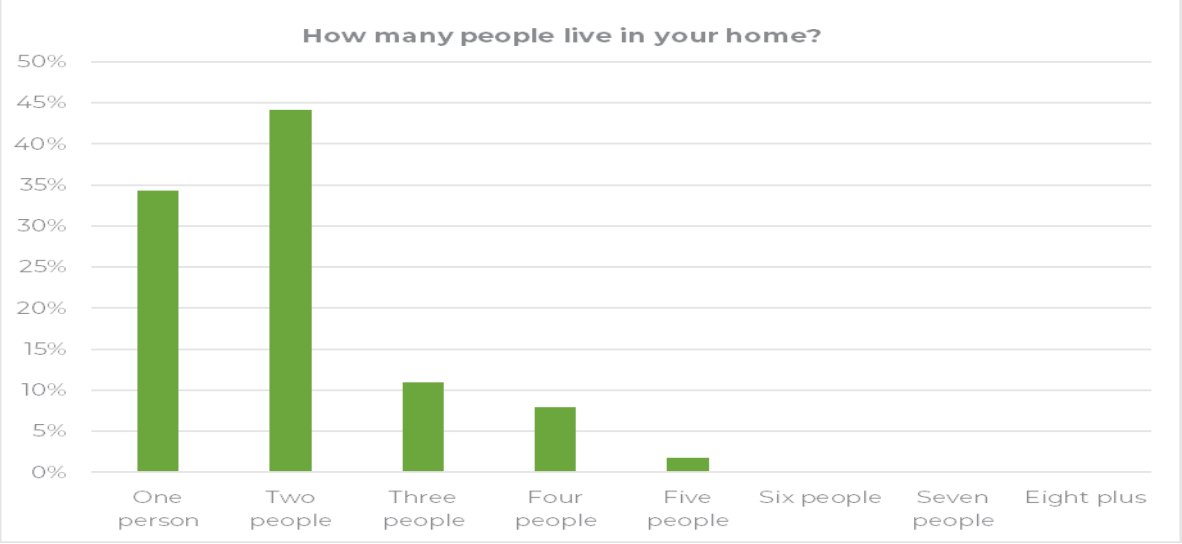
Detached	Semi-detached	Terraced	Flats	Caravans or temporary dwellings
370	660	495	277	0

Table A4

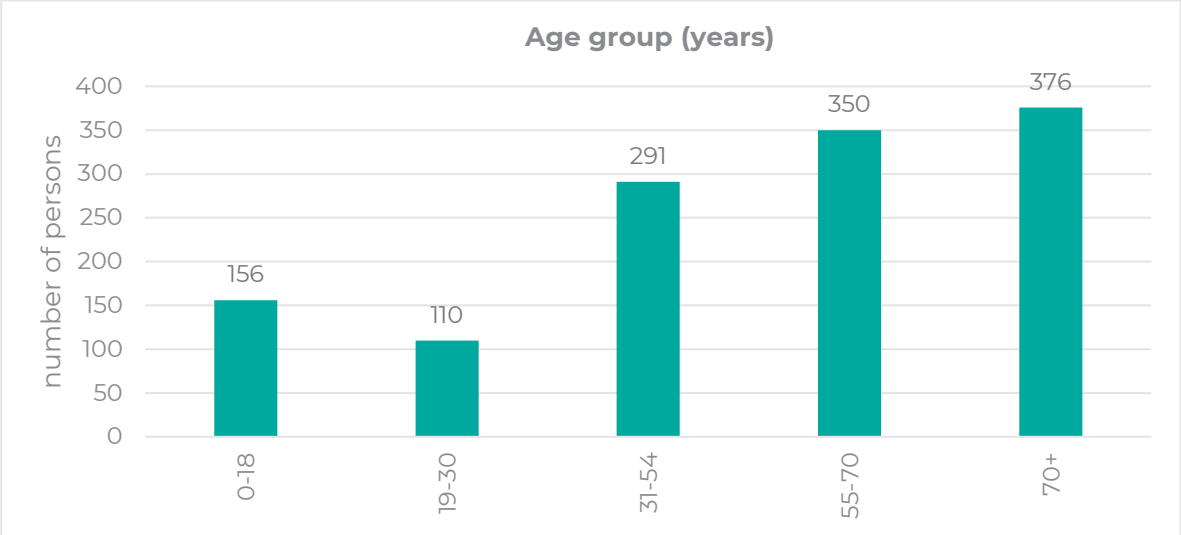
How many bedrooms does your home have?				
1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms	No reply
41	158	275	182	3

The survey findings show that 78% of respondents live in a dwelling with 3 bedrooms or more, whilst (as shown in Table A5 below) 70% of respondents consisted 1 and 2 person households. These figures alone indicate a potential increase in the number of households seeking to downsize in the future. The number of households who indicated a need to downsize (21 households) within the next 5 years is likely to increase from 2025 onwards.

Table A5



TableA6



6.4 According to the Office of National Statistics mid-year 2018 population estimates the Moreton has the following residents:

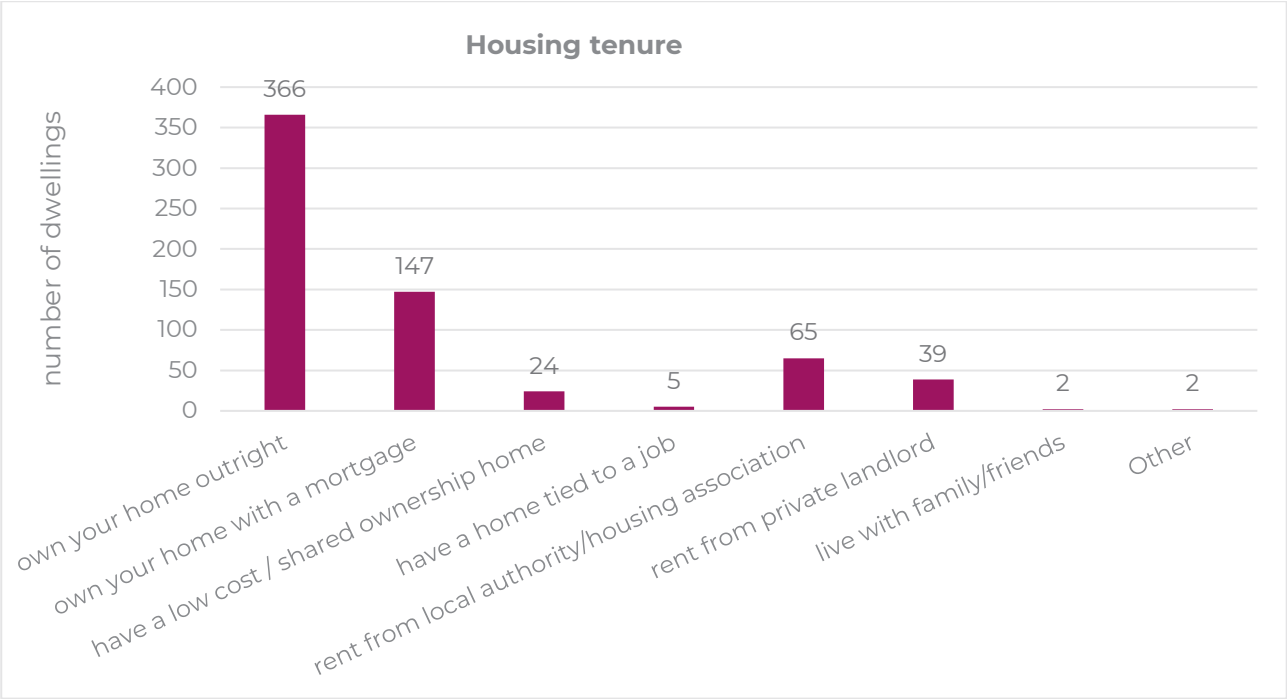
0-15 years	Working age	65+ years	Total
745	2510	1225	4480

Whilst the Office of National Statistics mid-year 2018 population estimates' age ranges do not tally exactly with the survey age ranges, it is evident that the survey had a disproportionately high response from the over 70 yr age group.

A disproportionately high number of 70 plus year olds who responded to the survey probably explains, at least in part, the disproportionately high number of outright homeowners compared to the Census 2011 information shown in Table 7 below. Although, caution should be given to the fact that the Census figures relate to 2011, whereas the mid-year population estimates are for 2018.

Our experience tells us that people of 70 plus years are almost always over represented in surveys of this type. It should be noted this is not a sample survey. Every household resident in Moreton-in-Marsh was given the opportunity to return their questionnaire.

Table A7



6.5 According to the Census 2011 this is the tenure mix in Moreton:

Owned outright	Owned with mortgage	Affordable home ownership	Affordable rented	Private rented	Other rented dwellings
635	420	35	296	205	62

Table A8

Has your home been adapted to improve physical accessibility?		
Yes	No	No reply
74	578	7

Table A9

Has anyone from your family moved away from Moreton-in-Marsh in the last 5 years due to difficulty finding a home they could afford locally?		
Yes	No	No reply
54	594	11

Table A10

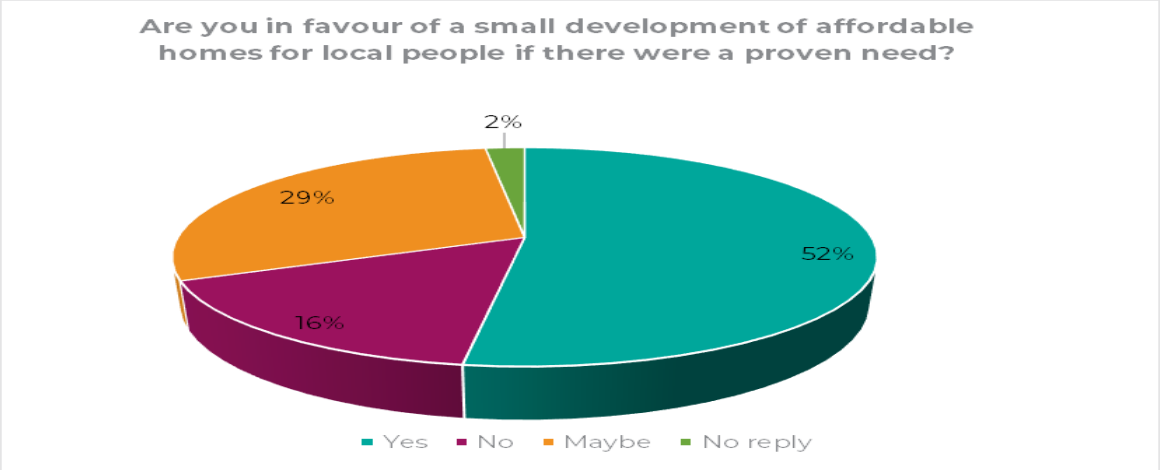


Table A10 above indicates that 52% said 'yes' to the provision of affordable housing and 29% said 'maybe'. Overall this accounts for more than 4 in every 5 households lending some level of support to affordable housing.

6.6 Question A11: Please suggest a site where a small development of affordable housing could be built?

A summary of responses is provided in the table below showing both the number of respondents and the percentage of those who made known their views via the questionnaire. A schedule of all comments are listed in Appendix A.

Responses to *'Please suggest a site where such a development could be built?'*	**Number of respondents making this comment**	**% of respondents making this comment *** (some people may have made more than one comment)
No more development	53	24.4%
Unsure of site or none known	45	20.7%
Royal British Legion site	25	11.5%
Fire College land	13	6%
Land adjacent to new hospital	13	6%
Old hospital site	11	5.1%
Evenlode Road	10	4.6%
Near to town centre/close to amenities/on bus route	6	2.8%
Todenham Road	4	1.8%
Total	**180**	**82.9%***

- The total percentage does not add up to 100% as the individual figures are rounded to the nearest 0.1% and all sites of less than 1% (of which there are 30) are listed individually in Appendix A and account for 17.1% of the overall total.

6.7 Question A12: If you have any comments on the issue of affordable housing in your parish please use the space below.

A summary of responses is provided in the table below showing both the number of respondents who made known their views via the questionnaire. A schedule of all comments are listed in Appendix B.

Comment	For	Against	Neutral
Must be truly affordable	53		
Priority should be given to local people	49		
Infrastructure and facilities require improvement:, including: shops, roads, bus service, schools, policing, employment, parking, drainage, cycle lanes, water supply, doctors' surgery.			48
No more development		21	
No more affordable homes		21	
Landlords of affordable housing should be better landlords. Problems with anti-social behaviour, drugs		10	
Too many large 4 & 5 bedroom houses built			6
Cotswold District Council and housing associations should build more affordable homes	4		
Need for more elderly persons' accommodation	4		
No more second homes or 'buy to let'	3		
Make better use of existing empty buildings e.g. flats over shops	3		
More self-build/ small developer opportunities	2		
Too many retirement homes		1	
Who qualifies for affordable housing?			1
Affordable housing has negative impact on house prices		1	
More affordable home ownership	1		
Total	**119**	**54**	**55**

Part B – Home Working

6.8 Below are the responses to questions in Part B.

Table B1

Question B1: Does any member of your household carry out paid work from home?		
Yes	No	No reply
138	512	7

Table B2

Question B2: Do these household members work for an employer or their own business? Some people may work for an employer and for their own business.	
For an employer	For their own business
88	67

Table B3

Question B3: How many hours per week do they usually work from home?			
<10 hours per week	10-24 hours per week	25-40 hours per week	More than 40 hours per week
45	46	36	10

Table B4

Question B4: If any member of your household has their own business at home, what type is it?						
Arts/ craft	IT/knowledge-based	consultancy	design	Agriculture/ gardening	other	No reply
4	6	18	4	2	19	18

Table B5

Question B5: Would anyone in your household like to work from home if the proper facilities were available?		
Yes	No	No reply
51	440	21

Table B6

Question 6: Whether or not you currently working from home, what working space do you/ would you require to enable you to undertake your work?			
Desk only	Room shared with living space	Dedicated room for working only	External storage e.g. shed or garage
106	46	76	30

Table B7

Question B7: What communication services would be required to undertake your work?		
Telephone land line	Mobile reception	Broadband
108	140	155

6.9 According to the Census 2011 the following are economically active with the age group 16-75 years:

Full-time employees	Part-time employees	Self employed
948	386	315

6.10 What is affordable housing?

Affordable housing is defined in the National Planning Policy Framework (published February 2019) as follows:

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for

any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

6.11 158 households completed *Part C: Housing Needs* of the survey questionnaire and self-identified themselves in need of alternative housing. 33 expressed a wish to move within 12 months, 38 within 2 years and 67 in 3 to 5 years from the date of the survey (February 2020). 20 people did not indicate when they wanted to move. 20 of those who responded to the survey have not been included in these figures as they didn't provide enough information to assess their needs and 19 want to move away from Cotswold District.

6.12 According to information provided on their completed questionnaires 27 households require affordable rented housing. 17 households seek to buy their own home and may be able to afford low cost home ownership.

6.13 Information about the 27 respondents requiring affordable rented housing is shown on Table C1 in Appendix C.

6.14 With reference to Table C1: Households in need of affordable rented housing, it should be noted that a household will be allocated affordable rented housing with the minimum number of bedrooms to meet their needs. In exceptional circumstances additional bedroom space may be offered, for example such as an elderly couple requiring separate bedrooms for health reasons.

Dwelling type	Number of bedrooms	Number of dwellings
Single storey (flat or bungalow)	1 (2 persons)	6
Single storey (flat or bungalow)	2 (3 persons)	none
house	1 (2 persons)	16
house	2 (4 persons)	2
house	3 (5 persons)	3
	Total	27

6.15 Nine of these 27 households have indicated they are on Cotswold District Council's housing register for rented housing (known as Homeseeker Plus). Cotswold District Council inform us that Homeseekers Plus records 134 applicants with a local connection to Moreton-in-Marsh. This may include people who live outside Moreton-in-Marsh, but may work in Moreton or may have close family living in Moreton.

6.16 Details of 17 households seeking affordable home ownership are shown on table C2 in Appendix D.

6.17 Unlike the allocation of affordable rented housing, affordable home ownership allows the applicant's housing needs and their financial circumstances to be taken into account with regard to number of bedrooms in the property. Flexibility may be applied as to the size of dwelling offered in addition to the needs of the prospective purchaser depending upon their possible future needs and their finances. For example, a young couple may be offered a two bedroom house to accommodate any future child(ren) they may have.

6.18 Details of 75 households seeking alternative housing on the open market are shown on table C3 in Appendix E.

6.19 Price, size and type of dwelling are major factors influencing people buying on the open market. Taking into account the aspirations of prospective purchasers shown in Table C3 above below is a schedule of properties sought.

Dwelling type	Number of bedrooms	Number of dwellings
House, bungalow or flat	1	1
House or flat	1	1
Sheltered housing	Not stated	2
Sheltered housing	2	2
House, bungalow or flat	2	2
House or bungalow	2	6
House or flat	2	2
House	2	4
Bungalow	2	4
Flat	2	1
House or bungalow	3	8
House	3	26
Bungalow	3	2
House or bungalow	4	1
House	4	13

Total	75

7. Affordability

7.1 A household's current housing circumstances, income, savings, cost of borrowing and the state of the housing market are key factors for assessing a household's need for affordable housing.

7.2 In simple terms the assessment of affordability requires household incomes and savings to be measured against prices of property of a suitable size, type and location, whether rented or home ownership. However, depending upon tenure there will be additional factors that will impact on the costs of acquiring the right to occupy the property.

7.3 For home ownership, these costs include: mortgage interest rates; mortgage indemnity premium; mortgage application fee; stamp duty tax; legal fees; and search fees etc.

7.4 For rented, these costs may include rent deposit, rent paid in advance, service charges, application or administration fee and reference fee.

Home ownership

7.5 In order to investigate affordability, further research has been carried out on house prices in the local area.

7.6 Using information gained from HM Land Registry, it is possible to obtain the average prices of properties sold in Moreton-in-Marsh in the 2 years prior to March 2020. These are shown in the following table.

Average Prices of residential properties in Moreton-in-Marsh sold in the last two years prior to March 2020 (according to HM Land Registry)

Average House Prices in Moreton-in-Marsh parish

House Type	Price (£)	Number of Sales
Detached	411,406	15
Semi-detached	222,492	41
Terraced	257,290	22
Flats	203,666	6
All	**273,713**	**84**

7.7 The number of house sales are for new and existing properties where the sale details registered with the Land Registry are in Moreton-in-Marsh parish.

- Figures were obtained from "www.rightmove.co.uk" with data supplied by HM Land Registry.
- There are sometimes delays in registrations of sales and this may result in under-counting of property sales.

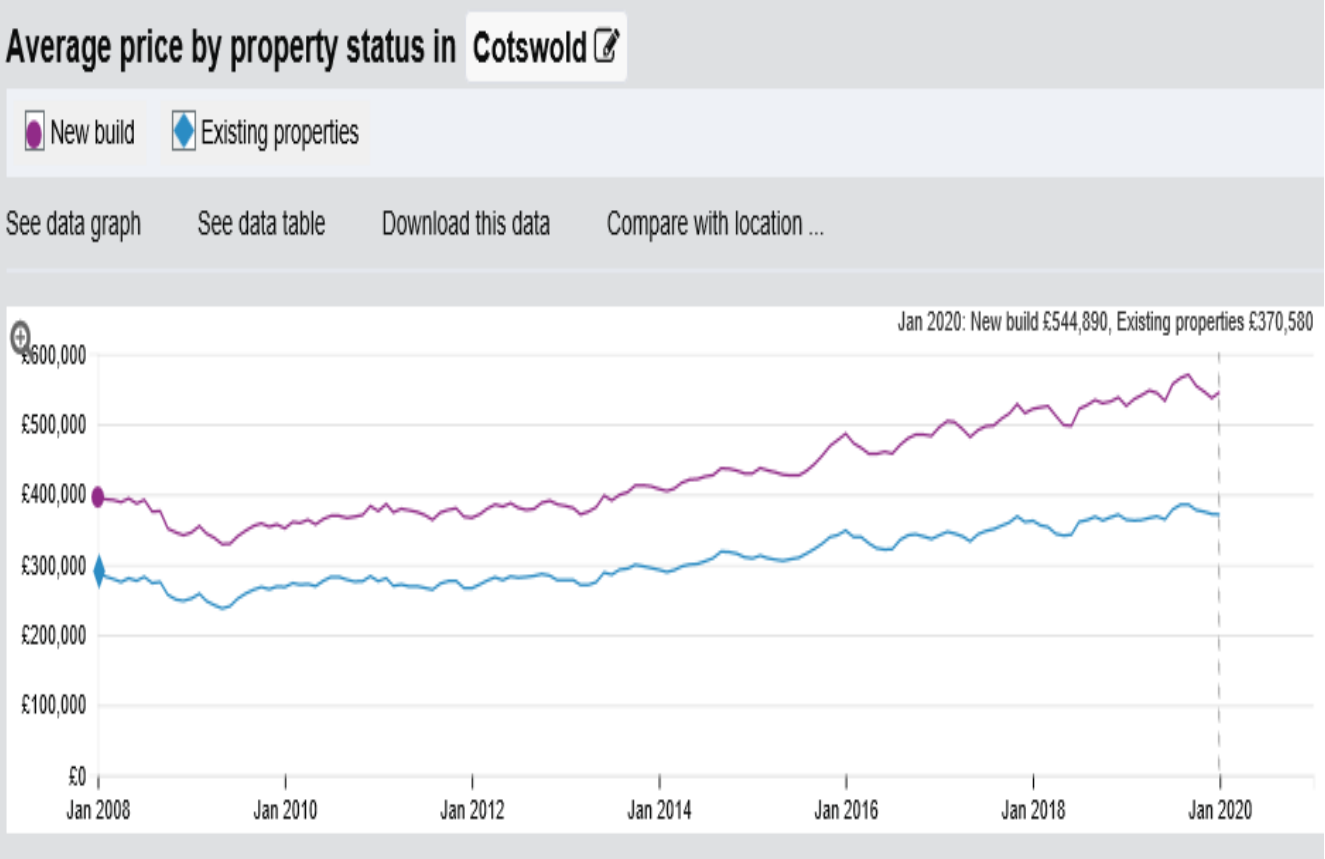
7.8 Unfortunately, neither the number of bedrooms in each property nor the internal gross floor area are supplied.

7.9 The average price of properties sold does not necessarily reflect the average value of all properties in the parish. In a small geographical area such as Moreton-in-Marsh the numbers of sales can be small and consequently the average house prices can be skewed by one or two house sales if the property is of a very high or low value. According to the Land Registry the highest priced dwelling sold in the last two years was £585,000 and the lowest priced dwelling was £150,000.

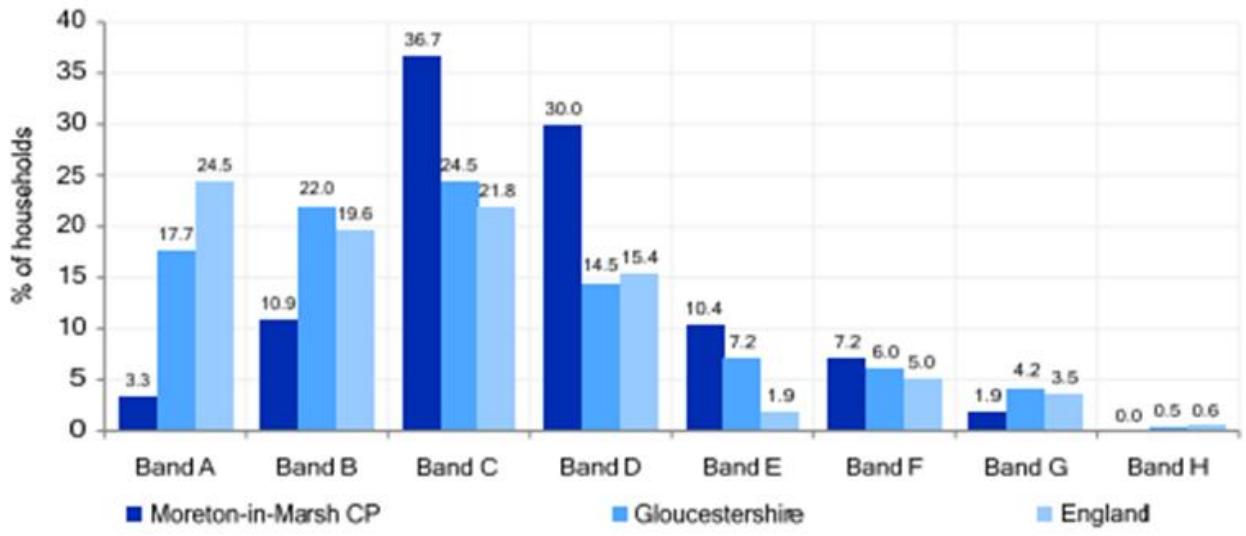
7.10 HM Land Registry tells us that the average price of new build residential properties in the Cotswold District was £544,890 in January 2020, and for existing residential properties was £370,580.

7.11 HM Land Registry tells us that for the Cotswold District the average house price change was +2.9% for 12 months prior to March 2020.

Average price by buyer status in Cotswold District (UK House Price Index: data sourced from HM Land Registry)



Percentage of dwellings according to Council tax Banding



7.12 The distribution of dwellings by council tax banding for Moreton-in-Marsh parish, Gloucestershire and England is shown in the table above. Moreton-in-Marsh has a higher number of dwellings in bands C, D, E and F.

Example Calculation for a Mortgage

7.13 When applying for a mortgage the applicant is usually subject to an affordability assessment by the provider, who determines how much mortgage they are prepared to lend. In today's financial market a household may obtain a mortgage of around 4 times their gross annual income, dependent upon their financial circumstances, and require a deposit of a minimum of 5% of the purchase price.

7.14 To afford the average priced dwelling (£273,713) sold during the past 2 years in Moreton-in-Marsh a household would require a mortgage for £260,028 assuming they have a deposit of £13,685. Based on an interest rate of 4% and repayment over a period of 25 years the monthly repayments would be £1,387. A larger deposit would reduce the size of the mortgage and hence a lower annual income could support the mortgage.

Gross annual earnings for residents (full and part-time) in local authority areas

Area	Median gross annual earnings (residents in local authority area) £
Cheltenham	£26,845

Cotswold	£24,675
Forest of Dean	-
Gloucester	£22,766
Stroud	£23,985
Tewkesbury	£24,700
Gloucestershire	£24,492
South West	£23,198
England	£25,118

Source: Annual Survey of Hours and Earnings for 2019, Office of National Statistics –released 29th October 2019

- The median gross annual earnings of residents in the Cotswold District was £24,675 in 2019. This is higher than the corresponding county figure (£24,492), the regional figure (£23,198)but lower than the national figure (£24,897).
- Based on the average price (£273,713) of homes sold in Moreton-in-Marsh parish in the last year a person in receipt of a median income Cotswold District (£20,137) would be unable to purchase an average priced property without a considerable deposit of around £193,165.
- Many potential first time buyers struggle to meet the costs of buying their own home.

Private rented

7.15 Information gained from 'Rightmove.com' reveals the rents per calendar month (pcm) for the following property types available for rent in the areas surrounding Moreton in May 2020.

Property	Rent (per calendar month)
One bedroom flat	£780
Two bedroom terrace house	£995

Three bedroom semi-detached house	£995

7.16 Local authorities, housing associations and housing organisations generally consider a household's housing costs should not exceed 35% of a household's gross income. Households on low incomes are more sensitive to higher percentages of their income being spent on housing costs. Based upon a housing cost of 35% of a household's income, a minimum gross annual income required to rent different sizes of accommodation is outlined below:

- A one bedroom flat is £26,742
- A two bedroom terrace house is £34,114
- A three bedroom house is £34,114

7.17 Of course, the rent does not include running costs e.g. council tax, fuel bills etc. Someone in receipt of the median gross income in the Cotswold District (£20,137) would not be able to afford to rent a property within Moreton-in-Marsh.

8. Current housing stock and anticipated delivery via the adopted Cotswold Local Plan

Existing Affordable Housing Stock

8.1 According to Cotswold District Council as at 13th July 2020 the total number of affordable dwellings in Moreton-in-Marsh is 677.

Current Stock – General Needs Rented		Number of dwellings
Bedsit	1 bed	2
Bungalow	2 bed	47
Flat	1 bed	83
	2 bed	51
House	2 bed	114

	3 bed	137
	4 bed	22
	5 bed	1
	Total	**457**

Current Stock – Age Restricted Rented		**Number of dwellings**
Flat	1 bed	37
	2 bed	7
House	3 bed	1
	Total	**45**

Current Stock – Shared Ownership		**Number of dwellings**
Flat	1 bed	18
	2 bed	4
House	2 bed	73
	3 bed	42
	Total	**137**
Current Stock – Discount Homes		**Number of dwellings**
Flat	1 bed	6
House	2 bed	14
	3 bed	10
	4 bed	8
	Total	**38**

8.2 These are numbers of households on the Council's housing register (known as Homeseeker Plus) divided according to number of bedrooms required and area of preference. All applicants have a local connection with Moreton-in-Marsh.

LC to Moreton No preference of area	1 bed	2 bed	3 bed	4 bed	5+ bed

Emergency	14	1	.	.	.
Gold	3	1	1	.	.
Silver	3	8	2	3	1
Bronze	54	50	19	10	.

LC to Moreton Moreton preferred	1 bed	2 bed	3 bed	4 bed	5+ bed
Emergency	12	1	.	.	.
Gold	2	1	1	.	.
Silver	3	6	2	3	1
Bronze	41	37	14	5	.

8.2 The table below is an extract from Homeseeker Plus Policy Document explain the banding system. The full document can be found at: https://www.homeseekerplus.co.uk/choice/uploads/GHPolicy13.4.18homeseekerplus.pdf

	Property Size etc.	Property conditions (this only applies to the district where the Notice is made)	Homelessness (this only applies to the district where any duty is owed)	Medical/welfare needs	General
EMERGENCY BAND	Giving up family sized social rented housing in the County to move to smaller non-family accommodation	Where a property has been assessed by Environmental Services as causing an imminent risk of serious harm due to disrepair, major defects, inadequate facilities. e.g. Emergency Prohibition Notice served (Time limit 1 month)		Assessed as immediate need of rehousing on medical grounds OR Exceptional circumstances where there is a proven threat to life or limb OR Exceptional circumstances where the current property has a critical detrimental effect on their welfare (Time limit 1 month)	
GOLD BAND	Giving up family sized social rented housing in the County to move to smaller family sized accommodation based on local housing demand OR Major overcrowding – lacking 2 or more bedrooms OR Where a Prohibition Notice (or Suspended Prohibition Notice) has been served by Environmental Services due to overcrowding (Does not apply if already awarded gold for Homelessness)	Where a Prohibition Notice (or Suspended Prohibition Notice) has been served on a property by Environmental Services due to disrepair, major defects or inadequate facilities and the landlord is unable/unwilling to comply	Full Statutory Homelessness Duty accepted (Time limit 1 month)	Assessed urgent medical/welfare need or long-term disability that would be alleviated by a move to more suitable accommodation	Move-on from Supported Accommodation where a planned move is agreed by the relevant local housing authority OR As a result of a multi-agency decision agreed by the relevant local housing authority OR Left in occupation of social rented housing such as Succession where the household is required to move (Time limit 1 month)
SILVER BAND	Overcrowding – lacking one bedroom (Does not apply if already awarded silver for Homelessness)		Applications before 1st April 2018 Homeless or threatened with homeless Applications after 1st April 2018 Homeless prevention or relief duty owed or assessed as homeless after all homeless duties have ended.	Assessed significant medical or welfare need or long-term disability that would be alleviated by a move to more suitable accommodation.	
BRONZE BAND	All other Applicants				

9. Recommendations:

9.1 It should be noted that since the survey questionnaires were posted to residents in February 2020 there has been a significant change to the UK's economy due to the action taken to fight the Coronavirus pandemic. Since the initial lockdown was put in place on 23rd April the change to the economy has impacted negatively on many household's incomes and livelihoods and is likely it will continue to do so in the months and years ahead. For this reason it is likely that the numbers of households in need of affordable housing will increase owing to these changes in people's financial situation.

9.2 The administration of housing benefit often has an impact on the allocation of affordable rented property. The occupation of smaller dwellings by young families may lead to overcrowding if the number of family members increases or children grow older and require their own bedroom space, thereby creating a need to move to larger accommodation.

9.3 Conversely, the survey revealed a demand within the market sector from home owners wishing to down size to smaller and more manageable property. These home owners, 60 or more years of age and often owning their home

outright without a mortgage can afford 1, 2 or 3 bedroom accommodation with rooms of a larger proportion than starter homes to accommodate their furniture and guests, and at the same time realise capital from the sale of their home. It is apparent given the quantum of development in recent years that a market led approach is not meeting this demand.

9.4 The pandemic has led to an increase in the number of people working from home. This situation may level off or reduce in coming months. Although, a return to the office is unlikely to return to the levels prior to the pandemic. For this reason future development will need to accommodate people's changing work routines including the provision of desk or office space. The initial lockdown that limited exercise outside of the home also raised a demand nationwide for properties with outdoor space. It is recommended that, where possible, all new housing should have access to private or shared open space/gardens.

9.2 In order to meet the needs and aspirations of Moreton-in-Marsh's residents and workers future residential development should include:

i) **Market housing** - a full range of house types, including starter homes (1 and 2 bedroom dwellings), larger family-sized homes (predominantly 3 and 4 bedroom dwellings and a smaller proportion of 5+ bedroom dwellings), and dwellings of a size (1, 2 & 3 bedrooms) and type (including bungalows and lifetime homes) suitable to downsize to from larger properties.

ii) **Affordable housing** - a broad range of tenures, including social rented (target rent) and 'affordable' rented (up to 80% of market prices), affordable home ownership and intermediate products providing access for people on a wide range of incomes. The Cotswolds is an area that the Government has acknowledged is eligible to deliver grant funded social rented homes and this should be reflected in delivery of affordable homes via s106 Agreements (or any replacement). Affordable housing must meet the Government's Technical housing standards – national described space standard. Affordable housing should have access to private or

shared outdoor space and should have space for home working and separation for family activities, e.g. an adult working from home and child playing/watching tv.

iii) **Self-build** – a proportion of plots available for self-build with dwelling ranging in size from starter homes to family sized 3 & 4 bedroom dwellings on all new housing developments.

iv) **Other** - remain open to the concept of an affordable housing exception site to deliver a range of affordable housing tenures for local people on modest to low incomes. Based on the current allocation of sites for housing in Moreton in Marsh, current demand based on the housing waiting list, will not be met; continue to explore Community Land Trust projects as the Town Council projects/initiatives progress; and remain open to delivery of smaller homes (1 or 2 bed apartments) as part of Town Council initiatives.

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MORETON-IN-MARSH TOWN COUNCIL

Minutes of a Meeting of the Council

Date: 24th February 2026

Time: 6:30pm

Venue: Council Offices, Old Town, Moreton-in-Marsh GL56 0LW

Contact details: 01608 651448 office@moretoninmarshtowncouncil.gov.uk

Present: Cllrs L Hennigan, E Viviani, M Berry, M Swift, D Warmington (chair) and R Eastoe.
In attendance: Clerk S Hart; Deputy Clerk T Maull; 2 members of the public

1) There were no apologies, all councillors present.
2) There were no declarations of interest from councillors on items on the agenda.
3) There were no requests for dispensation made relating to items on the agenda and those made in writing relating to pecuniary interests.
4) There were no County or District Councillors present.
5) Topics raised by members of the public were as follows: NDP, trees and forum feedback.
6) The meeting minutes of 16th December 2025 were **AGREED** and **SIGNED** as an accurate record.
7) The meeting minutes of 19th January 2026 were **AGREED** and **SIGNED** as an accurate record.
8) The meeting minutes of 27th January 2026 were **AGREED** and **SIGNED** as an accurate record.
9) The January finance reports were **NOTED**.
10) The list of expenditure was **APPROVED**. Annex A.
11) The list of Received Income from 01.01.2026 to 31.01.2026 was **NOTED**.
12) It was **AGREED** to setup a decision-making Events Committee with a view to organising a celebration of the 800th Anniversary of the Market Charter on 4th July. Terms of reference for the committee were agreed as follows: membership to be all councillors and the current Events Working Group members (if they wish); £1,000 budget; to meet as and when required. It was **AGREED** that approaches to potentially interested parties (e.g. current market provider, first aid provider, insurer) could be made to gauge interest/risks before the first meeting of the committee.
13) It was **AGREED** to submit the Regulation 15 draft of the Moreton-in-Marsh NDP to Cotswold District Council for examination.
14) It was **NOTED** that volunteers have come forwards for both the ivy clearance volunteer days at Jubilee Gardens on 14th and 28th March 2026. The following additional arrangements were **AGREED**: Sessions will be 10-12 and 2-4 on both dates; Cllr M Swift to be lead councillor on both dates; volunteers may turn-up on the day; either a small skip at Swan Close OR (if available/cost effective) a larger skip at Swan Close which is later moved to the Town Council Offices to deal with skip items in that location; delegation to the staff to deal with final arrangements/decisions.
15) It was **AGREED** that any remaining wood and chippings in QVG (left by the traveller's encampment) would be used by the Town Council within the wooded areas of QVG on and around the paths.
16) It was **AGREED** that resident Mike Moore would join the Climate and Ecology Working Group.
17) It was decided to turn down a request to co-host a skatepark activity with neighbouring parish Blockley due to the tight timescale and limited information at this stage.
18) It was **AGREED** that delegation be given to the Finance and Governance Committee to determine a response to the Local Government Re-organisation (LGR) Consultation (with input from the working group setup to look into all LGR matters).
19) A recommendation from the Personnel Committee to pay a subscription to the SLCC for the Deputy Clerk was **APPROVED**.
20) Due to almost daily renewal fluctuations, it was **AGREED** to delegate renewal of the energy contracts to the clerk to renew with the best offer.
21) The following agenda items were **AGREED** to be published on the website: NDP Regulation 15; volunteer days at Jubilee Gardens; new councillor; wood and chippings in QVG; market charter 800th anniversary.
22) There were no items to note or for future consideration.

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DRAFT

23) The date of the next meeting was **NOTED** as 31st March 2026.
24) It was **RESOLVED** to exclude the public and press under the Public Bodies (Admissions to Meetings) Act 1960 due to the confidential nature of the following items.
25) There were no requests to record this part of the meeting.
26) It was **AGREED** to undertake all the tree works identified as amber on the 2025 tree report. Three quotes were considered and Chris Arnold Tree Services was **APPROVED** for this work at a cost of £3000 ex VAT (on clarification of queries regarding site clearance).
27) The meeting closed at 8:37pm.

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Moreton-in-Marsh Neighbourhood Plan

2018 - 2043

Basic Conditions Statement

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1. Introduction

This Basic Conditions Statement has been produced to accompany the Moreton-in-Marsh Neighbourhood Plan (referred to as 'the Plan') to its submission to the local planning authority, Cotswold Council, under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended) ('the Regulations').

Paragraph 8(2) of Schedule 4B to the 1990 Town & Country Planning Act (TCPA) requires that a Neighbourhood Plan (or order) will be considered to have met the seven basic conditions if:

a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order,
b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order,
c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order,
d) the making of the order contributes to the achievement of sustainable development,
e) the making of the order 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),
f) the making of the order does not breach, and is otherwise compatible with, EU obligations, and
g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.

Basic Conditions (b) and (c) relate to neighbourhood development orders therefore are not relevant to the consideration of whether the MORETON-IN-MARSH NEIGHBOURHOOD PLAN meets the basic conditions.

2. Supporting documents and evidence

The Moreton-in-Marsh Neighbourhood Plan is supported by a Consultation Statement and this Basic Conditions Statement.

3. Key statements

Moreton-in-Marsh Town Council is a qualifying body and entitled to submit a Neighbourhood Plan for its own parish. The Moreton-in-Marsh Neighbourhood Plan expresses policies that relate to the development and use of land only within the neighbourhood area.

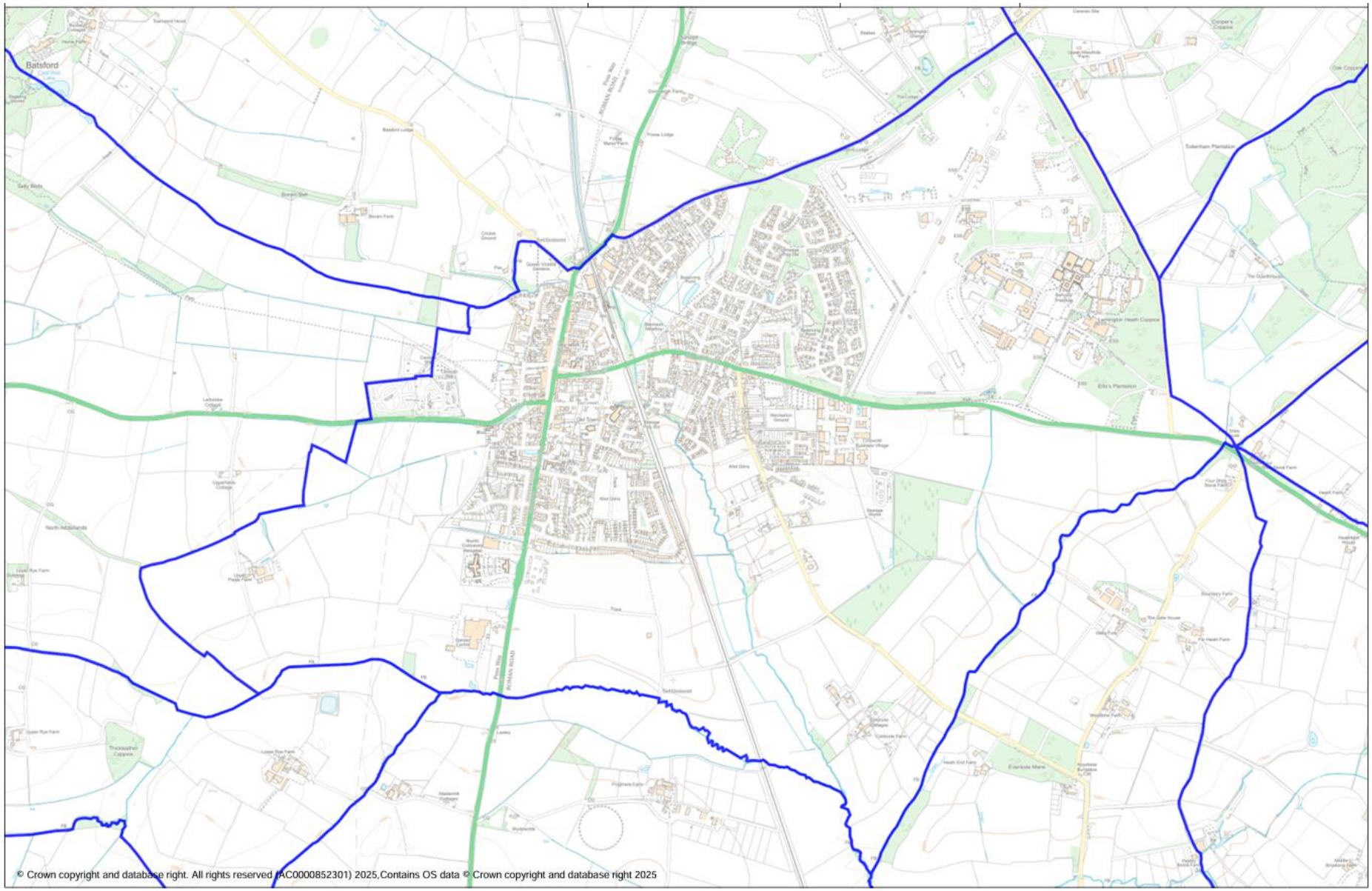
The neighbourhood area is contiguous with the parish boundary, as shown in the map on the following page.

The Moreton-in-Marsh Neighbourhood Plan covers the period from 2018 to 2031.

No provision for excluded development such as national infrastructure is contained within the Neighbourhood Plan.

The Moreton-in-Marsh Neighbourhood Plan does not relate to more than one neighbourhood area. It is solely related to the area of Moreton-in-Marsh as designated by Cotswold District Council in September 2018 (see map) which is contiguous with the Parish Boundary.

There are no other Neighbourhood Development Plans in place for the Moreton-in-Marsh neighbourhood area.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4. Conformity with national planning policy

Introduction

It is required that the Moreton-in-Marsh Neighbourhood Plan has appropriate regard to national planning policy and advice contained in guidance issued by the Secretary of State. National policy and guidance is contained within the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

National Planning Policy Framework[1]

The NPPF in sections 29-31 and 38 refers to Neighbourhood Development Plans and seeks that those plans have regard to the policies in the NPPF and to be in 'general conformity' with the strategic policies of the Local Plan. This phrasing is explained more clearly by the Localism Act which refers to the 'adopted Development Plan'.

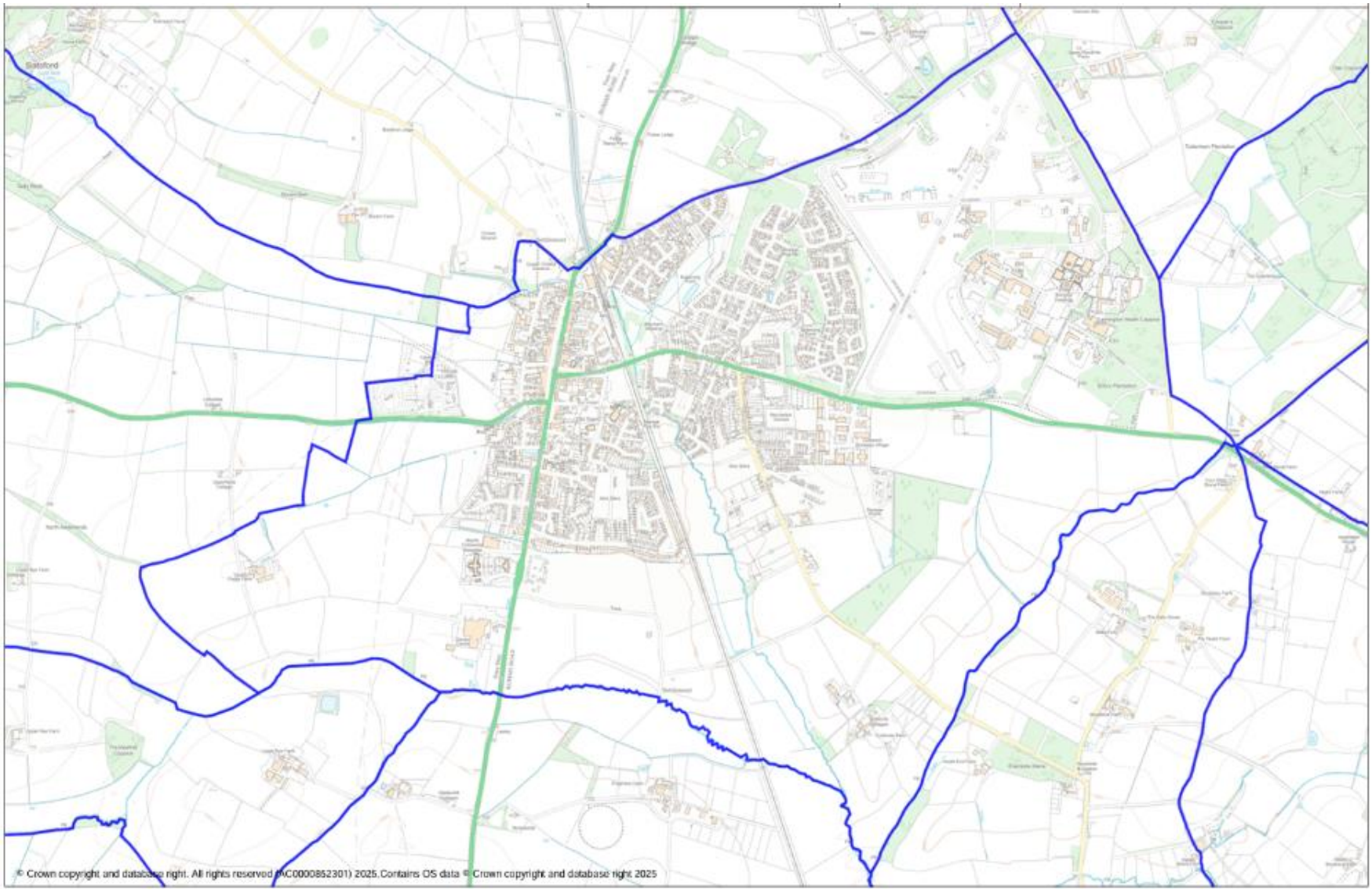
This section demonstrates that, of the 13 key objectives within the NPPF, the Moreton-in-Marsh Neighbourhood Plan has policies that meet 10 of these, specifically in relation to:

- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

The Moreton-in-Marsh Neighbourhood Plan has 16 principal objectives. We list them in table 2.1 below and which NPPF goals each objective seeks to address.

Table 2.2 then provides a summary of how each policy in the Moreton-in-Marsh Neighbourhood Plan conforms specifically to the NPPF.

[1] National Planning Policy Framework December 2024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Ref	Objective	NPPF Goal
1	New developments to be energy efficient and climate adaptive	▪ Achieving well-designed places ▪ Meeting the challenge of climate change, flooding and coastal change
2	New developments to provide a range of housing to meet the needs of local people	▪ Delivering a sufficient supply of homes ▪ Achieving well-designed places
3	New developments on brownfield sites to take priority over greenfield sites	▪ Delivering a sufficient supply of homes ▪ Achieving well-designed places
4	To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards	▪ Achieving well-designed places ▪ Meeting the challenge of climate change, flooding and coastal change
5	Ensure appropriate infrastructure is in place to support new development prior to completion of the project.	▪ Achieving well-designed places ▪ Meeting the challenge of climate change, flooding and coastal change
6	To support the provision of principle residence housing for those wishing to live in Moreton in Marsh	▪ Delivering a sufficient supply of homes ▪ Building a strong, competitive economy
7	New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors	▪ Building a strong, competitive economy ▪ Ensuring the vitality of town centres
8	Support development of small business units/shared space	▪ Building a strong, competitive economy ▪ Ensuring the vitality of town centres
9	New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors	▪ Building a strong, competitive economy ▪ Ensuring the vitality of town centres ▪ Promoting healthy and safe communities ▪ Achieving well-designed places
10	Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions	▪ Building a strong, competitive economy ▪ Ensuring the vitality of town centres ▪ Promoting healthy and safe communities ▪ Achieving well-designed places ▪ Promoting sustainable transport
11	Protect and maintain open green spaces	▪ Conserving and enhancing the natural environment ▪ Promoting healthy and safe communities

12	Protect and maintain archaeological and built heritage assets deemed to be of value to the community	▪ Conserving and enhancing the historic environment
13	Preserve and increase opportunities for biodiversity net-gain	▪ Conserving and enhancing the natural environment ▪ Promoting healthy and safe communities
14	Preserve important views within the parish	▪ Conserving and enhancing the natural environment ▪ Promoting healthy and safe communities
15	Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh	▪ Conserving and enhancing the natural environment ▪ Promoting healthy and safe communities
16	Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health	▪ Promoting healthy and safe communities ▪ Promoting sustainable transport

Table 2.2: Assessment of how each policy in the Moreton-in-Marsh Neighbourhood Plan conforms to the NPPF

No.	Policy title and reference	NPPF ref. (para.)	Commentary
1	**Climate Adaption and Energy Efficiency in Developments**	161, 162, 164, 167	Seeks to encourage the use of renewable energy in homes and transportation.
2	**Managing Flood Risk**	161, 162, 170-8, 181	Seeks to mitigate issues caused by surface water flooding and minimise impacts of development on water quality
3	**Housing Mix**	63	The policy contributes to the NPPF objective of delivering a sufficient supply of homes by requiring the mix of housing development to reflect local need.
4	**Affordable Housing**	63, 64, 66	The policy contributes to the NPPF objective of delivering a sufficient supply of homes by requiring the mix of housing development to reflect local need.
5	**Well-designed housing and Places**	29, 125, 131, 132, 134, 135	The policy contributes to the NPPF objectives of achieving well designed places, promoting sustainable transport and meeting the challenge of climate change, flooding and coastal change. It does this by requiring development to reflect townscape character, provide good walking and cycling connections and cycle storage and be water efficient and meet the highest possible standards of construction.
6	**Parking in Residential Developments**	109, 112, 115	This policy contributes to the NPPF objective of promoting sustainable transport by seeking to ensure new residential developments provide appropriate levels of parking facilities.
7	**Brownfield first**	124, 125, 126	This policy contributes to the NPPF objective of making effective use of land by directing development towards the built-up area of Moreton-in-Marsh. This allows for further growth in the town on infill or brownfield sites.
8	**Hard Infrastructure**	11, 29, 35, 40, 109	Seeks to ensure the necessary infrastructure and utility provision is considered and provided in full to support new developments.
9	**Soft Infrastructure**	11, 16, 29, 35, 40, 98	Seeks to ensure the necessary infrastructure and utility provision is considered and provided in full to support new developments.
10	**Principal residence housing**	66, 82	The policy contributes to the NPPF objective of delivering a sufficient supply of homes to reflect local need.

No.	Policy title and reference	NPPF ref. (para.)	Commentary
11	**Employment Land**	85, 111, 128	Seeks to sustain a vibrant attractive and successful town that meets the needs of the local community and visitors
12	**Small Business Units**	88, 111, 128	Seeks to support the creation of new businesses serving local needs where these are otherwise not available and where they are easily accessible to the whole community
13	**Retail Provision**	85, 88, 89, 90	The policy contributes to the NPPF objectives of building a strong, competitive economy and securing the vitality of town centres by seeking to protect existing retail units from being lost to alternative uses.
14	**Infrastructure Investment Priorities**	35, 96	Seeks to improve access to key facilities within Moreton-in-Marsh and ensure the necessary infrastructure is delivered to ensure that non-car users have alternative routes to the existing road network.
15	**Local Green Spaces**	106, 107, 108	Designates a series of spaces that are special to the community and fulfil the NPPF criteria.
16	**Conserving non-designated heritage assets**	29, 207, 208, 216	This policy contributes to the NPPF objective of conserving and enhancing the historic environment by identifying and seeking to protect treasured historic assets within Moreton-in-Marsh.
17	**Enhancing Biodiversity**	29, 187, 192	This policy contributes to the NPPF objective of conserving and enhancing the natural environment by seeking to preserve the natural features of Moreton-in-Marsh.
18	**Important views**	187, 189, 190	The policy identifies Important Local Views that are special in recognising the intrinsic character and beauty of the countryside form, but is not prescriptive about design solutions. The policy therefore requires development proposals to avoid unnecessary harm by way of their height, massing or obtrusive location.
19	**Development Boundary**	129, 132	This policy contributes to the NPPF objective of conserving and enhancing the natural environment by seeking to prevent settlement spread and maintain the identity of Moreton-in-Marsh.
20	**Transport & Active Travel**	109, 110, 117, 118,	This policy seeks to enhance opportunities for active travel and reduce reliance on private car use.

5. Contribution towards sustainable development

The NPPF states in paragraph 11 that 'at the heart of the Framework is a presumption in favour of sustainable development'.

Table 3.1 below summarises how the objectives and policies in the Moreton-in-Marsh Neighbourhood Plan contribute towards sustainable development, as defined in the NPPF.

Table 3.1: Assessment of Moreton-in-Marsh Neighbourhood Plan objectives and policies against sustainable development

Deliver Economic Sustainability	
NPPF Definition – "to help build a strong, responsive and competitive economy"	
Moreton-in-Marsh Neighbourhood Plan Objectives	○ New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors ○ Support development of small business units/shared space ○ New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors ○ Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions ○ Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health
Moreton-in-Marsh Neighbourhood Plan Policies	**Policy 7: Brownfield land** **Policy 11: Employment Land** **Policy 12: Small Business Units** **Policy 13: Retail Provision** **Policy 14: Infrastructure Investment Priorities** **Policy 20: Transport & Active Travel**

Deliver Social Sustainability	
NPPF Definition – "to support strong, vibrant and healthy communities"	
Moreton-in-Marsh Neighbourhood Plan Objectives	○ New developments to provide a range of housing to meet the needs of local people ○ To support the provision of principle residence housing for those wishing to live in Moreton in Marsh ○ To allocate a site for future development in Moreton-in-Marsh to meet the identified needs of the community. ○ New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors ○ Support development of small business units/shared space ○ New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors ○ Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions

	○ Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health
Moreton-in-Marsh Neighbourhood Plan Policies	**Policy 3: Housing mix** **Policy 4: Affordable Housing** **Policy 5: well-designed housing and Places** **Policy 6: Parking in Residential Developments** **Policy 10: Principal Residence Housing** **Policy 14: Infrastructure Investment Priorities** **Policy 15: Local Green Space** **Policy 20: Transport & Active Travel**

Deliver Environmental Sustainability	
NPPF Definition – "to protect and enhance our natural, built and historic environment; and adapting to climate change"	
Moreton-in-Marsh Neighbourhood Plan Objectives	○ New developments to be energy efficient and adaptive to climate change ○ New developments on brownfield sites to take priority over greenfield sites ○ To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards ○ Ensure appropriate infrastructure is in place to support new development prior to completion of the project. ○ Protect and maintain open green spaces ○ Protect and maintain archaeological and built heritage assets deemed to be of value to the community ○ Preserve and increase opportunities for biodiversity net-gain ○ Preserve important views within the parish ○ Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh ○ Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health
Moreton-in-Marsh Neighbourhood Plan Policies	**Policy 1: Climate Adaption and Energy Efficiency in Developments** **Policy 2: Managing Flood Risk** **Policy 7: Brownfield First** **Policy 8: Hard Infrastructure** **Policy 9: Soft Infrastructure** **Policy 15: Local Green Space** **Policy 16: Conserving non-designated heritage assets** **Policy 17: Enhancing Biodiversity** **Policy 18: Important views** **Policy 19: Development Boundary** **Policy 20: Transport & Active Travel**

6. General conformity with the strategic policies of the development plan

The development plan covering the Neighbourhood Plan Area currently consists of the following:

- Cotswold District Council Local Plan 2011-2031, adopted Aug 2013
- Gloucestershire County Council Local Development Guide July 2025
- Gloucestershire Minerals Local Plan adopted 2021

The policies of relevance are shown in Table 4.1 below, along with a consideration of whether they represent the strategic policies of the development plan. Where they do, consideration is made of whether the Moreton-in-Marsh Neighbourhood Plan is in general conformity with them.

Any policy that is not identified in Table 4.1 is not considered to be relevant to the Moreton-in-Marsh Neighbourhood Plan because the Moreton-in-Marsh Neighbourhood Plan does not have any policies that directly relate to it.

Neighbourhood Plan Policy	Development Plan Policy	Commentary
Climate Adaption and Energy Efficiency in Developments		There is no adopted strategic policy on this matter, but this policy is consistent with the Local Plan objectives of ensuring new development is of a sustainable design and maximises energy efficiency and with the broader climate change ambitions of the District Council.
Managing Flood Risk	Policy EN14 Managing Flood Risk Policy INF8 Water Management Infrastructure Policy SA3 Strategic Delivery-North Cotswolds	This policy restates and builds upon the provisions of EN14 and INF8 on flood risk in order to draw attention to the importance of this issue and its complexities in Moreton-in-Marsh, as highlighted by Policy SA3.
Housing Mix	Policy H1 Housing Mix & tenure to Meet Local Need	The policy refines H1(1) by encouraging proposals to give an emphasis to the delivery of small and medium sized family homes and to deliver homes that are especially suited or adaptable to meeting the needs of older households. The evidence base indicates that these are of particular relevance to Moreton-in-Marsh as it continues to grow and its population ages.
Affordable Housing	Policy H1 Housing Mix & tenure to Meet Local Need Policy H2 Affordable Housing	This policy aligns with Local Plan policy H2 by setting out how affordable homes should be integrated into new developments.
Well-designed Housing and Places	Policy INF7 Green Infrastructure Policy EN2 Design of the Built & Natural Environment	The policy contributes to Policy EN2 of achieving well designed places, promoting sustainable transport and meeting the challenge of climate change, flooding and coastal change. It does this by requiring development to reflect townscape character, provide good walking and cycling connections and cycle storage and be water efficient and meet the highest possible standards of construction. In addition, the policy supplements INF5 by requiring EV charging infrastructure in new car parking arrangements, again to reflect the town's relatively remote location from larger centres of population where such charging infrastructure is more commonplace.
Parking in Residential Developments	Policy INF5 Parking Provision	This policy contributes to INF5 by seeking to ensure new residential developments provide appropriate levels of parking facilities and encourage sustainable travel routes to the Town Centre.
Brownfield first	Policy EN1 Built, Natural & Historic Environment	This policy contributes to the NPPF objective of making effective use of land by directing development towards the built-up area of Moreton-in-Marsh. This allows for further growth in the town on infill or brownfield sites.

Neighbourhood Plan Policy	Development Plan Policy	Commentary
Hard Infrastructure	Policy INF8 Water Management Infrastructure Policy SA3 Strategic Delivery-North Cotswolds Policy INF1 Infrastructure Delivery	The policy restates and bolsters the provisions of INF1 and INF8 to address past weaknesses in the timeliness and quality of supporting infrastructure as the town continues to grow. It is vital that developers work with the utilities companies at the earliest stages of designing their proposals to ensure that those proposals include details to address these matters in relation to their nature, scale and location.
Soft Infrastructure	Policy INF7 Green Infrastructure Policy INF2 Social & Community Infrastructure	The policy builds on INF2 to support soft infrastructure as the town and community continues to grow.
Principal residence housing		There is no policy in the Local Plan relating to Principal Residence. However, the evidence base clearly identifies a need to address the adverse effect that the high proportion of second homes in the neighbourhood area has on access to market and affordable homes. As such, the policy seeks to tackle the issue in ensuring that the occupancy of new open market housing is as Principal Residency.
Employment Land	Policy EC1 Employment Development Policy EC3 Proposals for all types of employment-generating uses	Seeks to build on EC1 to sustain a vibrant successful town by supporting and encouraging local employment.
Small Business Units	Policy EC1 Employment Development	Seeks to support the creation of new businesses serving local needs where these are otherwise not available and where they are easily accessible to the whole community
Retail Provision	Policy EC1 Employment Development Policy EC2 Safeguarding Employment Sites Policy EC7 Retail Policy EC8 Main Town Centre Uses	This policy encourages a mix of uses that encourage vitality in the town centre. Within the context of the NPPF definition of 'main town centre uses', this could include employment-generating use. CDC Policy EC7 identifies Moreton-in-Marsh as a Key centre and EC8 is similarly supportive of main town centre uses, including office and retail, which generate employment.
Infrastructure Investment Priorities	Policy EC7 Retail Policy EC8 Main Town Centre Uses	Seeks to improve key facilities within Moreton-in-Marsh and ensure the necessary infrastructure is delivered to build a vibrant and successful town.
Local Green Spaces	Policy INF7 Green Infrastructure Policy EN3 Local Green Spaces	The policy designates twenty one Spaces in addition to those designated by EN3 and its wording is consistent with that policy and with the NPPF.

Neighbourhood Plan Policy	Development Plan Policy	Commentary
Conserving non-designated heritage assets	Policy EN13 Historic Environment: The Conversion of Non-Domestic Historic Buildings Policy EN12 Historic Environment: Non-Designated Heritage Assets	The policy is consistent with EN12 in seeking to conserve non-designated heritage assets in the Parishes, which are identified in Appendix D.
Enhancing Biodiversity	Policy EN1 Built, Natural & Historic Environment Policy EN8 Biodiversity and Geodiversity: Features, Habitats & Species	The policy is consistent with EN1 and EN8 in by seeking to preserve and improve the natural biodiversity features of Moreton-in-Marsh.
Important views	Policy EN1 Built, Natural & Historic Environment Policy EN14 The Wider Natural and Historic Landscape Policy EN5 Cotswold Area of Outstanding Natural Beauty (AONB) Policy EN6 Special Landscape Areas	The policy identifies Important Local Views that are special in recognising the intrinsic character and beauty of the countryside form but is not prescriptive about design solutions. The policy complements EN1 and EN4 by defining important views as an essential means of protecting and conserving the historic and natural open character of the setting to the town.
Development Boundary	Policy DS2 Development within Development Boundaries Policy DS4 Open Market Housing Outside Principal & Non-Principal Settlements	The policy redefines the Development Boundaries of Policy DS2 and its wording restates that of the policy. MiMNP Policy 19 identifies that development outside the settlement boundary should reflect these policy requirements.
Transport & Active Travel	Policy INF7 Green Infrastructure Policy INF3 Sustainable Transport	The policy complements INF3 and INF3 in encouraging proposals to better connect the town to its nearby attractions through sustainable means, e.g. walking and cycling and reduce reliance on vehicular travel.

7. Does not breach, and is compatible with, EU obligations and Human Rights requirements.

The Neighbourhood Development Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act.

The Plan and the process under which it was made conforms to the SEA Directive (EU 2001/42/EC) and the Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations). In May and June 2023, a draft screening report was prepared by Cotswold City Council. This was consulted on with the statutory bodies (the Environment Agency, Natural England and Historic England) to assist in the determination of whether or not the Moreton-in-Marsh Neighbourhood Plan would have significant environmental effects in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.

- In February 2025, Moreton-in-Marsh Town Council approached Cotswold District Council to request a screening report on the draft Neighbourhood Plan.
- In March 2025 LUC carried out an SEA Screening Opinion and in May 2025 Cotswold District Council confirmed they do not consider that an 'appropriate assessment' under Regulation 105 is required.

The various SEA screening documents, including the responses from the statutory bodies, has been submitted at Regulation 15 stage as part of the evidence base for the Plan.

8. Conformity with the prescribed conditions

Under Directive 92/43/EEC, also known as the Habitats Directive[2], it must be ascertained whether the draft Plan is likely to have significant effects on a European site designated for its nature conservation interest. The Directive is implemented by the Conservation of Habitats and Species Regulations 2010. Assessments under the regulations are known as Habitats Regulation Assessments ("HRA"). An Appropriate Assessment is required only if the Plan is likely to have significant effects on a European protected species or site. To ascertain whether or not it is necessary to undertake an assessment, a screening process is followed.

- In February 2025, Moreton-in-Marsh Town Council approached Cotswold District Council to request a screening report on the draft Neighbourhood Plan.
- In March 2025 Cotswold District Council there are no likely significant effects on Habitats Sites associated with the Plan, and no further HRA assessment is required..

The various screening documents, including the responses from the statutory bodies, has been submitted at Regulation 15 stage as part of the evidence base for the Plan.

9. Conclusion

The Basic Conditions as set out in Schedule 4B to the TCPA 1990 are considered to be met by the Moreton-in-Marsh Neighbourhood Plan and all the policies therein. It is therefore respectfully suggested to the Examiner that the Moreton-in-Marsh Neighbourhood Plan complies with Paragraph 8(1)(a) of Schedule 4B of the Act.

[2] Directive 92/43/EEC 'on the conservation of natural habitats and of wild fauna and flora': http://eur-lex.europa.eu/legal- content/EN/TXT/?uri=CELEX:31992L0043 (retained).

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Moreton-in-Marsh Neighbourhood Plan

2018 - 2043

Equalities Impact Assessment

1. Introduction

Neighbourhood Plans fall within the remit of the Equality Act 2010. This legislation seeks to ensure that no groups or individuals are disadvantaged as a result of decisions being made, which fail to take account of their requirements and that policies and decision making do not discriminate either accidentally or deliberately.

The reason for carrying out this Equality Impact Assessment (EIA) is to ensure that decisions made by Moreton-in-Marsh Town Council on the Neighbourhood Plan are based on sound evidence and will not discriminate against anyone with any of the 9 protected characteristics shown below.

PROTECTED CHARACTERISTICS

Age: Where this is referred to, it refers to a person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18 - 30 year olds).

Disability: A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Gender Reassignment: The process of transitioning from one gender to another.

Marriage and Civil Partnership: Marriage is defined as a 'union between a man and a woman'. Same-sex couples can have their relationships legally recognised as 'civil partnerships'. Civil partners must be treated the same as married couples on a wide range of legal matters.

Pregnancy and Maternity: Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Race: Refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

Religion and belief: Religion has the meaning usually given to it, but belief includes religious and philosophical beliefs including lack of belief (e.g., Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.

Sex: Man or a woman.

Sexual orientation: Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

2. EQUALITY IMPACT ASSESSMENTS AND NEIGHBOURHOOD PLANS.

Whilst it is unlikely that a Neighbourhood Plan would have a significant impact on a group with protected characteristics; the possibility still exists and therefore there is a requirement to screen the presumed outcomes of policies.

It is also important to note that the Moreton-in-Marsh Neighbourhood Plan has been drafted following significant consultation with the resident community as set out in the Consultation Statement which is an appendix to the Plan.

3. ASSESSING THE PLAN POLICIES

This EIA has been produced to assess the implications of policies included in the Moreton-in-Marsh Neighbourhood Plan. This has been produced utilising guidance on the Equality and Human Rights Commission and Department of Communities and Local Government websites.

The following Tables assess the Plan's policies for their likely impact on the protected characteristics: positive, neutral or negative impacts are noted.

Where an impact is positive or neutral, no change will be made to the policy. Where a negative impact is noted a grading is assigned; 'high' means that mitigation is unlikely to overcome the issue; 'medium' means that future or existing mitigation could overcome the issue; 'low' means that the issue is judged insignificant.

The results of this assessment have not lead to final changes prior to submission.

Policy 1 Climate Adaption & Energy Efficiency in Developments	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary:	Applicable to the whole community				
Mitigation	None required.				

Policy 2 Managing Flood Risk	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community				
Mitigation	None required.				

Policy 3 Housing Mix	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This policy is intended to provide for the aging population in the parish and improve opportunities for younger generations to live within the parish.				
Mitigation	None required.				

Policy 4 Affordable Housing	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This policy is intended to provide for the aging population in the parish and improve opportunities for younger generations to live within the parish.				
Mitigation	None required.				

Policy 5 Well designed Housing and Place	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity	X				
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community.				
Mitigation	None required.				

Policy 6 Parking Residential Developments	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			

Commentary	This Policy is specifically aimed at ensuring future developments have safe accessibility throughout the Parish.
Mitigation	None required.

Policy 7 Brownfield First	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This policy is intended to enhance the existing assets in the Parish to the benefit of the whole community.				
Mitigation	None required.				

Policy 8 Hard Infrastructure	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community.				
Mitigation	None required				

Policy 9 Soft Infrastructure	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community.				

Mitigation	None required.

Policy 10 Principle Residence Housing	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This Policy is specifically aimed at ensuring future developments have safe accessibility throughout the Parish.				
Mitigation	None required				

Policy 11 Employment Land	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community				
Mitigation	None required				

Policy 12 Small Business Units	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity	X				
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			

Commentary	This Policy is specifically aimed at maximising opportunities for small/new businesses to succeed in the parish and keep the town active and vibrant.
Mitigation	None required

Policy 13 Retail Provision	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity	X				
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This Policy is specifically aimed at ensuring all members of the community have access to local retail facilities within the town.				
Mitigation	None required				

Policy 14 Infrastructure Investment Priorities	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity	X				
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This Policy is specifically aimed at ensuring future developments have safe accessibility to the Parish				
Mitigation	None required				

Policy 15 Local Green Space	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			

Gender reassignment		X			
Commentary	Applicable to the whole community				
Mitigation	None required				

Policy 16 Conserving non-designated heritage assets	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This policy is intended to enhance the existing assets in the Parish to the benefit of the whole community.				
Mitigation	None required				

Policy 17 Enhancing Biodiversity	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community				
Mitigation	None required				

Policy 18 Important Views	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			

Commentary	Applicable to the whole community
Mitigation	None required

Policy 19 Development Boundary	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age		X			
Disability		X			
Marriage or civil partnership		X			
Pregnancy and maternity		X			
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	Applicable to the whole community				
Mitigation	None required				

Policy 20 Transport & Active Travel	Positive	Neutral	Neg.L.	Neg.M.	Neg.H.
Protected Characteristic					
Age	X				
Disability	X				
Marriage or civil partnership		X			
Pregnancy and maternity	X				
Race		X			
Religion and belief		X			
Sex		X			
Sexual orientation		X			
Gender reassignment		X			
Commentary	This Policy is specifically aimed at ensuring future developments have safe accessibility to the Parish and to Basingstoke Parish				
Mitigation	None required				

4. BASELINE DATA

Data for Moreton-in-Marsh is available for the following protected characteristics: age, ethnicity, marital status, religious belief, and disability.
The Data in the tables below comes from the below comes from the 2021 Census.

There were approximately 5,190 people living in Moreton-in-Marsh in 2021. Of these, 47.6% were male and 52.4% were female.

Age	**%**
0-4	5.4
5-14	10.5
15-19	4.5
20-64	53.4
65-84	22.5
85+	4.3
Ethnicity	**%**
Asian, Asian British or Asian Welsh	0.9
Black, Black British, Black Welsh, Caribbean or African	0.3
Mixed or Multiple ethnic groups	1.2
White	97.2
Other ethnic group	0.3
Marital Status (aged 16 and over)	**%**
Never married and never registered a civil partnership	29.7
Married or in a registered civil partnership	48.7
Separated, but still legally married or still legally in a civil	2.8
Divorced or civil partnership dissolved	10.7
Widowed or surviving civil partnership partner	8.1
Religious Belief	**%**
No religion	39.8
Christian	53.9
Buddhist	0.3
Hindu	0.1
Jewish	0.0
Muslim	0.1
Sikh	0.1
Other religion	0.3
Not answered	5.4
Disability	**%**
Disabled under the Equality Act	17
Not disabled under the Equality Act	83

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Joseph Walker
Cotswold District Council
by email

Dear Joseph

Our reference
11703

Date
26 March 2025

Address
12th Floor, Beacon Tower
Colston Street
Bristol BS1 4XE
Tel: 0117 389 0700

HRA Screening of Moreton-in-Marsh Neighbourhood Plan

This letter sets out the Habitats Regulations Assessment (HRA) Screening of the draft Moreton-in-Marsh Neighbourhood Plan, January 2025. In summary, there are no likely significant effects on Habitats Sites associated with the Plan, and no further HRA assessment is required. This letter explains why.

Summary of the Moreton-in-Marsh Neighbourhood Plan

Cotswold District Council, as the local Planning Authority (LPA), designated the Moreton-in-Marsh Neighbourhood Area in September 2018 to enable Moreton-in-Marsh Town Council to prepare a Neighbourhood Plan. The Neighbourhood Plan for Moreton-in-Marsh will form part of the development plan over the period 2018 to 2031, alongside the Local Plan for Cotswold District Council 2011 - 2031[1].

Neighbourhood Plans are intended to provide local principles and requirements that supplement the Local Plan policies and site allocations. The Moreton-in-Marsh Neighbourhood Plan has an overarching vision, which is supported by a series of objectives. The objectives for the Moreton-in-Marsh are used as a framework for a total of twenty-one (21) policies which provide principles for local development across five topic areas, including housing, economy and business, town centre, the environment, and transport and active travel.

These provide local principles to supplement the overarching Cotswold District Local Plan policies; and to ensure that new development (e.g. housing) proposed in Moreton-in-Marsh can be accommodated in a way that is sustainable.

The current Cotswold District Plan 2011-2031 Policy S18 Moreton-in-Marsh allocates the following housing, employment, and employment development sites in Moreton-in-Marsh:

Housing development sites

- Land at Evenlode Road (63 dwellings)

[1] Cotswold District Council Local Plan 2011-2013. Available at: https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-2011-to-2031/

- Land south east of Fosseway Avenue (91 dwellings and 28 dwellings on two sites)
- Former hospital site (21 dwellings)

Employment sites

- Cotswold Business Park/Village
- Fosseway Industrial Estate

Employment development sites

- Fire Service College B (7ha)

The Neighbourhood Plan does not allocate any additional development sites, but sets out principles for new development in Moreton-in-Marsh, e.g. a development boundary outside which development would not be supported, parking standards and housing mix. Some of the policies support small scale development, infrastructure, or changes of use; in line with the Local Plan policies.

The Neighbourhood Plan is a new plan and has not previously been subject to HRA. However, HRA has been undertaken for the overarching Cotswold Local Plan. 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[2]. LUC is currently undertaking the HRA of the Local Plan Partial Update. Information from the Local Plan HRAs has informed HRA Screening of the Neighbourhood Plan, where relevant.

Requirement for HRA

The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007[3]; the currently applicable version is the Habitats Regulations 2017[4], as amended. Prior to adopting the Moreton-in-Marsh Neighbourhood Plan, 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 HRA Screening documented in this letter) is then reported to and considered by the Council as the 'competent authority'. The Council will consider this work and would usually only progress a plan if it considers that the plan will not adversely affect the integrity[5] of any Habitats Site.

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). The NPPF[6] and good practice guidance[7] confirms that Ramsar sites should be treated in the same way as SACs and SPAs, in HRA. For simplicity, and in line with common usage, this letter uses the term 'Habitats Sites' to refer to all types of designated site within the 'national site network' for which Government guidance[8] requires an HRA.

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[2] https://www.cotswold.gov.uk/media/fcolqyq3/5501-habitats-regulations-assessment-report-apr-2017.pdf
[3] HM Government (2007) The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007 (SI No. 2007/1843) [online]. Available at: https://www.legislation.gov.uk/uksi/2007/1843/contents
[4] HM Government (2017) The Conservation of Habitats and Species Regulations 2017 (SI No. 2017/1012) [online]. Available at: https://www.legislation.gov.uk/uksi/2017/1012/contents/made, as amended by HM Government (2019) The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI No. 2019/579) [online]. Available at: https://www.legislation.gov.uk/ukdsi/2019/9780111176573
[5] The integrity of a site is the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was designated. (Source: UK Government Planning Practice Guidance)
[6] MHCLG, (2024). National Planning Policy Framework, para 194. Ministry of Housing Communities & Local Government. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf
[7] The HRA Handbook, Section A3. David Tyldesley & Associates, a subscription based online guidance document: https://www.dtapublications.co.uk/handbook/European
[8] Department for Environment, Food and Rural Affairs, Natural England, Welsh Government and Natural Resources Wales (2021) Habitats regulations assessments: protecting a European site, www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site

HRA approach

The HRA of development plans is undertaken in stages, as summarised below:

1. **HRA Screening**: determine whether the plan have 'likely significant effects' on a Habitat Site, alone or in combination with other plans or projects. This stage identifies potential impact pathways, based on the characteristics of Habitats Sites in proximity to the plan area.
2. **Appropriate Assessment:** where likely significant effects are identified, the Appropriate Assessment comprises a more detailed assessment, taking into account mitigation, for example in policy wording. This stage identifies whether the plan will have an adverse effect on the integrity of any Habitats Sites, alone or in-combination, with reference to those sites' conservation objectives[9].
3. **'Imperative reasons of overriding public interest'** (IROPI): in rare cases, where adverse effects on integrity cannot be ruled out by the time a plan is adopted, 'IROPI' will need to be demonstrated and compensation provided.

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 inclusion of mitigation measures designed to avoid or reduce effects. 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.

This letter presents the findings of the HRA Screening.

In order to initiate the search of Habitats Sites that could potentially be affected by a development, it is established practice in HRA to consider Habitats Sites within the area covered by the plan and other sites that may be affected beyond this area.

A distance of 15km from the boundary of the plan area is typically used in the first instance to identify Habitats Sites with the potential to be affected by the proposals within a development plan. Consideration is then given to whether any more distant Habitats Sites may be connected to the plan area via effects pathways, for example through hydrological links or recreational visits by residents. Impacts from development in areas outside of the Habitats Site boundaries may also occur where habitat contributes towards maintaining the interest feature for which the Habitats Site is designated (known as 'functionally linked land'). This includes land which may provide offsite foraging and roosting habitat for birds.

The 15km distance has been agreed with Natural England for HRAs elsewhere and is considered precautionary.

HRA Screening conclusion

In this case, there are no Habitats Sites within 15km of the Plan area, and none beyond that distance that are considered to have impact pathways (e.g. hydrological connectivity) that could lead to likely significant effects. This is shown in the figure, overleaf.

The Neighbourhood Plan also does not allocate additional development beyond that already in the Local Plan, which has been subject to HRA. Any changes to the Local Plan will be assessed further in the HRA of the Local Plan Partial Update.

Therefore, there are no impact pathways and no likely significant effects. As such, no further HRA (i.e. Appropriate Assessment) of the Moreton-in-Marsh Neighbourhood Plan is required.

[9] Conservation objectives are published by Natural England for SACs and SPAs. Available at: http://publications.naturalengland.org.uk/category/6490068894089216

Yours sincerely

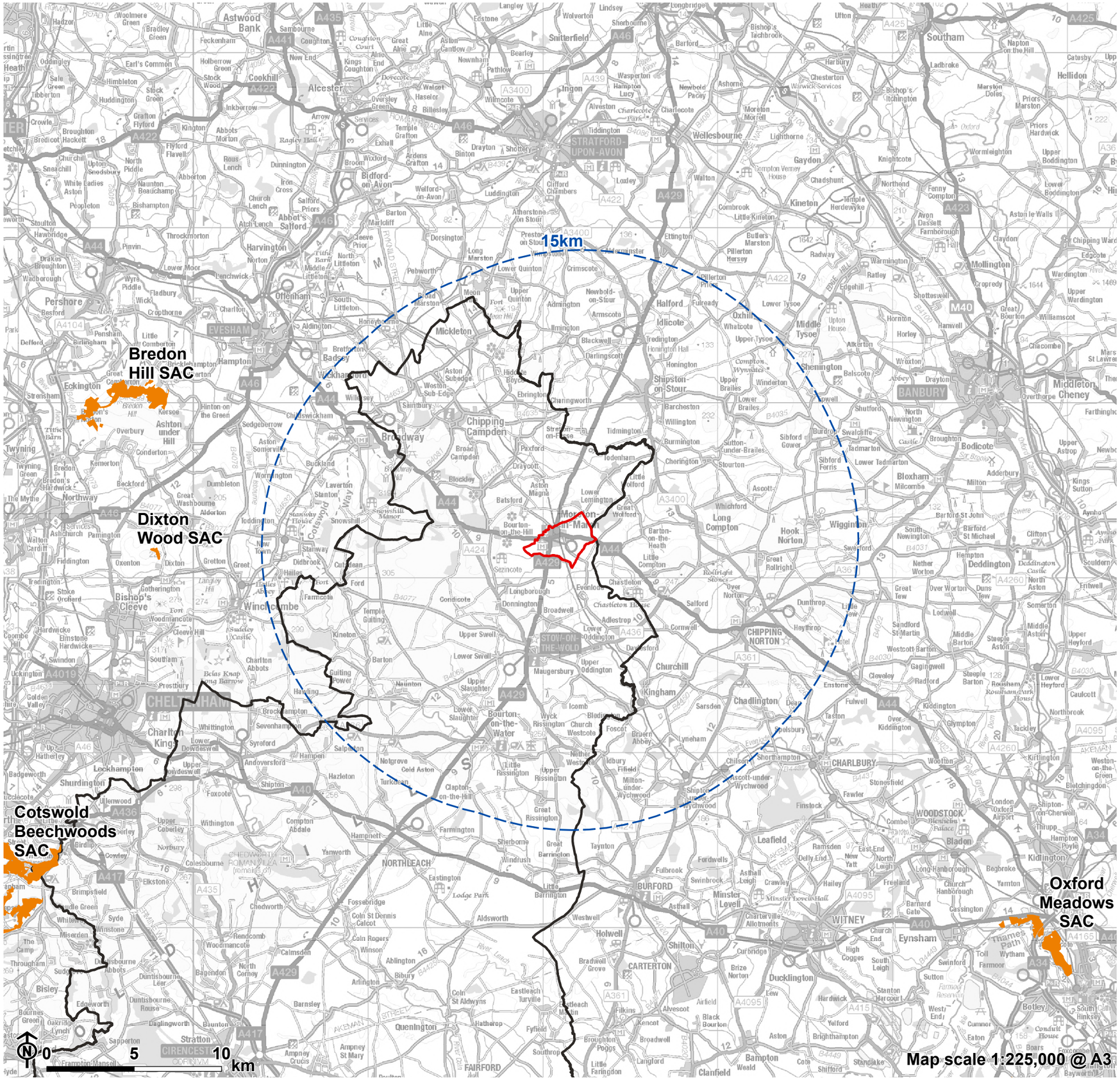
Katherine Sydney
Associate Planner
katherine.sydney@landuse.co.uk

Cotswold Local Plan HRA
Cotswold District Council

LUC

Nearest Habitat Sites to Moreton-in-Marsh Neighbourhood Plan area

- Cotswold District boundary
- Moreton-in-Marsh parish boundary
- Moreton-in-Marsh parish boundary 15km buffer
- Special Area of Conservation



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COTSWOLD
District Council

Moreton-in-Marsh
Neighbourhood Development Plan

Strategic Environmental Assessment & Habitat Regulation Assessment Screening

May 2025

DRAFT

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1. In February 2025, Moreton-in-Marsh Town Council supplied a preliminary draft of their Neighbourhood Development Plan to Cotswold District Council, for the express purpose of having their proposals screened in line with the requirements of both the Strategic Environmental Assessment ('SEA') and Habitats Regulation Assessment Regulations ('HRA'.

2. Cotswold District Council commissioned Land Use Consultants Ltd ('LUC') to carry out both these assessments on their behalf. LUC provided two reports, one for each screening requirement: the SEA screening is attached as Annex A; the HRA Screening as Annex B.

3. Following review by the Council, these screening reports were provided to the statutory consultation bodies for SEA and HRA (Historic England, the Environment Agency and Natural England) for their opinion, in line with the SEA and Habitats Regulations. The 5 week consultation period ended on 7 May 2025. The responses provided indicated no concerns with the conclusions reached by LUC in their review (see responses in Annex C; the Environment Agency declined to comment).

4. Based on the Screening Report and taking into account responses from the statutory environmental bodies, it is determined by Cotswold District Council in accordance with SEA Regulation 9, as the 'responsible authority', that the Moreton-in-Marsh Neighbourhood Plan is unlikely to have significant environmental effects and is therefore 'screened out' i.e. that no Strategic Environmental Assessment is required.

5. In accordance with Regulation 106(1) of the Habitats Regulations, Cotswold District Council, as the 'competent authority,' does not consider that an 'appropriate assessment' under Regulation 105 is required.

6. If the issues in the Neighbourhood Plan should change then a new screening may need to be undertaken. New development proposals in Moreton-in-Marsh will be determined in line with the Development Framework, and may individually require screening for Environmental Impact Assessment (EIA) based on their type, scale and location.

DRAFT

Moreton-in-Marsh Neighbourhood Plan

SEA Screening Opinion

Cotswold District Council

Final report

Prepared by LUC

March 2025

Version	Status	Prepared	Checked	Approved	Date
1	Final report	T Uzuegbunam	K Nicholls	K Nicholls	27.03.2025

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Land Use Consultants Limited

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Chapter 1
Introduction

1.1 Moreton-in-Marsh Town Council is preparing a Neighbourhood Plan, through the Moreton-in-Marsh Neighbourhood Plan Steering Group (MiMNPSG). Moreton-in-Marsh is a thriving market town within Cotswold District in the north east of Gloucestershire. The Neighbourhood Plan will cover the full extent of the electoral boundary of the Town Council.

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 Draft Moreton-in-Marsh Neighbourhood Plan (January 2025) 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 Moreton-in-Marsh Neighbourhood Plan

2.1 Cotswold District Council, as the local Planning Authority (LPA), designated the Moreton-in-Marsh Neighbourhood Area in September 2018 to enable Moreton-in-Marsh Town Council to prepare the Neighbourhood Plan. The community, through the Moreton-in-Marsh Neighbourhood Plan Steering Group (MiMNPSG), has been involved in producing the Draft Moreton-in-Marsh Neighbourhood Plan on behalf of Moreton-in-Marsh Town Council.

2.2 The Neighbourhood Plan covers the entire Parish of Moreton-in-Marsh. The Draft Neighbourhood Plan contains a vision for the future of Moreton-in-Marsh along with 14 objectives to realise this vison, presented under five themes:

- Housing Objectives

1. New developments to be energy efficient and climate adaptive.

2. New developments to provide a range of housing to meet the needs of local people.

3. New developments on brownfield sites to take priority over greenfield sites.

4. To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards.

- Economy & Business

5. New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors.

6. Support development of small business units/shared space.

- Town Centre

7. New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors.

8. Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions.

- Environment

9. Protect and maintain open green spaces.

10. Protect and maintain archaeological and built heritage assets deemed to be of value to the community.

11. Preserve and increase opportunities for biodiversity net gain.

12. Preserve important views within the parish.

13. Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh.

- Transport & Active Travel

14. Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health.

2.3 The Neighbourhood Plan then sets out 21 planning policies to realise the Vision for Moreton-in-Marsh. These policies address five topic areas: Housing, Economy and Business, Town Centre, The Environment, and Transport and Active Travel.

2.4 No sites have been allocated for development within the Neighbourhood Plan; rather the policies in the Housing section of the Neighbourhood Plan set out criteria that will apply to housing allocated through the Cotswold District Local Plan. Policy Three sets out criteria for housing proposals within the Parish in relation to housing mix, while Policy Four sets out criteria relating to affordable housing provision. Policy Five sets out criteria for housing proposals to demonstrate high-quality design, while Policy Six sets out that new residential developments must provide adequate off-street parking for residents and visitors.

2.5 Other policies in the Neighbourhood Plan address a range of topics including employment land, retail provision, local green spaces and biodiversity. Together these policies seek to ensure that new development in Moreton-in-Marsh is high quality and sensitively designed so as not to have adverse impacts on the surroundings and that it contributes positively to the town.

Baseline Information

2.6 This section summarises baseline information for the town of Moreton-in-Marsh, drawing from publicly available data and the information set out in the Draft Neighbourhood Plan.

Context

2.7 Moreton-in-Marsh is a parish located within Cotswold District. The town is the major centre in the north Cotswolds.

Biodiversity, Flora and Fauna

2.8 There are no Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites within Moreton-in-Marsh, the nearest being Dixton Wood (SAC) 22.2km west of Moreton-in-Marsh.

2.9 There are a number of Sites of Special Scientific Interest (SSSIs) around Moreton-in-Marsh, although none are within the area covered by the Neighbourhood Development Plan:

- Wolford Wood and Old Covert (SSSI) is approximately 0.6km to the east;
- Bourton Down (SSSI) is 4.8km to the west;
- New Park Quarry (SSSI) is 4.8km south-west;
- Wellarce Quarry (SSSI) is 5.4km to the north;
- Cross Hands Quarry SSSI is 5.5km to the south east;
- Stretton-on-Fosse Pit (SSSI) is 5.9km to the north;
- Whichford Wood SSSI is 7.2km to the east;
- Hornsleasow Quarry (SSSI) is 7.4km to the west;
- Hornsleasow Roughs (SSSI) is 8.8km west of Moreton-in-Marsh;
- Midsummer Meadow (SSSI) is 9.3km north-east;
- Campden Tunnel Gravel Pit (SSSI) is 9.5km north-west;
- Broadway Hill (SSSI) is 9.8km north-west;
- Salmonsbury Meadows (SSSi) is 10.1km south-west;

- Huntsman's Quarry (SSSI) is 10.1km south-west
- Bould Wood SSSI is 11.0km to the south;
- Sharp's Hill Quarry SSSI is 11.3km to the north east;
- Sarsgrove Wood SSSI is 11.3km to the south east;
- Lark Wood is 11.3km south-west;
- Harford Railway Cutting (SSSI) and Brassey Reserve and Windrush Valley (SSSI) are 11.5km south-west;
- Glyme Valley SSSI is 12.1km to the south east; and
- Jackdaw Quarry is 12.8km west.

2.10 All are in favourable condition.

2.11 Within Cotswold District as a whole, there are over 260 locally designated Key Wildlife Sites. There are also a number of protected species within the Cotswold District, including bat species, great crested newts, water voles, otters, nesting birds, and badgers, and a number priority habitats, including:

- ancient or species-rich hedgerows;
- floodplain grazing marsh;
- fen, marsh, swamp and reedbeds;
- lowland beech and yew woodland;
- lowland calcareous grassland (e.g. species-rich chalk and limestone grasslands);
- lowland meadows (e.g. species-rich flower meadows);
- lowland mixed deciduous woodland (ancient woodland);
- lowland wood-pasture and parkland;
- rivers and streams;
- standing open water and canals (e.g. lakes and flooded gravel pits); and

- wet woodland.

Population

2.12 In 2021, Moreton-in-Marsh had a population of 5,015 people. This is an increase from the 2011 Census when 3,493 people were living in the Parish. The largest age group is 30 to 34 years, making up 7.2% of the population. Other significant age groups include 55 to 59 years at 7.1%, 50 to 54 years at 6.7%, and 60 to 64 years at 6.3%. The youngest age group, 0 to 4 years, constitutes 5.4% of the population, while the oldest age group, 85 and over, makes up 4.1%.

2.13 In 2021 there were 2,400 households 34% of which were one-person households and 62.5% of which were single-family households (other household types made up 3.5%).

2.14 The 2021 Census showed that there were 58.9% of residents were economically active and in employment, 2.4% were economically active and unemployed, and 38.6% were economically inactive.

2.15 The 2021 Census also shows that 52.9% of households in Moreton-in-Marsh are not deprived in any dimension while 47.1% of households are deprived in one to four dimensions.

Human Health

2.16 The majority of Moreton-in-Marsh's residents are in good (35%) or very good health (47.7%) with a small proportion (3.3%) in bad to very bad health (0.8%). Information from the 2021 Census indicates that the proportion of the Moreton-in-Marsh's population that is in very good health is slightly lower than the Cotswold (50.4%) average.

Soil

2.17 Around Moreton-in-Marsh, most of the land is classed as Grade 1 and Grade 3 agricultural land, with small areas of Grade 2 agricultural land and non-agricultural land. It is not known whether the Grade 3 land comprises Grade 3a, which is classed as high quality, or the lower quality Grade 3b

Water

2.18 While the majority of the plan area is at very low risk of fluvial and surface water flooding, there are areas of Flood Zones 2 and 3 associated with the River Evenlode which runs through Moreton-in-Marsh. The areas of Flood Zone 3 cover mainly the floodplains of the River Evenlode which includes the centre of Moreton-in-Marsh town. In the face of climate change, the risk of further surface water drainage problems is likely to increase.

Air and Climatic Factors

2.19 Air Quality in the Cotswold Area is generally very good. There is one Air Quality Management Area (AQMA) within Cotswold District at Birdlip, approximately 32km from Moreton-in-Marsh. There are no AQMAs within Moreton-in-Marsh. Air quality monitoring, using a network of diffusion tubes to measure nitrogen dioxide (NO_2) levels, is undertaken throughout the District. The District's air quality monitoring shows that NO_2 levels during 2023 were below the National Air Quality Objective in all locations.

2.20 Climate data are not available at ward level, but within Cotswold District as a whole, reductions in overall carbon emissions of 35.5% were achieved between 2005 and 2022. This reduction is mostly due to progress in reducing emissions from domestic, followed by commercial with minimal progress on public sector and transport. Transport makes the largest contribution to carbon emissions in Cotswold District.

Material Assets

2.21 Moreton-in-Marsh is a thriving market town of 1.5 km². The parish boasts a wide high street lined with elegant 17th and 18th-century buildings made of Cotswold stone, including notable landmarks such as the White Hart Royal and Curfew Tower. The town centre is a hub for community events and a key attraction for tourists. The rural setting offers scenic woods and agricultural fields with numerous public footpaths.

2.22 Employment is supported by High Street businesses, two business parks, the Fire Service College, and medical facilities at North Cotswold Hospital. Education is provided by St David's C of E Primary School. The town has facilities for various sports clubs and social activities, with additional leisure options at the Fire Service College.

2.23 Transport links include a mainline railway station with connections to major cities, bus services to local towns, and extensive footpath and cycle networks. Tourism is vital, with attractions like Batsford Arboretum and the Cotswold Falconry, and accommodation ranging from cottages to luxury hotels.

Landscape

2.24 Much of west Moreton-in-Marsh falls within the Cotswold National Landscape (formally referred to as an Area of Outstanding Natural Beauty, or AONB).

2.25 Moreton-in-Marsh falls within National Character Area 107: Cotswolds. The Cotswolds landscape consists of steep slopes crowned by high, open uncultivated land with increasingly wooded valleys.

Cultural Heritage

2.26 Within Moreton-in-Marsh there are approximately 86 listed buildings, two of which are Grade II* listed while the remainder are Grade II. There are also two Scheduled Monuments.

2.27 There is one Conservation Area within Moreton-in-Marsh: Moreton-in-Marsh Conservation Area, which covers a significant portion of the town centre.

SEA Screening

2.28 An assessment has been undertaken to determine whether the Draft Moreton-in-Marsh Neighbourhood Plan (January 2025) requires SEA in accordance with the SEA Regulations.

2.29 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

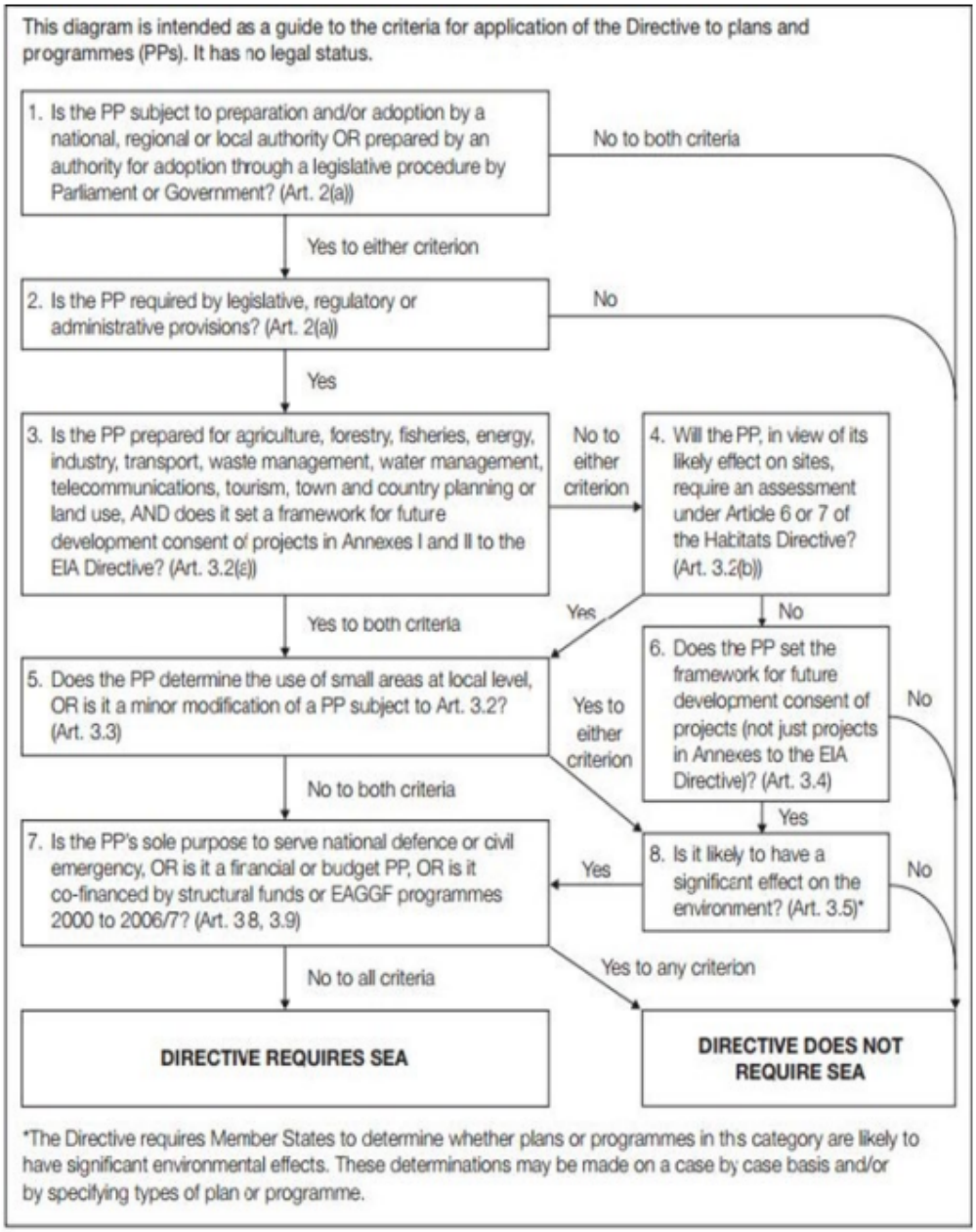

Table 2.1: Application of SEA Directive to the Moreton-in-Marsh Neighbourhood Plan

Stage	Yes/No	Reason
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))	Yes	The Moreton-in-Marsh 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**
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	No	The Moreton-in-Marsh 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 Development 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.**
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))	Yes and No	The Moreton-in-Marsh 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**
4.Will the PP, in view of its likely effect on sites, require an	No	HRA screening of the Neighbourhood Plan has

Stage	Yes/No	Reason
assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))		identified that there are no likely significant effects on Habitats 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 Moreton-in-Marsh Neighbourhood Plan does not allocate sites for development; however, it includes policies against which proposals for development within the Parish 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 Moreton-in-Marsh Neighbourhood Plan will become part of the statutory development plan and will guide the delivery of development in Moreton-in-Marsh Parish, including in terms of design. The Moreton-in-Marsh Neighbourhood Plan does not allocate sites for residential or other forms of development. The Cotswold District Local Plan 2011-2031 (adopted in August 2018) allocates new development sites in Moreton-in-Marsh through Policy S18. These include three housing development sites, two established

SEA Requirement	Comments
	employment sites, and one allocated employment development site. The adopted Local Plan is set to deliver 9,671 dwellings over the Local Plan period. In addition, it is expected that a further 233 homes will be released to the market resulting from the net increase in bedrooms in communal accommodation developments over the plan period. In total, the updated housing need aims to deliver 9,904 dwellings. The delivery of 9,904 dwellings will be delivered over the Local Plan period and will provide more homes than the housing need. Therefore, the housing land supply is capable of fully delivering the updated housing need. The emerging Cotswold District Local Plan Partial Update Regulation 18 'Local Plan update and Masterplan' was consulted on between the 1st of February and 7th April 2024.
2. The degree to which the plan or programme influences other plans and programmes including those in a hierarchy	The Moreton-in-Marsh 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 Moreton-in-Marsh Neighbourhood Plan must also have regard to the National Planning Policy Framework. The Moreton-in-Marsh Neighbourhood Plan does not have influence over other plans. Once made, the Moreton-in-Marsh Neighbourhood Plan will form part of the statutory development plan for Moreton-in-Marsh and will be used in conjunction with the adopted Cotswold District Local Plan 2011-2031 or the emerging Cotswold District Local Plan Partial Update

SEA Requirement	Comments
	(once adopted) 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 Development Plan must meet is to contribute to sustainable development.
4. Environmental problems relevant to the plan or programme.	Baseline information relating to the plan area was described earlier in this chapter. Key issues of relevance to the Neighbourhood Plan are the presence of the Cotswold National Landscape, 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 Moreton-in-Marsh Neighbourhood Plan does not allocate sites for housing or other forms of development. The Moreton-in-Marsh Neighbourhood Development Plan covers the period up to 2031. Effects of the Moreton-in-Marsh Neighbourhood Development 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 Moreton-in-Marsh Neighbourhood Plan in combination with development that takes place in the surrounding towns and villages, although the Moreton-in-Marsh Neighbourhood Plan does not

SEA Requirement	Comments
	allocate sites for housing or other forms of development. As the emerging Cotswold District Local Plan Partial Update is still in its 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 Moreton-in-Marsh. The Cotswold District Local Plan 2011-2031 (adopted August 2018) allocates a number of new development sites in Moreton-in-Marsh, as detailed above.
8. The transboundary nature of the effects.	The Neighbourhood Plan focuses on Moreton-in-Marsh Parish only. Transboundary effects under the SEA Regulations refers transboundary effects on other EU Member States; therefore they are not relevant to the Neighbourhood Plan.
9. The risks to human health or the environment (e.g. due to accidents).	There are no anticipated risks to human health or the environment from the Moreton-in-Marsh Neighbourhood Plan.
10. The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The Moreton-in-Marsh Neighbourhood Plan covers all of Moreton-in-Marsh. The population of the town was estimated to be around 5,015 people as of 2021.
11. The value and vulnerability of the area likely to be affected due to: ■ Special natural characteristics or cultural heritage; ■ Exceeded environmental quality standards or limit values; and ■ Intensive land-use.	Moreton-in-Marsh is bordered by, and includes parts of, the Cotswold National Landscape. There are a number of SSSIs around the plan area and numerous designated heritage features within the plan area.
12. The effects on areas or landscapes which have a recognised national, Community or international protection status.	Moreton-in-Marsh is adjacent to and includes parts of the Cotswold National Landscape.

SEA Screening Conclusion

2.30 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 Moreton-in-Marsh Neighbourhood Plan is likely to have significant environmental effects when assessed against the topics listed in the SEA Regulations.

2.31 The Moreton-in-Marsh Neighbourhood Plan sets out a vision and detailed planning policies to shape development in the Parish up to 2031 and decision makers will need to consider the criteria of these policies when determining future applications in the Parish. It does not directly impact on land use through the allocation of sites for housing or other forms of development.

2.32 On this basis, it is considered that the Moreton-in-Marsh Neighbourhood Plan is unlikely to have significant environmental effects and that full SEA is therefore not required.

Next Steps

2.33 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
March 2025

References

1 Planning practice guidance (PPG). Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities. Available at: 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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Moreton-in-Marsh Neighbourhood Plan

2018 - 2041

Consultation Statement

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CS Appendix 3 Developers Reg 14 Responses

CS Appendix 4 CDC Reg 14 Responses

1. Introduction and background

Work on preparing the Moreton-in-Marsh Neighbourhood Plan started in 2018. The parish council became increasingly concerned with the significant development pressure on the parish, caused by the lack of an up-to-date Local Plan and a desire to maintain a vibrant and thriving town centre. The Neighbourhood Area, which follows the parish boundary, was designated in September 2018 by the local authority, Cotswold District Council. Moreton-in-Marsh Town Council established a working group to take forward the process. This group included parishioners with different relevant skills and representation across interest groups, as well as past and present parish councillors.

2. Legal Obligations

1. This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Plan Regulations 2012. Section 15(2), part 5 of the Regulations sets out what a Consultation Statement should contain:

    (a) Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;

    (b) Explains how they were consulted;

    (c) Summarises the main issues and concerns raised by the persons consulted;

    (d) Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

2. Community consultation has been a key priority for the NP steering committee since its inception in autumn 2018. Moreton-in-Marsh is a small town with a population of 5,000 and a number of businesses within the parish. Consultation was undertaken in a variety of ways to try and maximise responses.

3. Timing of the consultations was carefully considered to exploit potential interest and responses, and to coincide with regular and annual village events. The first stage was raising awareness of what a neighbourhood plan is and how it could benefit Moreton-in-Marsh. This started with a drop-in consultation event in February 2019. The results from this feedback informed three further public consultation events held during 2019, focussing on particular aspects of living in Moreton-in-Marsh. A comprehensive questionnaire was delivered to every home in March 2021 and a business survey was also conducted in March 2021.
4. Through the consultation process, many different aspects of importance to the community were raised and the steering group tried hard to ensure all these views and concerns were captured, regardless of whether they could be addressed through the Neighbourhood Plan.
5. The dedicated website was set up at the inception of the Neighbourhood Plan and the Town Council website created a link to direct people to it. This contained minutes from Steering Group meetings, detailed information regarding the Themes for the Neighbourhood Plan and reports from the surveys undertaken.

3. Consultation activities 2019-2020: Awareness raising.

1. Durind the summer/autumn of 2018 a campaign encouraging residents to join a Neighbourhood Plan working group was carried out using social media.

2. 2019 was spent raising awareness of the neighbourhood plan process and creating a Steering Group.

3. In February, a launch events was held to raise awareness of the Neighbourhood Plan and call for volunteers for the Steering Group. This was well-attended, with over 200 people attending and sharing their views.

4. In April 2019 a presentation was given at a local Business event 'Moreton Means Business'. A presentation was given which outlined the background to the Neighbourhood Plan and some examples of what other Neighbourhood Plans have done to encourage economic prosperity for their towns. The session was then thrown open to the attendees to get their views on business in the town and what could be done to help support the local economy.

5. A week later a Future Resilience & Climate Change workshop was conducted, facilitated by the Centre for Sustainable Energy, looking at the likely predicted impacts of climate change

within and beyond the plan period, and of how the community could plan for a sustainable future. The group, made up of members of the Steering Group and members

Ideas from the children

Resilience to extreme weather and protecting biodiversity

- Plants.
- More Meadows!
- And Animals!
- More flowers!
- No more cars!
- So no pollution!
- No plastic [make more open space parks with lots of trees and no swings zip lines etc… just nature with bins
- Animals
- Don't kill Lots of animals!
- Help. Us. Recycle. Plastic. It. Kills. Us!
- Habitats
- Stop chopping. Down. Trees!

Our buildings

Homes
- Each house to have a solar panel and charging points for cars
- Garages

School
- Nice kind schools with fun activities
- Better cooking standards at school

Business
- To stop using non-recyclable plastic
- Pizza hut

of the public suggested actions & policies ideas. The workshop outputs were written up by children from St. David's School, who added their own comments and suggestions

6. A website www.moreton2031.com was also created, with a timeline-which has been regularly updated throughout the process-and also provides options for contacting the SG along with records of the communication undertaken, reports from community consultation and documentation of evidence used to shape the Neighbourhood Plan.
7. The Steering Group established a communication programme to:

   i. Promote a high degree of awareness of the project

   ii. Invite residents to join the neighbourhood plan steering group

   iii. Encourage everyone to contribute to the development of the Moreton-in-Marsh Neighbourhood Plan.
8. In November 2019 Gloucestershire Rural Community Council was commissioned to undertake a Housing Needs Survey of Moreton-in-Marsh. This was published in May 2021 and can be found here.
9. April 2020-Covid lockdown unfortunately halted any more public consultation and slowed down the momentum of the neighbourhood plan.

4. Consultation activities in 2021: Initial Consultation.

1. In March 2021, the first community-wide consultation was undertaken. Approximately 3,000 leaflets were delivered to homes throughout the parish and made available and locations across the town, asking people for their opinions based on the six identified themes.

2. This 63-question document shaped the Vision and Objectives for the Neighbourhood Plan and information which arose from this consultation which was unrelated to the Neighbourhood Plan was reverted back to the Town Councils consideration.

3. The full results of the consultation can be found online at www.moreton2031.com, a summary of the results of the consultation are below:

- 43% of 830 respondents are over 60 years old, 44% are retired.
- Nearly 80% of respondents live alone or with one other person.
- 80% of respondents own their house, 18% rent.
- 96% of respondents agree Moreton-in-Marsh is an okay or great place to live
- Top 3 things people like about Moreton-in-Marsh: Access to countryside/greenspace; Access to rail network; Access to Cotswold towns & villages

5. Top 3 concerns about Moreton-in-Marsh: HGV Traffic and congestion; Excessive population growth; Loss of green space

Housing

- 65% would not support the NP identifying further housing sites. 15% didn't know.
- 24.5% of renters would support NP identifying housing sites. 15.5% of home owners would support identification of sites.
- Most support for 'Homes built to higher environmental standards' (60%). Second: 'Homes designed with accessibility for older/disabled people'.
- Least support for 'Large 4+ bed family houses' (26%) and 'retirement homes/assisted living'.
- Type of tenure most supported: Government starter homes.
- Least support for Open market housing.

Employment & Local Economy

- nearly 50/50 split of working/not working (which reflects age of respondents). Of the respondents who were over 75, 90% were not working.
- most popular method of travel to work car/van. Those who work within 5 miles of Moreton-in-Marsh, 83% travel by car/van (compared to 62% overall). Those who work within Moreton-in-Marsh 47% walk to work, 40% car/van
- 57% would support NP identifying further land for employment use
- 65% would support the NP identifying buildings for employment use within the town centre
- Medical facilities very highly regarded by respondents-Top Three: Doctors/Hospital/Pharmacies
- Most used facilities: grocery shops (65% use them frequently). *This question needs to consider the age of respondents, which may skew responses. E.g. 76% of respondents never use the pre-schools, which reflects the age of respondents (43% over 60 yrs old)*
- 81% respondents think the core town centre should be kept the same size.
- 38% want town centre protected; 49% believe Yes, some protection but recognise things change and we need to let this happen

Getting around Moreton-in-Marsh

- 66% of respondents walk when they want to visit Moreton-in-Marsh town centre
- 71% of children of respondents walk to pre-school or school
- 79% would support more dedicated walking and cycling routes within the town
- safer routes would encourage 29% of respondents to walk or cycle more, 21% would like better condition of routes
- 59% of respondents think it is fairly or very safe to walk/cycle around the town. 3% think it is very unsafe
- 60% feel current public transport options meet their need
- 63% believe the public rights-of-way around Moreton-in-Marsh are important or very important

Natural & Built Environment

- nearly 50% of respondents are 'satisfied' with the parks, open spaces and green spaces in Moreton-in-Marsh
- Respondents rated accessibility highest with regard to the existing parks and open spaces. Play equipment and facilities for older children had the lowest ratings
- Top 3 open/green spaces respondents believe should be protected: Duck Pond; High Street Greens; Queen Victoria Gardens. All 12 suggested spaces received over 50%
- 56% of respondents believe the amount of green space should be increased. Over 250 suggestions of how this could happen were received!
- 73% of respondents believe biodiversity in Moreton-in-Marsh is somewhat important or very important
- 175 suggestions of locations to introduce or enhance biodiversity were received
- 67% of respondents believe the historic buildings in Moreton-in-Marsh are very important

Climate Change & Energy

- 24% strongly agree and 38% agree with the statement "The town should aim to be self-sufficient in locally generated renewable energy, as far as possible"
- Roof-based solar panels and ground and air-source heat pumps receive the most support with just over 50% of respondents supporting each of them
- The 2 statements "Renewable energy projected should be supported as long as they are partially owned by the community, such as a joint venture with a commercial energy provider" and "Renewable energy projects by commercial developers should be supported, as long as they are required to make some financial benefit payments to the town annually" both received the highest support with 44% of respondents agreeing with each of them
- nearly 60% of respondents agree with the statement "I feel that climate change is a risk to me and my family". Just over 40% disagree with the statements "My property is at risk of flooding" and "I struggle to keep my home warm in the winter"
- Over 320 suggestions for actions households can take to reduce carbon emissions were received

The Community

- 70% of respondents very or fairly satisfied with the local services and amenities in Moreton-in-Marsh.
- 46% of respondents would like to see more community facilities in Moreton-in-Marsh. There were over 200 suggestions of what households would like
- 78% of respondents feel there is high/good/some community spirit in Moreton-in-Marsh
- 70% of respondents support future funding being directed towards public footpaths/bridleways, closely followed by a wildflower meadow (68%)
- Over 650 comments were received in response to us asking if you had any other observations to make!

4. In March 2021 a Business survey was also conducted which was completed by 50 businesses.

5. The remainder of 2021 and 2022 was spent working through the residents' survey, considering the substantial responses and discussions within the Steering Group of how to best ensure all the information gathered was considered and the community felt their input was heard.

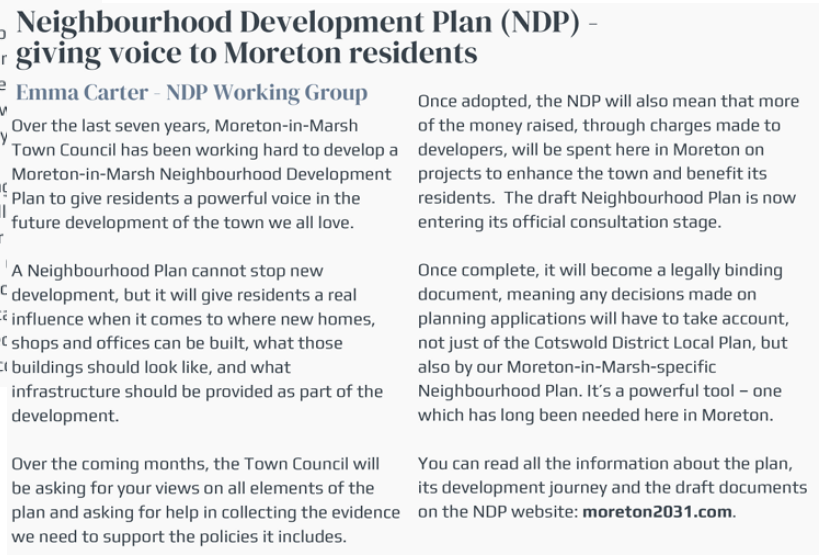
Neighbourhood Development Plan

Peter Richardson, Chair - Neighbourhood Development Plan (NDP) Working Group

The NDP is a community-led plan managed through the Town Council. It should align with the Cotswold District Council (CDC) Local Plan (up to 2031) but allows us to protect our green spaces, important views, and biodiversity.
It also means we can specify: the types of development we want, including style, size, sustainability of housing; and the criteria for development e.g. infrastructure.

It takes the form of a number of policies and priorities. The policies (supported by justifications) should hold the same weight as the Local Plan policies when examining planning applications.
We've just submitted the draft plan to CDC for screening to check if certain environmental studies are required.
Before final submission there will be a public consultation period, a formal submission to

CDC, updates to the p
on feedback, and ther
independent examine
comments. Finally it v
taken to a community
referendum.
We are a hard workin
residents and councill
passionate about our
you would like to join
members always welc
follow progress you c
through our dedicatec
www.moreton2031.c



Neighbourhood Development Plan (NDP) - giving voice to Moreton residents

Emma Carter - NDP Working Group

Over the last seven years, Moreton-in-Marsh Town Council has been working hard to develop a Moreton-in-Marsh Neighbourhood Development Plan to give residents a powerful voice in the future development of the town we all love.

A Neighbourhood Plan cannot stop new development, but it will give residents a real influence when it comes to where new homes, shops and offices can be built, what those buildings should look like, and what infrastructure should be provided as part of the development.

Over the coming months, the Town Council will be asking for your views on all elements of the plan and asking for help in collecting the evidence we need to support the policies it includes.

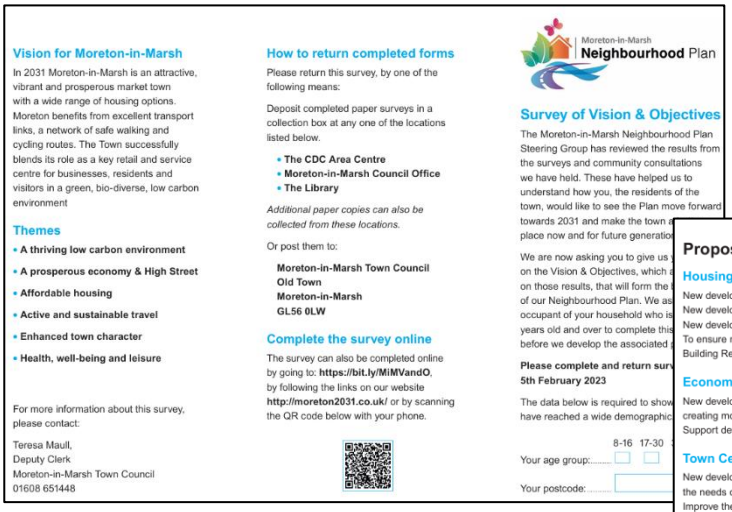
Once adopted, the NDP will also mean that more of the money raised, through charges made to developers, will be spent here in Moreton on projects to enhance the town and benefit its residents. The draft Neighbourhood Plan is now entering its official consultation stage.

Once complete, it will become a legally binding document, meaning any decisions made on planning applications will have to take account, not just of the Cotswold District Local Plan, but also by our Moreton-in-Marsh-specific Neighbourhood Plan. It's a powerful tool – one which has long been needed here in Moreton.

You can read all the information about the plan, its development journey and the draft documents on the NDP website: **moreton2031.com**.

5. Consultation Activities in 2023: Continued Consultation.

1. In January 2023 the Vision & Objective survey was carried out, with surveys being delivered to every home in the parish and promoted online via social media and the Town Council website.



Vision for Moreton-in-Marsh

In 2031 Moreton-in-Marsh is an attractive, vibrant and prosperous market town with a wide range of housing options. Moreton benefits from excellent transport links, a network of safe walking and cycling routes. The Town successfully blends its role as a key retail and service centre for businesses, residents and visitors in a green, bio-diverse, low carbon environment

Themes

- **A thriving low carbon environment**
- **A prosperous economy & High Street**
- **Affordable housing**
- **Active and sustainable travel**
- **Enhanced town character**
- **Health, well-being and leisure**

For more information about this survey, please contact:

Teresa Maull,
Deputy Clerk
Moreton-in-Marsh Town Council
01608 651448

How to return completed forms

Please return this survey, by one of the following means:

Deposit completed paper surveys in a collection box at any one of the locations listed below.

- **The CDC Area Centre**
- **Moreton-in-Marsh Council Office**
- **The Library**

Additional paper copies can also be collected from these locations.

Or post them to:

Moreton-in-Marsh Town Council
Old Town
Moreton-in-Marsh
GL56 0LW

Complete the survey online

The survey can also be completed online by going to: **https://bit.ly/MiMVandO**, by following the links on our website **http://moreton2031.co.uk/** or by scanning the QR code below with your phone.

Moreton-in-Marsh **Neighbourhood** Plan

Survey of Vision & Objectives

The Moreton-in-Marsh Neighbourhood Plan Steering Group has reviewed the results from the surveys and community consultations we have held. These have helped us to understand how you, the residents of the town, would like to see the Plan move forward towards 2031 and make the town a place now and for future generatio

We are now asking you to give us on the Vision & Objectives, which on those results, that will form the of our Neighbourhood Plan. We as occupant of your household who is years old and over to complete this before we develop the associated

Please complete and return surv 5th February 2023

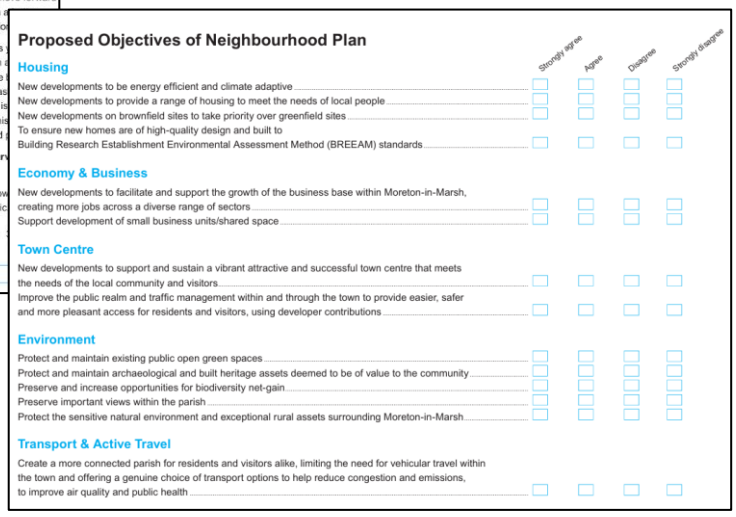
The data below is required to show have reached a wide demographic

8-16 17-30

Your age group:

Your postcode:

2. This received 473 responses or approximately 11% of the community and showed overwhelming support for the Vision and Objectives.



Proposed Objectives of Neighbourhood Plan

Strongly agree | Agree | Disagree | Strongly disagree

Housing

New developments to be energy efficient and climate adaptive
New developments to provide a range of housing to meet the needs of local people
New developments on brownfield sites to take priority over greenfield sites
To ensure new homes are of high-quality design and built to Building Research Establishment Environmental Assessment Method (BREEAM) standards

Economy & Business

New developments to facilitate and support the growth of the business base within Moreton-in-Marsh, creating more jobs across a diverse range of sectors
Support development of small business units/shared space

Town Centre

New developments to support and sustain a vibrant attractive and successful town centre that meets the needs of the local community and visitors
Improve the public realm and traffic management within and through the town to provide easier, safer and more pleasant access for residents and visitors, using developer contributions

Environment

Protect and maintain existing public open green spaces
Protect and maintain archaeological and built heritage assets deemed to be of value to the community
Preserve and increase opportunities for biodiversity net-gain
Preserve important views within the parish
Protect the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh

Transport & Active Travel

Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport options to help reduce congestion and emissions, to improve air quality and public health

3. The Town Council held an Open Day to showcase projects they were undertaking, one of which was the Neighbourhood Plan.

6. Consultation activities in 2023-24: Evidence gathering, Policy writing.

1. Much of 2023/24 was spent writing policies and gathering evidence to support these.

2. During this time the website was kept updated with minutes and social media posts written to keep the community updated with the activities of the Neighbourhood Plan.

7. Consultation activities in 2025: Screening/Evidence gathering.

1. The Neighbourhood Plan was submitted to CDC in February 2025 for screening.
2. In May 2025 CDC confirmed that no SEA or HRA were required.
3. The Town Council held Forum events in January and June 2025 at which the Neighbourhood Plan was discussed and questions invited.

8. Continuous Consultation

1. Website – has been constantly updated and regularly promoted
2. Emails – built up list of subscribers who receive monthly updates
3. Social media – Nextdoor, FB – updates on the plan progress and also information about upcoming engagements.
4. NDP updates included in MTC quarterly updates issued via their mailing list and hardcopies at various locations in the town

9. Regulation 14 Pre-submission Consultation 2025.

1. The six-week consultation period required under Regulation 14 ran from 1st September to 12th October 2025. To encourage as many local people as possible to engage in the consultation, various methods of communication were used. These included the preparation of a twenty four-page 'executive summary' of the Regulation 14 neighbourhood plan including a feedback form and links to digital feedback methods, which were delivered to every house in the parish. Printed paper copies of the full plan were available to read at the Town Council Offices, the Area Centre and library. Digitally, people were invited to access full plan, all the supporting evidence documents and feedback forms online on the dedicated Moreton2031 website. Information about the consultation, links to the neighbourhood plan website and digital feedback websites were also available on the Town Council website. A full digital feedback form was available via the survey website SurveyMonkey, with Paper versions available from the Town Council Offices.

2. In addition, an article highlighting the importance of the Regulation 14 consultation and directing people to where to find more information about the Neighbourhood Plan posts were made on social media directing people to the parish council website and SurveyMonkey feedback form.

3. In accordance with requirements of the Neighbourhood Planning Regulations, relevant statutory consultees were notified by letter. In addition, a range of parties that the Moreton-in-Marsh Neighbourhood Plan steering group considered were likely to have an interest in the plan were

also written to. All parties were advised to download a copy of the plan but were advised that hard copies could be issued on request. The list of Consultees can be found in Appendix 1.

4. As Appendix 2 & 3 show, while there were a few negative comments, the people who responded to the consultation were supportive of the NP policies. Appendix 4 shows the detailed comments by the local planning authority. These have been studied and changes made to satisfy the Basic Conditions criteria and improve clarity. The tables detail the working group responses to the comments received and actions and/or text changes made.

10. Conclusion.

Consultation has played a prominent role in shaping the preparation of the MIMNP, and every effort has been made to engage with the widest possible audience within the community. Interest in the plan increased over the years it has taken to prepare the NP. A visible presence of the Neighbourhood Plan at key, well attended village events each year has helped maintain the plan preparation's profile, along with regular updates in the village news magazine.

Appendix 1 List of Consultees

Gloucestershire County Council	Moreton-in-Marsh YFC/Gloucs Federation of Young Farmers
Cotswold District, Gloucestershire	Cotswold National Landscape,
West Oxfordshire District, Oxfordshire	GCER
Stratford-on-Avon District, Warwickshire	Glos Wildlife Trust
Bourton on the Hill PC, Gloucestershire	Costwold Friends
Todenham PC, Gloucestershire	Moreton Charity
Evenlode PC, Gloucestershire	Edith Mann Trust
Batsford PC, Gloucestershire	RH Trust
Longborough PC, Gloucestershire	WI
Sezincote PC, Gloucestershire	Scouts
The Wolfords Joint Parish Council, Warwickshire South	Football Club
Little Compton PC, Warwickshire South	Croquet club
Chastleton PC, Oxfordshire	Bowling club
Coal Authority	Cricket club
Homes England	Tennis club
Natural England	Fields In Trust
Environment Agency	Gloucs Diocese
Historic England	St David's Church of England
Network Rail	South West Mids Congregational Federation
National Highways	Congregational Church
Marine Management Organisation	Confederation of British Industry
EE	National Housing Federation
O2	Chamber of Commerce Glos (Business West)
Three	Glos LEP
Vodaphone	Federation of Small Businesses (South West)
Director of Public Health Glos	Road Haulage Association
NHS England	Homebuilders Federation
NHS Gloucestershire	Cala Homes
White House Surgery	Bloor Homes
Mann Cottage Surgery	Nightingale Gardens (Moreton) management Co Ltd (Prev Deeley Homes)
Dentist	Disability Rights
National Grid	Insight Gloucestershire
National Gas	HFT Learning Disability Support
Wales and West Utilities	OPCC Gloucestershire
Severn Trent	Gloucestershire Fire and Rescue Service
Thames Water	Tinkers Close Housing Association
Campaign for the Protection of Rural England	Bromford Housing Association
RSPB Gloucestershire	St David's School
Sport England	Tyack Architects Ltd (Mann Institute Gardens)
Bromford Housing Association	Owner of Special habitat area behind Stockwells

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Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 15 LGS		Under Local Green spaces (pg 15) I see the plan is proposing the Glebe Field is reserved as a Green space. I believe this is a mistake as the Glebe Field is clearly a good location for an out of town Car Park within a short walk of the town centre. The Town desperately needs an out of town Car Park and in my opinion this is the best available location.The Car Park proposed by the Church on the Glebe Land several years ago was an excellent proposal and was well supported by the town in two separate democratic votes. Why the historic Town Council ignored that proposal will always be a mystery to me. My recommendation is to put a caveat in the NDP proposal that the Glebe field could be a future Car Park for the benefit of the whole town after proper consultation. Clearly a sizable Car Park (150 to 250 spaces) is required to enable Town Centre AND connected side street parking management to be implemented. Measures could be:- •Initial free parking period in some areas of the High Street followed by Pay and display thereafter •Parking permits in High Street and connected side streets to prevent commuter and all day parkers clogging up the town None of this is rocket science and all of the systems, equipment and tools are available through GCC. The small car park proposed in the so called Transport Hub location is not big enough to solve any parking issues in the Town Centre and side streets. The Transport Hub development is a red herring and only supports the GWR business model on passenger growth in my opinion.		Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
				Commenting	I received this proposed Plan this morning, to which I agree in principal, providing these ideas are seen through to the end. An example is the developers of phase two of Cornflower Road spent a lot of money & effort planting well established young trees in the Park to the right of the Road and then left to die, because NOBODY was left responsible to water them in, during the hottest part of last year. All six trees subsequently died……. What a complete tragedy, seeing the beautiful saplings die, just because some *jobsworth* was too idle to water them in! Yes, these ideas of modifying old ground and saving trees etc is all very well, providing these ideas are properly seen through. I feel sure someone living on the Cornflower estate would 'step upto the plate' and volunteer to do the watering, like they do with the flowers planted in the troughs in the High Street and beds underneath the Birch trees, in the carpark opposite the Bank etc. taking pride in being a proactive part of the community. I have lived nearby all my life (76 years) and congratulate you on what the Council have done to resurrect the beautiful town hall clock!		Noted	None
			NDP Document	Commenting	Approach to Sustainable Development page 22. 2nd paragraph discussing leisure facilities, the Fire College actually has a gym and a swimming pool available to the public, only it is not advertised enough and obviously the community don't realise.		Noted	No action taken
			Profile of Community	Commenting	(a) The NDP Document page 11 paragraph 21. I believe there are contradictions between this data and data provided in the GRCC Housing Needs Survey Report (HNSR) of May 2021. NDP Document - 2011 ONS Census- 3493 population with 1799 households. GRCC (HNSR) - 2011 Census- 4200 population with 1802 dwellings. The documents above seem to be referring to the same document source, but with differing published data. GRCC (HNSR) (Para'21) States- "According to Cotswold District Council there were 2470 dwellings on Council Tax register in 2019", yet the NDP document page 11 states "2021 ONS Census" data 2021at 2400 Households. I recognise why this data is apparently different, but there is no explanation as to why. The way the data is referenced actually implies a reduction between 2019 and 2021, which I am fairly sure is inaccurate. (b) On page 12 of the NDP plan, the profile of the "Tenure" provides a comparison between Moreton-in-Marsh, Cotswold and England. It does not state where the data is from, but I assume 2021 Census. (c) The comparison data referenced above, shows Moreton specifically has a higher proportion of Social rented property than either Cotswold or England. If you are referencing this data, where is the evidence that a higher proportion of socially rented property is actually required in Moreton when this data shows the exact opposite? I can only assume the evidence is anecdotal, because collected data suggests there is no requirement to increase socially rented properties in Moreton. The data shows more socially rented properties are required, but elsewhere in the Cotswolds, not in Moreton.		(a) 2011 & 2021 census data checked & correct in NDP. Suggest going to CDC to ask for their explaination? (b) Noted (c) Noted	(a) No action taken. (b) added footnote to NP to make clear all graphs referencing relevant census data. (c) No action taken.
			Policy 10	Commenting	The tenure data actually implies there is a need for a higher proportion of privately rented properties within Moreton, however the objective of NDP policy 10 will curtail private rental properties. GRCC (HNSR) 2021, Table A7 Housing tenure, shows 650 responses, 10% socially rented and 6% private rented. This data also shows private rental being 37.5% of all available rented property. The GRCC (HNSR) 2021 (Para' 6.5) references the 2011 Census data, where it also shows over 16% of rented property as either "private" or "other rented" and it can be calculated 36% of all available rented property is "private" These two sources imply the percentage of privately rented property available in Moreton, is reasonably constant over the ten-year period. Even though 55% of respondents support Government Starter Homes (20% discount on market value for under 40's), there is no way of ensuring potential buyers can raise funds to complete a purchase. I understand what policy 10 is trying to achieve, however it is far too over reaching and will have a detrimental impact on the much needed private rental sector. The proposals must recognise, not all tenants want or are entitled to, a socially rented property.		Noted	No action taken
			Policy 10	Objecting	I disagree with the reasoned justifications and there is no evidence to support the policy. The stated justifications are not for Moreton-in-Marsh, they are for the Cotswold District as a whole. Para' 49 references analysis by "Action on Empty Homes" as 3,409 empty homes in Cotswolds, it cannot identify how many were directly in Moreton. The calculation of 1 in 17 is also inaccurate, as the referenced document states there are 46,109 total homes and 3,409 empty homes, realising a ratio of 1:13.5 empty homes to total homes. Using the 2021 Census data of 2400 households within Moreton and using the worst-case calculation above of 1:13.5 empty homes, equates to 178 potentially empty homes in Moreton. According to the 2019 CDC data there are 2470 dwellings in Moreton, this would then equate to 183 potentially empty homes. The closest and arguably most accurate comparison available, is between the 2019 CDC data and the 2021 Census data, which shows 2470 dwellings and 2400 households respectively. The comparison provides information to show 2400 households out of the potential 2470 dwellings, responded to the 2021 Census, which implies only 70 dwellings were not occupied in Moreton at the time of the 2021 Census, or only 2.8% empty homes. The reference data does not identify the number of "second home" responses or the tenure of the non-responding homes.		Noted	No action taken
			Policies 3,4 & 10	Objecting	May have undesirable consequences, the policies are written with the intent to achieve a balanced mix, however, what they seem to ignore is the affordability factor. When affordable homes are built, some the homes are "purchased" by housing associations, some are fully rented and some part buy, part rent. The recent market situation has seen housing associations refuse to purchase the homes. The developers are then left with affordable homes to sell, but even at discounted values, they are too expensive for first time buyers. The GRCC (HNSR) 2021 clearly identifies the low uptake of affordable homes and the difficulties of purchasing with a mortgage. No local policy can overcome this directly. If local people cannot afford to buy and housing associations do not purchase to rent, then the only option is investors for private rental. Private rentals are expensive, but for some, there is presently, no alternative.		Noted	No action taken.
			Policy 1 (d)	Commenting	If the development is conditional on an energy assessment, is there an expectation for a minimal EPC rating? Maybe "B".		Noted	No action taken.
			Policy 6	Commenting	The average walking speed of an adult is deemed to be between 3.2 and 4mph. A 15mins walk is equivalent to approximately 1 mile. Policy 6 (g), Implies even a single residence or conversion within a 1-mile radius from the town centre, should explore the provision of public car parking. What are you expecting an applicant to provide as evidence? The first statement below the coloured sections of the documented section, states the objective of policy six is to reduce on-street parking in residential areas, but Policy 6(e) states "visitor parking can be off-street or on-street". I would expect on-street parking to be classified as the exception.		Noted	No action taken.
			Policy 8 (b) (3)	Commenting	I agree traffic and transport assessments are required; however, any substantial development should also consider the impact vehicles will have specifically on parking within the town centre. Outside the 15-minute walking time, it seems a developer does not have to consider the impact additional vehicles parking in the town will have on centre parking. The further away from the town centre a development is built, the more likely a resident will use their car, therefore parking in the town in these circumstances should be a consideration at planning.		Noted	No action taken.
			Policy 9 (c)	Commenting	Phasing larger developments can be more detrimental to the locality through disruption (e.g. Spitfire), however the justification (48) implies developers consider surrounding parish facilities. Are developers allowed to include facilities available in neighbouring parishes, potentially offsetting any need to improve Moreton-in-Marsh facilities? This potentially opens up the "parish" facilities much wider and I recommend removing the words "and surrounding parishes" How does a developer provide proof of adequate services with no adverse impact on soft infrastructure and over what timescale? I do not believe this can be administered by the council. Any evidence provided may not be independently verified or just anecdotal. Although required, I do not believe any sensible data could be provided.		surrounding parishes refers to other parishes using MiM facilities, as MiM is recognised as main service centre for the Cotswolds in the Local Plan.	No action taken.
			Policy 11 (b), Policy 13 (b) 1	Commenting	The change of use resulting in the loss of employment area potentially requires the property to be marketed for a minimum of 12 months. I believe these policies will potentially have empty shops on the High Street. As an example, Jon Fox Antiques on the High Street has just been sold subject to contract. The property comprises of a shop area, two further floors of shop space, a studio, a garage and land with development potential. This policy states, effectively this new owner will not be able to develop this site, even though it is far too large for most businesses these days. Is the purchaser expected to market the property (for an exorbitant price so it doesn't sell) for 12 months before being allowed to alter or just decide not purchase at all? Either way, the shop will potentially be empty. The Moreton Means Business event held 24th April 2019, also suggests restricting change of use may increase the number of empty spaces in the town.		Noted	No action taken.
			Policy 14 (a)	Commenting	This requirement is too specific and nowhere within any documentation has the specific requirement "around the Redesdale Hall" been detailed. I believe this requirement has been added by some in the council and should be removed. The potential for this "improvement" is included within the council's Transport Strategy document, but has yet to be agreed.		Noted	No action taken.
			Policy 14 (b)	Commenting	"Moreton-in-Marsh High Street Refurbishment improvements", encompasses all of the High Street and not just "around the Redesdale Hall", therefore any funds could be directed to public realm improvement anywhere as part of the High Street. It must be noted that the Redesdale Hall is owned by a private charity, it has not provided any business case to the council or to the community and therefore altering the public realm to incorporate and assist a private business without a complete and thorough understanding is inappropriate.		Noted	No action taken.
			Policy 14 (c)	Commenting	"Remove long-stay parking from the town to a location close to the train and bus stations." This is inaccurate, Moreton Means Business Event 24th April 2019 and the Summary of feedback from 1st NDP Consultation 2nd February 2019 neither of which document the desire to move long-stay parking to the station. There were comments on how such a parking scheme would work, but this particular desire was not indicated. Once again, I believe this has been added by council to reflect the Transport Strategy document that is still to be agreed. It should also be noted that the planning application submitted on behalf of the council and GWR, only provides an additional 43 car parking spaces to those presently in place. Although not accepted, the council's Transport Strategy document has identified much higher numbers of parking spaces to be removed from the High Street, believed to be a potential deficit of approximately 100 spaces. The business Event 2019, and the NDP feedback 2019 recognise the need for car use and parking. The Residents Survey Report 2022 also requests additional parking in the town, all of which seem contrary to the planned council Strategy. The Community Aspiration 2, is also questionable, where is the evidence? The business Event 2019 recognised the need for parking for tourists and visitors alike and the business survey January 2022 identified 74% of businesses deemed tourism as very important to Moreton-in-Marsh. i.e. where do overnight visitors park? Residents have indicated the need for permits, but where has "preventing overnight parking" come from? No evidence has been presented to suggest this?		Noted	No action taken.

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			NDP Document	Commenting	Within much of the documentation, there appears to be an acknowledgement that Moreton-in-Marsh is lacking of "things-to-do" by business and the wider community, however, this policy provides no direction on how to enhance this. Leisure facilities and interests are seemingly ignored; no funding is requested for improvement. Interestingly the Redesdale MUGA is deemed worthy of protection, but it is in a dilapidated state and the council have no coherent plan for the area or its future use. How does this plan or a policy intend on improving or providing vibrant facilities? Is the council considering on providing "things-to-do" or is there a plan to encourage business to invest in the "interests" of the community? The Moreton Means Business Event 2019 highlighted tourism as important to Moreton-in-Marsh but it also highlighted the necessity to offer something to differentiate itself. Where is the differentiator in the plan?		Outside the scope of a Neighbourhood Plan. Information to be passed onto Town Council	No action taken.
			Policy 15 LGS	Objecting	I do not agree with all of the LGS. No's #14, #15 & #16 are already developed and owned by the council. They should be removed from this list. The Bowls Club (#16) is developed and holds a 99 year lease from 2010. The Croquet Club (#15) holds a 50 year lease from 2020. Both clubs have a strong membership. The Redesdale MUGA (#14), is in a dilapidated condition and has not been repaired by the council for years, hence creating its own "eyesore". At the council meeting in August 2025, the council voted to approach the developers of the adjacent land to establish whether there would be any mutual benefit in working together regarding the MUGA area. Are the council now trying to reverse this decision? The 2022 Residents Survey Results Report- Natural and Built Environment, highlights "Play equipment and facilities for older children had the lowest ratings". Q47. Facilities for teenagers (13+) and Adult outdoor gym equipment were rated the lowest overall. LGS (#22) Glebe Field this field is owned by the diocese and in the past has been contacted by members of the council in trying to establish whether the area could be utilised as a carpark for Moreton-in-Marsh. As the Transport Hub development will under-deliver on the total additional carparking spaces with a maximum of 43 and with the council considering adopting its Transport Strategy document which potentially creates a deficit of 100 car parking spaces in the centre, it seems only logical to keep the options for this land open, especially as the business community and general community recognise the importance of tourism. Including it in the protected views (#7) is also somewhat erroneous, as the stated reason could apply to any field surrounding Moreton-in-Marsh. There are a couple of local spaces that have not been included as protected areas; There is a triangular area between 19-21 Sunderland Road and 19-21 Mosedale, this area was specified as an area for interesting species, it can be identified underneath the legend for "27- Moreton Park-2" on the South East map. The greens area the full length of Errington, between Errington and London Road, all of the trees in this area have individual Tree Preservation Orders (TPO's). Identified underneath the "25 - Buffer" of the legend "Buffer between Moreton Park & A44" on the South East map.		LGS 15/16 Developed in this context is referring to built development, not a green space which is 'managed'.	No action taken.
			Policy 18	Objecting	View #7, as above, and furthermore, I believe there may be opposition to development of the Glebe Field, as there may be a belief it potentially opens up further land behind Hospital Rd., however, the additional land is predominantly owned by the Dulverton estate, if they wished to develop this portion of land, there have been many opportunities to provide access, none of which have ever materialised. It is also worth noting that some of these views are visible from the Dulverton's manor house on the estate. View #9. This view cannot be deemed important because of the view when arriving. View #5 is only metres up the same road, and it has a much clearer view of St.David's Church than view #9. View #10. This view of the "footpath" is actually a road to a parking area. I cannot understand why anyone considers a road of this style an important view. There is no architecture or open green space. The field adjacent to it, maybe, but that is not the "important" view. It is my belief, this is just a way of preventing potential access to any development, not because of the view itself. Nimby ism, at its best. Views #11,#12,#13,##14,#16. Should be removed, these views have already changed. View#15, why would you want to include a view that already changed the "feel" of the approach, this is not a protected view. View #35, has already been reviewed by CDC planners and have concluded that a small development behind Aldi & Nursing home is acceptable, so it is not protected according to CDC. View #40, is of the southerly approach, but including it, may create issues with transport management plans for the future, as per the recommendations to GCC Highways in 2018.		Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken.
			East Moreton Greenaway	Commenting	The walking route has been determined and the signs are going to be placed. I am interested in establishing why a sign identifying the National Cycle Route will be placed to the end of the footpath. The spreadsheet provided in Appendix G "what3words location" as being "bench.shackles.subject" is at the point where the footpath meets London Road. The barrier at this point is damaged and GCC Highways have refused to repair it. The main point here is that this section is a footpath, not a cycle path. By including a cycle route sign, you are encouraging cyclists to incorrectly use the footpath.		Outside the scope of a Neighbourhood Plan	No action taken.
			NDP Document	Commenting	Page 56 Para'100, mentions village, should this not be town? Page 67 (2.3), same as above? Page 70(2.14)maybe towns and villages?		Noted	Pg 56 ref to Village ameneded to Town.
			Business Survey	Commenting	The Business Survey Results Report January 2022, does not provide any " free text" detail or analysis from the survey.		Not related to Regulation 14.	No action taken
			V&O Survey	Commenting	I note the very last line of the summary document state " Create a more connected parish for residents and visitors alike, limiting the need for vehicular travel within the town and offering a genuine choice of transport" Limiting the need for vehicular travel will not happen by removing parking, or not offering enough spaces. Offering a genuine choice is not only walking or cycling, the plan does not address how the "genuine choice" will be achieved. Although it is government policy to encourage "active travel" the National Cycle routes that traverse Moreton do need upgrade and the local community recognise and understand the cycle routes in particular are hazardous for cyclists and certainly are not suitable for the uninitiated or children. The plan recognises the need for improvement, but the older established developments, especially those nearer the town centre at present cannot support active travel arrangements to the aspirational levels envisaged. The plan for future travel from additional surrounding developments, implies the connection and use of established routes, however, these routes cannot be regarded as safe for regular commuting. If the plan cannot address the limitations, then further additions are only likely to exasperate the situation more. I find it inconceivable that any administration would consider promoting active travel with the knowledge that the present older, infrastructure is incapable of growth without dramatic change. Change, depending upon how it is implemented, may have negative consequences to the economy of Moreton-in-Marsh business.		noted	No action taken.
			Residents Survey Report	Commenting	Getting around Moreton-in-Marsh (Summary). The last item listed in the table states "There were over 220 suggested upgrades or new routes - see separate document" The document does not appear to be included. Interestingly, Q41, "Should parking facilities be improved in Moreton-in-Marsh?", 70% respondents answered "yes" to "in town". The Town Council's Transport Strategy document, aims to improve the layout, but by significantly reducing parking availability, which is in contradiction to the 338/337 responses received from the survey. The table of lacking facilities for future funding, in Q61, states Public footpaths/bridleways as 1st and Wildflower Meadow as 2nd, however, a standard weighting calculation, implies they are actually the opposite way around. Maybe the actual number of responses should be provided rather than percentages to clarify the results.		Not related to Regulation 14	No action taken
	No		Theme 4, Active and Sustainable Travel	Commenting	1: Consider adding a cut through between Fosseway Drive and Tinkers Close. 2: If possible the plan should consider extending the idea of walking and cycling paths beyond the boundaries of Moreton illustrated in the maps. Nearby amenities and landmarks such as Wolford Wood, The Four Shire Stone, Barton on Heath, Todenham Manor Farm Shop and Lemington Lakes, Cotswold Riding, PadelX, Old Farm, Muzzy's Kebab, The Arboretum, Bourton-on-the-Hill, Sezincote, Longborough Opera, Donniton, Broadwell, Evenlode and Chastleton are all nominally walkable from Moreton. They need decent paths that can be used year round that are preferably not along the main roads. As the crow flies for example, Chastleton National Trust is only 5km. A 50 minute walk or 30 min run on a nice day which currently takes an hour and a half on the A44 and country roads with no paths. Even the Rollright Stones and Whispering Knights and other directions Broadway and Shiptons-on-Stour should be walkable and easily cyclable for a nice day out but there is no cohesive, marked and mapped, all weather footpath network, forcing you onto small fast roads and verges which puts people off. Isolating the many towns and villages of the area into remote islands with intertown transit almost exclusive dependent on cars. 3: A relief road round Moreton should be considered to take A44 and Roman Rd/Fosseway through traffic out of central Moreton. A carpark could be considered near the existing caravan site to move parking out of the center to allow for better pedestrian access. With parking and through traffic removed Moreton could then implement a 20mph speed limit for pedestrian safety, pollution reduction, traffic noise reduction and beautification. HGV and Coach restriction could then be imposed for all large vehicles that are not engaged in activity within Moreton and directed round the relief road. 4: Long term, a county plan for a light rail should be devised. Modern APS Ground-Level Power Supply would allow for track that is sunk into the ground with no overhead cables. This could be further obscured with moss matting round the rails to prevent its visual impact on the landscape. Any embankments could be edged in Cotswold stone to ensure its in keeping and stations designed similarly. With step on step off trams requiring station platforms as low as 20 or 30 cm. This would allow the region to connect all the tourist hubs together, moving them from coaches and cars to a single centralized hub they could range out from. It would also allow the district to connect together otherwise disparate bits of infrastructure, such as Moretons hospital, the secondary schools in Chipping Campden and Burton-on-the-water. The theater and cinema in Chipping Norton if you were to extend it that far (I appreciate thats Oxford not Cotswold district). The leisure centers in Chipping Norton, Burton, Northleach, Winchcombe and Shipston (again Warwickshire not Cotswolds) and Moreton fire center. Provide access to the many markets that run in the various towns and to mainline train stations at Moreton and potentially in Cirencester and Cheltenham if its run out that far. It would provide a huge amount of mobility and freedom to particularly the districts more elderly and younger populations who can or are reluctant to drive for whatever reason, who are otherwise isolated to their immediate town or village when they needn't be. Parking costs could be raised everywhere you dont want tourists to park to incentivize using park and tram hubs with residents provided with cards that provide steep discounts similar to systems already used in areas like Winsor and Maidenhead. One would hope a pleasant ride round the Cotswolds rolling hills would be a tourist draw in its own right rather than fighting the roads. Tram ticket pricing could be similarly priced to have tourists functionally subsidize locals. Correctly implemented this could substantially reduce traffic particularly from tourists. Improve inter town links and transit. Provide better access to amenities for all residents who will become less dependent on cars, provide a substantive quality of life improvement for those who are unable to or restricted to drive and be substantially cheaper than catching taxis. And in conjunction with a strong path network could vastly expand the walkable destinations throughout the Cotswolds' from any one point to any other for locals and tourists alike. A 50 min walk from Moreton to a national trust property with a 15-40 min tram ride from Broadway, Burton on the water, Northleach or even Cheltenham or Cirencester is a perfectly reasonable prospect for a nice summers day with an opportunity to leave the car at home even with fairly young children.		A Neighbourhood Plan is a Planning Policy document which can influence within the Parish Boundary of Moreton-in-Marsh.	No action taken.
	No		All of it	Supporting	I have only read the summary document, but it seems excellent. Thank you for the time that has been invested in this detailed plan to try and best protect and enhance our beautiful town. Thank you!		Noted	No action taken.
	No				Blank			
	No				Blank			
	No		Policy 8d and Policy 9c regarding infrastructure	Commenting	I think this should be changed in light of other recent developments such that there should be insistence for infrastructure to be in place before work starts rather than completes specifically regarding water and waste due to the existing sewage provision being over capacity and this having been previously ignored by developers.	Simply replace the word completion with commencement in each section	Not reasonable policy wording	no action taken
	No		Policy 8 Hard infrastructure	Commenting	It is all very well and the plan sounds reasonable but when will people realise that the infrastructure must be in place before housing development takes place. We have seen many times companies not honouring their commitments once the houses are built. Sewage is a big problem around here as Moreton sewage works is at capacity, nothing gets done, more houses are built and the rivers and environment suffer.	Infrastructure first	Not reasonable policy wording	no action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
	No		Executive Summary	Objecting	Objecting.	Challenges There is no alternative to the private car and it is unrealistic to believe that there is. The centre of the town is where two A roads meet. A bypass is essential to allow through traffic in all directions to progress without further congestion and environmental damage to the town and its residents. A proper visitor car park needs to be built rather than the ridiculous extension to the "transport hub" which will only provide parking for the railway station. No more new housing before essential infrastructure is provided; bypass, centre town parking, revised visitor parking, flood and sewage renewal, secondary school, and any other public facilities that are inadequate.	Bypass outside the scpope of a Neighbourhood Plan. Trasport hub comments noted. No more new housing not reasonable policy wording	no action taken
	No				Blank			
	No		Moreton-In-Marsh	Objecting	Too many new houses, being bought by non locals. cannot support Infrastructure. Excuses say built affordable homes for locals. This untrue.	New township to be considered	outside scope of Neighbourhood Plan	no action taken
	No		Policy 1	Objecting	The policy as currently written is quite rigid in that it is clearly based on the belief that the current government policy will survive both in construct and timetable. I believe this unlikely. Hence I believe that the policy should be re-worded to allow for greater flexibility. For example, it is commonly now accepted that electric vehicles (cars, buses and commercial vehicles) as the only solution to replace fossil fuels is both unsustainable (cost of battery production, commercial lifetime value etc) and foolish when other emerging technologies are probably offering better solutions (eg Hydrogen) at the current rate of progress towards the folly of Government ambition, the technologies noted in this policy are likely to be superceeded. I would propose therefore to widen the scope of this policy by bringing sub para f to the fore, to encourage 'innovation and imagination' whilst making all other sub paras less specific (ie remove the specifics around charging points - wireless charging is already being adopted by most motor vehicle manufacturers. This will require a different infrastructure to link into the national grid supply than charging points.)	Text could read " Only development proposals (new housing, extensions to dwellings or business premises) which show innovation and imagination in solutions to meet the agendas of enhancing carbon capture, ecological diversity and using current and emerging renewable technologies will be considered/favoured.	Not reasonable or defineable policy wording	no action taken
	No				Blank			
	No		All of the plan	Commenting	While the Plan is to be welcomed there are significant issues to be raised in relation to it. The 'challenges' identified in the plan make no reference to retaining the current 'essence' of the town as a semi-rural community with a long history of tradition. While there is reference to 'integrating' strategic developments so that they do not function as separate from existing communities, the plan is not sufficiently explicit on how existing communities will be safeguarded and their environment looked after; the plan is active in its discussion of new developments but passive in what it says about protecting, ensuring existing communities thrive. Where is the policy to ensure that the environment and standards for existing communities is proactively safeguarded. Equally how will existing infrastructure - specifically water and sewage be enlarged and when.	Policy 15 - can this be reworded so it is clear that these local green spaces will not be sold off to developers and that there will be no development here. How can any proposal enhance an existing green space. Policy 13 - can there be active encouragement for local and independent retailers. Policy 7 - can 'brownfield first' be mandatory, not a choice? Policy 5 provision of new allotments to be welcomed but priority must be to encourage greater use of existing allotment space. Policy 4 - what percentage of affordable housing in any new development will be implemented?	Policy 15-Policy is worded as strongly as it can be. Policy 13-Outside scope of Neighbourhood Plan. Policy 7 no. Policy 5-encouragement to use existing allotments outside scope of Neighbourhood Plan. Policy 4 not defined in Neighbourhood Plan.	no action taken
	No		Policy 8 Hard Infrastructure. As a Moreton resident we already experience extreme traffic congestion almost on a daily basis.The current levels make traveling in and out of Moreton extremely difficult and slow and unsafe.My concern is that increasing the households to the levels outlined only compounds the issues further and there isn't the adequate infrastructure in terms of road size, crossing points for pedestrians and adequate parking for residents in Moreton as it is. Any development needs to have very clear plans on how they will increase the infrastructure and support eg roads,doctors,dentists, for the increased population.	Objecting	Limit the number of new properties as the hard infrastructure of the town,street width,roads,parking,services is already overloaded.Just try and drive through Moreton regularly and park.The overdevelopment planned is spoiling the town and the traffic levels are unsafe already.	Reduce the number of homes planned. Increase parking just outside Moreton. Increase road crossing points for pedestrians.	Number of homes cannot be determined by Neighbourhood Plan. Neighbourhood Plan can only influence within the Moreton-in-Marsh parish. Road Crossings outside scope of Neighbourhood Plan. Information passed onto Town Council	no action taken
	No		#8 There have already been several new homes built in MiM. There has been no additional provision made for schools,Drs and local services. The traffic congestion in MiM is not sustainable and no plans are in place to alleviate this. The addition of more homes would exacerbate this and would impact local high street businesses who will shop elsewhere	Objecting	New infrastructure is needed to support any new homes. The constant presence of traffic lights for underground work on the high street is a daily nuisance.	Plans to alleviate traffic congestion need to accompany any new homes built plan plus plans for local service improvements. More new homes creates demand on already stretched local services. Builders should provide funds for this also and not just benefit from building and selling more homes then move to the next project	Noted	no action taken
	No				Blank			
	No				Blank			
	No				Blank			
	No		General comment	Commenting	Overall I support growth for MiM, however this "must" be sustainable within the local resources that are made available. We will not achieve the stated desires of a thriving town shopping centre if there aren't enough people to sustain the shops, and if they cannot comfortably reach the town centre to use those shops. My further comments on the plan are made with this in mind.	Much of the wording of the plan is vague and woolly, expressed as 'desires' or 'aspirations'. This is a key document for the future of MiM, as such it should be far more concrte in its intentions and aims.	noted	no action taken
	No		Policies 3, 4, 8, 16	Objecting	There has been an excessive amount of building of new houses in Moreton-in-Marsh. I don't think there has been any infrastructure alongside this. The houses being built do not represent the needs of the people, ie affordable housing, houses for first time buyers. The heavy traffic in the town and on the A44 shows the need for a by-pass. I cannot leave my front windows open due to the fumes & dirt from the excessively large lorries passing. So imagine the impact on historical buildings in our beautiful town. More houses equals more traffic, with a road system that has not changed in centuries.	A by-pass to diverted large transport from the centre of the town and A44.	outside scope of Neighbourhood Plan	no action taken
	No				Blank			
	No				Blank			
	No				Blank			
	No				Blank			
	No		Policies/Maps	Supporting	Overall I support the plan and have some comments in relation to "lifetime homes" and the green space map. Lifetime Homes can deliver poorly designed homes with compromised living spaces - more important than the square footage is the attention to detail in designing the spaces with 'living' in mind. The map on North East green spaces indicates that Moreton Park and the Avenue are access to each other along Wellesley Close - they are not and it is one of the failures of the planning process in delivery of the three newest estates that they are separated with long lengths of fencing creating artificial barriers between what should be neighbourhoods. To be avoided in any future developments.	Suggest that the policy 5 be extended to include a reference to new housing layouts being neighbourhoods with no artificial boundaries that prevent, particularly pedestrian access between the two. An example of how 'not to' is the Avenue which has on vehicular/pedestrian access and two pedestrian access points when the original plan permission included several more that were not secured through land ownership.	Noted	Additional bullet point added 'New housing developments must be well connected both within the site and with the wider area. Developers must demonstrate how they have had regard to movement (vehicular, pedestrian and cycle) and conform to Policy 20 Transport & Active Travel.'
	No		Town centre	Commenting	There needs to be 3 things done: 1. Remove the parking mayhem in the centre of town. 2. Give more incentive for tourists and visitors to want to come. Right now, moreton is a carpark with a few expensive restaurants. We need culture, leveraging the architecture, and more reason for people to come. 3. The prices of everything is obscene. We need cheaper options for people...	The plan kind of mentions the above, but I don't see any real actions to fix it. I think driving up the tourism will develop economy and jobs for locals too. The employment land you refer to relies on it being attractive afor business owners to move in... Who will move in? It will be expensive land with sub par infrastructure and connections.	tourism outside the scope of a Neighbourhood Plan	no action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
	No		Infrastructure	Commenting	Two main points I want to make. 1. Nowhere in this document do you mention the need to address the additional provisions for schooling for all the new residents. The existing schools will/may not be able to accommodate any extra children which may force additional vehicle journeys taking them to schools in other villages. 2. I acknowledge the plan to extend the long stay car parking at the train station, which is good. However, I believe that the first field on the right opposite the playground opposite the Coop would provide a larger and more suitable space with access to the town via the park/playground.	Please see my comments above	Education outside scope of Neighbourhood Plan	no action taken
	No				Blank			
	No		All	Commenting	If more houses are going to be built on our beautiful countryside the least that could be done is to provide more and better amenities and do something about the awful traffic issues and to protect nature that is being impeded on. All we have here now is charity shops , furniture shops, coffee shops and a couple of supermarkets. That's it!! Moreton high street is now a truck stop venue. There is no access to houses already built other than cramming traffic onto the high street when there are plenty of openings that could have been used to divert the enormous flow around the new estates. It's just a mess. No common sense seems to have been used and the residents of Moreton have to pay the price for that. Dog poo bins rarely emptied as no one seems to know who should do what. Dog poo bins removed because no one will take responsibility and empty them leading to residents being told " take it home with you" ?! The bin men refuse to take bins away with dog poo in them , both services that are already being paid for by residents and thats another staggeringly ridiculous situation. More houses, more people, more pets, more cars, no amenities to cope with, no roads to cope. It's just out of control. I've noticed an increase in police activity already. Does that not worry anyone else??!? People's issues are heard, not listened to and filed away. It's a case of build , make money and get on with it people. That's my opinion in which I'm not alone I know.	To be honest it will make zero difference what anyone says , I wanted to say a few points of my views.	Outside scope of Neighbourhood Plan	no action taken
	No		Overdevelopment of green space	Objecting	Overdevelopment of our lovely of our lovely town without any improvements to the infrastucture is killing the sole of this market town	Stop more building! I have two sons who have been born in breed in moreton. They are in there mid 20 and simply cant afford to buy a property here. If they are ever to move out of the family home they will be forced to move to a cheaper area thus moving them away from family and friends. Meanwhile we seem to get lots of families moving to the area to which they have no connection being offered subsidised accommodation.	noted	no action taken
	No				Blank			
	No		Green Spaces policy 15 and SE Map, Development Boundary policy 19, Protected Views policy 18	Commenting	I very much support the policies of the Plan but think that it is not sufficiently ambitious, realistic and forward looking when it comes to Green Spaces. Although loss of Green Space to Development is listed as a key challenge, when it comes to Objectives only EXISTING Green Spaces are to be protected and maintained. Given the extreme likelihood of further development along the London Road and down the Evenlode Road (developer scoping exercises are already published), the Neighbourhood Plan should insist upon ADDITIONAL Green Spaces being set aside, akin to the far-sighted policy that previously created those at Blenheim Meadow, Cotswold Gate, Moreton Park. Those at Blenheim Meadow/Castle Gate in particular were deliberately designed to provide a wildlife and green space corridor from the centre of town out to the countryside. The same is needed in the SE quadrant including outside the Development boundary - indeed the Green Space map SE should be extended south.	There are people more expert than me able to advise upon the optimum location/extent of Green Spaces for the SE quadrant, but the obvious strategy - to create a similar wildlife and greenery corridor stretching from the centre of town to the countryside as in the Blenheim Meadow/Cotswold Gate example - would be to protect the fields to the East of the railway line running southwards from the sewage works/Stockwell special habitat area, past the Croft Allotments, ideally all the way up to the public footpath/Dunstall Farm railway bridge and beyond: to be dedicated for wildlife and exercise, dog-walking, etc.	noted	no action taken
	No				Blank			
	No		Land to the South of London Road (A44) adjacent to Cotswold Business Village	Objecting	Objecting to the planning application by Bloor Homes currently under consideration by CDC which is clearly outside the Development Boundary		Development already underway outside scope of Neighbourhood Plan	no action taken
	No				Blank			
	No		Land to the South of London Road (A44) adjacent to the Industrial Estate	Objecting	If the plan line is by the edge of the industrial Estate then why are Bloor Homes putting in for housing permission on the field beyond?	The plan cannot and should not proceed on land outside the building line - see local plan	Development already underway outside scope of Neighbourhood Plan	no action taken
	No				Blank			
	No				Blank			
	No		Infrastructure	Commenting	Improve the GP facilities. They are stretched! A virtually empty out patients department can be utilised as a new GP practice for new residents? Also, what about the primary school being expanded or an additional one? The speed on London Road, as a resident it is atrocious! Calming measures are needed by the football club.	As said above.	GP Surgeries, education outside scope of Neighbourhood Plan. traffic comments passed onto Town Council	no action taken
	No		Pre-Submission Regulation 14 Consultation	Commenting	Whilst the Plan covers environmental and infrastructure issues very well I consider that it overlooks CULTURAL aspects of the heritage, amenity and existing commercial assets of Moreton in Marsh within the North Cotswold's area. There is no mention that it is within an Area of Outstanding Natural Beauty, with the possibility of it being designated as a National Park in the future. There are no pylons in the area in view of the importance of the surrounding countryside. Whilst there are two pictures of hotels there is no consideration of the importance to the town and residents of the local pubs and hotels and the employment that they provide. The town and area has long been a focus for the television and film industry, e.g. Father Brown etc. Sprawling development threatens to dilute or obliterate the essential character of the town and it's outskirts. In summary the report feels like a "tick boxing" exercise to allow for the extreme development that is proposed and much more weight needs to be given to the preservation of the cultural aspects listed above	I feel the plan should be more explicit in stating that the proposed expansion of housing, business and retail is beyond tolerable limits and needs to be curtailed so as not to lose the character of a nationally important Cotswold town which is an example of a culturally thriving community which is under threat	Cultural aspect outside scope of Neighbourhood Plan. Information passed on to Town Council	no action taken
	No		Policy 20	Commenting	Yet more obsession with cycle paths and 'non car' infrastructure. Look at the utterly pointless cycle hub at MIM train station - always empty - people will NOT give up cars for cycling - and I am a regular cyclist!	Focus on restricting OVER development and traffic management and stop trying to create a dream option where everyone walks and/or cycles.	Neighbourhood Plan cannot restrict development	no action taken
	No		Traffic / congestion/ infrastructure	Commenting	Heavy goods vehicles driving through our town are ruining the roads, blocking the high st , causing pollution and congestion. The mini roundabouts at The Swan crossroads and The Redesdale hall are inadequate and not fit for purpose. Heavy goods traffic should be diverted around our town.	All heavy goods vehicles should be diverted around our town centre and not straight through it.	District-wide traffic control outside scope of Neighbourhood Plan	no action taken
	No		Challenges	Commenting	The Challenges section correctly refers to Heavy Goods Traffic and congestion - but makes no meaningul proposal anywhere within the Plan to address either. The Challenges section misses that Moreton's social infrastructure - most notably schools - is already overhelmed.	Include the school (and other infrastructure) issue as a Challenge - the whole Plan reads as though everything is fine and we want to make sure it stays that way, It isn't fine. And within the Plan, make some concrete proposals to deal with the volume of HGVs and traffic. Making it easier to cycle and walk are important and valuable and good to see them included but the vast majority of traffic is through-traffic and the most destructive traffic is HGVs.	schools and traffic control outside scope of Neighbourhood Plan	no action taken
	No		Policy 15, Glebe Land	Objecting	Under Local Green spaces (pg 15) I see the plan is proposing the Glebe Field is reserved as a Green space. I believe this is a mistake as the Glebe Field is clearly a good location for an out of town Car Park within a short walk of the town centre. The Town desperately needs an out of town Car Park and in my opinion this is the best available location.	The Car Park proposed by the Church on the Glebe Land several years ago was an excellent proposal and was well supported by the town in two separate democratic votes. Why the historic Town Council ignored that proposal will always be a mystery to me. My recommendation is to put a caveat in the NDP proposal that the Glebe field could be a future Car Park location for the benefit of the whole town. Clearly a sizable Car Park (150 to 250 spaces) is required to enable Town Centre AND connected side street parking management to be implemented. Measures could be:- Initial free parking period in some areas of the High Street followed by Pay and display thereafterParking permits in High Street and connected side streets to prevent commuter and all day parkers clogging up the town. None of this is rocket science. The small car park proposed in the so called Transport Hub location is not big enough to solve any parking issues in the Town Centre and side streets. The Transport Hub development is a red herring and only supports the GWR business model on passenger growth in my opinion.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	no action taken
	No				Blank			
	No		Overall building proposals	Objecting	The planning proposals are totally unacceptable but despite residents and town council opposition, new estates will still go up. Those is ruining the community in Moreton, GP services will not be able to cope, traffic congestion will get worse. Before new building, improve infrastructure FIRST. Why can't CDC see this is a MUST before rubber stamping new estates. The new houses, such as Backhouse, weren't for locals nor Spitfire, not at their prices. Who is fooling who?	Build new towns. New builds are on former farming sites, how will UK feed UK?	outside scope of Neighbourhood Plan	no action taken
	No		Page 13	Commenting	Re community aspiration on page 12 to introduce residential parking permits. I do not support or want this.	Currently it is easy to park in moreton as it is and I feel the yellow lines for Tuesday market day only work well	Information passed on to Town Council	no action taken
	No		all	Supporting	I agree with the policies, especially the policies that are insisting on relevant infrastructure first.		noted	no action taken
	Yes		\dgfg\fd	Supporting	dfgdf			
	No				Blank			

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
	No		Theme 1	Objecting	I object mostly because it seems shoehorned in for political reasons rather than delivering anything of substance. Almost everything here could be moved to one of the other five points. I do not understand why a neighborhood development plan is talking about the national curriculum. Similarly, why is "switching off appliances" part of neighborhood plan. Unless Moreton is planning to begin seriously farming its allotments, "grow more of our own food" is a statement on national farming policy, not a neighborhood plan. Almost nothing here is individually actionable being far to broad or myopic in scope as to be functionally ignorable from a planning perspective (grow more of our own food and switch off appliances), aligns with current or incoming planning requirements anyway (net biodiversity, car chargers and solar panels), or is completely out of the scope of a neighborhood plan (the national curriculum). This plan is an opportunity to lay down potentially legally binding requirements developers and developments must follow. This opportunity should not be wasted on political posturing of unenforceable points or points which amount to "follow the legally required planning laws you have to follow any way".	As a standalone point this would be better focused on the expectations the town expects from developers. For example, the current laws state that new none residential buildings with more than 10 parking spaces must have "at least one EV charge point" with cable routew for 20%. We could stipulate that as an area of outstanding natural beauty and newly minted National Park, we expect this to be 60% with access to EV charges with 100% cabling access. As the promotion of electric vehicles will reduce engine noise and improve air quality. We could demand that again due to the previously mentioned designations that greater area is given out to parkland in any residential development than is typically required. With a focus on say, woodland of native trees and "eco" play areas which compliment other play areas in the town (to ensure they don't all use the same copy paste design which doesn't actually add anything) We could demand a contribution to a pot to update the school to be a functioning "eco learning environment". IE, overhaul the school to have the latest and greatest environmental measures, implemented in such a way you can demonstrated the effects of grey water systems, air source heating and cooling, wildlife pond etc etc. While also saving them money they can then spend on better teaching materials and provisioning. Biggest issue here is its a CoE school and I'm not sure how their funding works how legal that is and if they'd actually get to keep the cash savings. Contribute to an investment pot to be held in trust for the town (with some suitably British company like Aviva), to guarantee in perpetuity the upkeep, maintenance and overhaul of the towns play areas and parks (which itself would help to manage flooding) To ensure sufficient steps are undertaken during development to not only mitigate increased risk of flooding from development but decrease the overall flood risk on the area. We could demand that for every X number of houses, a small area for commercial units for independent business is provided (have to decide how desirable that is as it may function to "split" the high-street. But with 500 more houses they want to give us we are going to need more high street and I'm not sure how to actually affect that). We could demand that business developments focuses on small commercial units which have to be available for sale not lease. To ensure that small local business can buy their own premises. We could demand covenants which functionally prevents rent seeking and prevents capture by large chains. Do we really want or need more large stores like Coop and Aldi? Do we want a second high street forming dominated by Greggs, a drive through Starbucks and and this years trendy backery-cum-cafe or do we want to ensure we are a town that continues to be dominated by local independents. We should demand that any new commercial development is not designed solely for access via car. I have previously lived in a location where a small commercial zone was designated in the middle of our town, broadly supported, and the council preceded to approve the eyesore of a large central car park, surrounded by a large Lidl, a drive through Starbucks, an upmarket chain gym and a subway. It couldn't have been more designed for people "passing through" if they tried and ended up being largely useless to the locals. To add insult to injury they then tried to build a 5G mast on the local Common because the commercial zone was all owned by a developer who rented it out who wanted to charge so much for the 5G mast they couldn't put it there. With Moretons position on the A44 and Roman road this is a distinct risk. These are far more actionable steps developers could be held to which are not already law which could prevent developer misuse, materially improve the area and future proof developments. This entire section just needs to be rethought and really focus in on what developers and developments can offer and be held to. Demanding they change the national curriculum and farming policy is a waste.	Not reasonable policy wording	no action taken
	No		Policy 5 Well designed Housing	Commenting	Spitfire estate, lovely looking Cotswold houses. Backhouse Estate looks like student accommodation from the 1970's Who polices these builders and makes sure things look nice.	More accountability from developers and building companies.	noted	no action taken
	No		The whole plan is vague on aspects that need urgent change (infrastructure) and is unrealistic in suggesting that residents cycle or walk rather than use their cars.	Commenting	Aspects of the plan are plainly unrealistic and wishful thinking.	Infrastructure before ANY further development. The existing public networks are already on the edge of chaos. Recommend practical solutions rather than vague wishes for cultural changes that will not happen.	Not reasonable policy wording	no action taken
	No		New estates	Objecting	Moreton-In-Marsh used to be a lovely place. It is in with CDC but cirencester do not see impact of overstretched resources GP surgeries, pharmacy and local roads cannot cope now!	As above although expect no notice	outside scope of Neighbourhood Plan	no action taken
	No		Policy 3	Commenting	It is essential in any development that a social housing provider/management company is contracted and in place before any development is approved. Many social housing providers are now unwilling to take on new developments as the developers take no responsibility for ensuring that the social housing provider takes over property suitable to be managed. For example, social housing providers are being asked to ensure the energy efficiency of properties they run (solar panels etc) whilst the developer has no obligation to provide properties with such facilities built in. The cost of retro fitting makes the commercial proposition for social housing providers untenable and hence they walk away. The developer, in the absence of a social housing provider, then applies to the planning authority to vary the planning permission retrospectively removing the requirement of making x% of the development available for social housing. The variation when given allows the developer to sell the houses previously allocated as social housing on the open market. By contracting with the social housing provider in advance of development beginning, this variation would be circumvented.	The principle is that the developer and the social housing provider both have skin in the same game as opposed to working independently.	noted	no action taken
	No		"Challenges", on P3 of the booklet	Objecting	Proposing alternatives to private cars is all very well, but in reality people will not walk or cycle long distances. If this aim results in anti-car measures, people will simply drive to neigbouring towns where they can park for free and walk short distances to shops, and this reality needs to be recognised.	The plan should clearly recognise the desire of people in the neighbourhood to use their own cars in their own town.	noted	no action taken
	No		Transport	Commenting	There was previous mention of a by-pass but nothing mentioned in this document	Moreton is on a main thoroughfare on the Fosseway but it constantly causes traffic jams and a wider view (as this impacts Stow on the Wold too) is required to relieve the traffic volumes and the impact it has/will have on the buildings, roads and environment.	A by-pass is a district (CDC/Gloucestershire) issue and outside scope of Neighbourhood Plan.	no action taken
	No				Blank			
	No		Policy 12/13	Commenting	The current high street is very limited in variety of businesses, surely challenging the rental costs to encourage more diverse range of business is necessary.		rental prices on High Street outside scope of Neighbourhood Plan	no action taken
	No		Policy 5	Commenting	Should include reference to inclusion of sustainable transport and energy policies such as EV charging points and solar panels (these may be included within some of the standards set out, of course, in which case, fine)	Either add sustainable transport and energy infrastructure goals to the policy or draw out if and where they are already included	noted	no action taken
	No				Blank			

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
	No		Policy 8	Commenting	This is for many, the most important policy in the whole document as there is a well rehearsed and identified problem in this area regarding infrastructure. This is most obviously seen in water and sewage issues in the area, the over crowded roads, the energy infrastructure with its constant failures and the lack of internet capacity and speed. Firstly, we must adopt the Australian (and other country) system of only allowing development in two sections. Section one installs the infrastructure including roads, schools, power and cabling, drainage and sewage, health facilities, retail facilities etc. Only when they are complete and working are the residential developments allowed to start. Experience shows that assuming developers will do what they promised re infrastructure after the housing is built and sold just never works (see the problems on Moreton Park as one very local example). This can easily be built into the funding plan at planning permission stage. The current policy 8 has few teeth - it is no use having expectations of developers (see sub para d). They will ignore those expectations when it suits them. It is no use asking for developers to 'consider' or 'demonstrate' good intentions. They must have their feet held to the fire.		noted	no action taken
	No		P4, Affordable Housing	Commenting	Item a.II says that affordable housing should be "built using the same materials and in the same style as any market housing on the site". This is impractical. Much of the more expensive housing in the Cotswolds, including new-builds, is built from local brick and stone, an expensive process. It is very desirable that all housing should have a common exterior look which fits with the "style" of the area, but much new affordable housing can be made from prefabricated wood and concrete sections which considerably reduce the cost. I would remove the suggestion that such homes be "built using the same materials" and replace it with more practical comment.	Suggest: "built using modern cost-effective and energy-efficient techniques and good quality materials which blend well with the style of any market housing on the site"	noted	no action taken
	No		The entire Plan	Supporting	The two comments that I have made aside, it is an excellent plan and I hope it is adopted and more importantly, constantly referred to in future CDC Planning discussions		noted	no action taken
	No		Policy 15	Objecting	This policy is too restrictive and gives very limited opportunity for the town to develop in areas which whilst being contraversial may be necessary for the future. Obvious in this is the restriction on the Glebe Field which remains the key to sorting out many of Moreton in Marsh's current traffic and parking issues. The current aspirational proposals published by the town council and the disaster that is the development of the old RBL site will not solve the difficulties for residents and visitors alike. I am not aware of the current occupation of allotments on two of the town sites (University Farm and Croft) but the potential to use spare land on those two sites should be kept as an asset for the town. (As one of those originally leading the discussions with the Diocese of Gloucester on the development of the Glebe, the use of land at Croft allotments was a key negotiating point). To tie the list of 28 named sites to a no development for ever flag is both short sited and foolish.	Remove policy 15 - there are other controls that can be used to the same effect of preserving green space.	noted	no action taken
	No		Policy 6: Parking in Residential Developments Policy 8: Hard Infrastructure Policy 10: Principal Residence Housing Policy 15: Local Green Spaces Putting all comments on these sections here, because for some reason trhe survey form is broken if I go further, and it no longer asks if I want to make extra comments.	Commenting	Policy 6: Parking in Residential Developments One current problem, particularly with older affordable housing which does not have a dedicated driveway, is the provision of facilities for charging electric cars. Even if people can park directly outside their own home they cannot necessarily/safely run a cable across a footpath or car park. I would like to see this addressed in any discussion of residential parking, particularly where one parking area serves multiple homes. I have no precise solution to offer, that will depend on the development, but the concern should be addressed in any planning. ---- Policy 8: Hard Infrastructure This is an example of my earlier comment about the plan being "woolly": "new development should not compromise", "providers to be consulted", :"proposals for necessary mitigation", etc. As noted in the foreword, MiM waste water treatment plan is at capacity, and yet development continues. We have a hosepipe ban because Thames Water can't supply enough water, etc. ---- Policy 10: Principal Residence Housing The policy aims to block new building that could be used as holiday- or second- homes. I believe that this could have severe unintended consquences. Many of the homes used for holiday accommodation, whether second homes or AirBnB types, are smaller older homes close to the High Street. These are exactly the types of affordable homes that lower-income families look for, they are cheaper and are closer to public transport. By blocking the use of new-builds as holiday accommodation, you will force the holiday market to consume the very affordable homes that the plan wants to make available to locals. Don't place a blanket ban on new-builds being second residences, but manage it better through planning rules. Holiday rentals can be managed via change-of-use planning decisions, and second home owners often bring a disproportionate amount of income to shops and hospitality outlets. Look at the what has happened in Wales where a massive increase in council tax aimed at driving second-home owners to sell has had no effect at all. I suggest removing this policy. ---- Policy 15: Local Green Spaces I live in Nightingale Gardens, and see no reason why our private central garden should come under LGS regulations. This fails most of the tests set out in the planning policy for LGS: - It has no wider community benefit - It has no public accessibility, nor right-of-ways - It is already protected by the covenants of the properties surrouding it, which have the responsibility for maintenance - There is no gain to anyone in designating it an LGS		Policy 6/8/10 comments Noted	Nightingale Gardens removed from Local Green Space policy.
	No		Policy 18	Commenting	The Protected Views Map in the printed booklet is unreadable	Upload a resizeable copy of the Map to the Documents Section of this website	Map available on NP website: www.moreton2031.com	no action taken
	No		Policy 20	Objecting	Whilst much of the detail of the policy can be supported, it is naive in the extreme to assume that in this area, the motor vehicle will be replaced. I am an infrequent user of public transport, a sometime cyclist and a walker (and a pensioner). But to live a fulfilling and satisfying life access to a car is a necessity.	Pouring more money into cycle paths that are rarely used, andd assuming these can be funded by CIL money is both limiting and irrelevant to the vast majority of residents of the town who wish to be able to get to hospital appointments in Banbury, Cheltenham, Gloucester and elsewhere on time and for whom the bus and train service is a waste of time and who will not be riding a bike or walking. I understand the hatred of the car that many have but providing expensive alternatives is not a w ay to persuade anyone out of their own 4 wheeled chariot (please see the complete waste of money and effort that the bike shed at the station is. I pass it everyday at least twice and have never seen more than 6 bikes using it.	noted	no action taken
	No		Policy 8: Hard Infrastructure	Commenting	This is an example of my earlier comment about the plan being "woolly": "new development should not compromise", "providers to be consulted", :"proposals for necessary mitigation", etc. As noted in the foreword, MiM waste water treatment plan is at capacity, and yet development continues. We have a hosepipe ban because Thames Water can't supply enough water, etc. Councils and water companies have limited legal capacity today to prevent developers from overloading initial infrastucture, but more could be done. I would like to see a clear and definite commitment from the council to block final completion of sale on any houses which exceed the hard infrastructure capacity. - Developers must be "required" to commit to pay for any infrastructure upgrades before planning permission is granted. - If a developer should renege on that commitment, no matter what their excuse, the house should not be declared habitable and no-one should be permitted to move in. The council needs to hold developers' feet to the fire here, and not allow them to wriggle out using the small print.		Not reasonable policy wording	no action taken
	No		All	Commenting	I congratulate all those involved in putting this document together. I do not underestimate the amount of work that a few have put in to try and benefit the many - thank you. Again as one of the then Town Councillors who suggested that a Neighbourhood Plan was a necessity many years ago and co-chaired a first meeting to kick the whole thing off, I am delighted to see the work that others have taken on to progress it to a very giood draft stage. Good luck to you all.		noted	no action taken
	No		Policy 10: Principal Residence Housing	Objecting	The policy aims to block new building that could be used as holiday- or second- homes. I believe that this could have severe unintended consquences. Many of the homes used for holiday accommodation, whether second homes or AirBnB types, are smaller older homes close to the High Street. These are exactly the types of affordable homes that lower-income families look for, they are cheaper and are closer to public transport. By blocking the use of new-builds as holiday accommodation, you will force the holiday market to consume the very affordable homes that the plan wants to make available to locals. Don't place a blanket ban on new-builds being second residences, but manage it better through planning rules. Holiday rentals can be managed via change-of-use planning decisions, and second home owners often bring a disproportionate amount of income to shops and hospitality outlets. Look at the what has happened in Wales where a massive increase in council tax aimed at driving second-home owners to sell has had no effect at all.	Remove the policy.	noted	no action taken
	No		Policy 15: Local Green Spaces	Objecting	I live in Nightingale Gardens, and see no reason why our private central garden should come under LGS regulations. This fails most of the tests set out in the planning policy for LGS: - It has no wider community benefit - It has no public accessibility, nor right-of-ways - It is already protected by the covenants of the properties surrouding it, which have the responsibility for maintenance - There is no gain to anyone in designating it an LGS	Remove bullet 23.	noted	Nightingale Gardens removed from Local Green Space policy.
			Objective 5	Commenting	Doesn't the infrastructure need to be in place from the outset rather than 'prior to completion' of the project. It's not clear what 'infrastructure' covers nor how soon before its completion is meant here. For instance, the Spitfire development preparations started more than a year ago, but it may be some time before that project is completed.		It is considered unreasonable and not always possible for infrastructure to be in place before the comencement of development	no action taken
			Objective 10	Commenting	Please may the Council consider additional places for pedestrians to cross the A429 safely? Currently there is a long distance between the two safe crossing points I frequently use when walking into town, i.e. the zebra crossing by Inn on the Marsh and the traffic lights near Lloyds bank. You take your life in your hands crossing anywhere between these two. Fortunately I can still run, but many residents can't! Please can we have a Zebra crossing or at least bollards somewhere else between these two points?		Outside the scope of a Neighbourhood Plan. Information to be passed onto Town Council	no action taken
			Policy 4: Affordable Housing	Commenting	Provision of homes for rent is important, and I agree. However, Policy 10 (Principal Residence Housing) may be at odds with the provision of homes for rent unless it makes clear that potential landlords may buy a property to rent (not for holiday lets), which will not by definition be their principal residence. The detail in the full document may be clearer, but if you ban the purchase of any property that is not for occupancy as a principal residence by the owner, then you will have no additional properties to rent.		noted	no action taken
			Appendices	Commenting	Moreton's Neighbourhood Plan is a hugely impressive piece of work. Congratulations to everyone involved. The Appendices are lengthy but important. Please could they become more user-friendly, by linking them to relevant sections of the Plan. For example, Page 59 (Transport and Active Travel) could say To view the Greenway Documents, go to Appendix G of the Neighbourhood Plan, page 187. Likewise the Maps tab could have a copy of the map from page 189 and say To view the Greenway Documents, go to Appendix G of the Neighbourhood Plan, page 187. From the Themes tab, under Active and Sustainable Travel, please include To view the Greenway Documents, go to Appendix G of the Neighbourhood Plan, page 187.		noted	no action taken
			Proected views map	Commenting	I've just been looking at the protected views map with the corresponding view listing, and they don't align.Someone needs to look at the descriptions and where the view is actually located.		noted	all Important Views reviewed and refined
			All	Commenting	In response to the Neighbourhood Plan , first congratulations and thanks to those who created it. Secondly , the weak level of response I have seen reported may reflect my view , which is that it avoids the Elephant in the Room , perhaps because it is powerless to do otherwise, which is that many residents oppose all large scale (over 20 homes) developments in Moreton, as the road pattern , and facilities in general cannot accept them . Any District council plan to increase housing above this scale will spoil the Town , and a Plan which fails at least to acknowledge this can never be adequate.		noted	no action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
				Supporting	I am writing to express my strong support for the inclusion of Redesdale Hall as a priority for investment in the Moreton-in-Marsh Neighbourhood Development Plan. It is important for me to declare an interest as a volunteer Trustee of the Hall. However, it should be noted that the reason why I volunteered for this role is because of my concern that we have to travel out of Moreton for many cultural and business events and I am keen to help reignite the Hall as the beating heart of the town.1. Historical and architectural importance Redesdale Hall is one of the most significant heritage assets in the town. Designed by Sir Ernest George in 1887 and gifted by Lord Redesdale for the 'betterment of the local people,' the Hall is a Grade II listed building and remains an architectural landmark at the centre of the High Street. It is both a reminder of the town's Victorian civic heritage and a structure that continues to define the character of the market square today. 2. Community function Beyond its historic status, Redesdale Hall plays a vital role in the day-to-day life of the community. It provides space for public meetings, antiques and craft fairs, cultural events, and civic gatherings, and was recognised in 2019 as the 'best-loved building in Moreton.' Its continued use demonstrates how historic buildings can also remain functional, adaptable community assets. 3. Current challenges The Plan rightly identifies that the Hall requires considerable repairs, refurbishment and enhancements to meet modern accessibility standards and to provide facilities suited to today's community needs. Without such investment, there is a real risk that the building's fabric and its social value could decline. 4. Support for policy priorities I therefore fully endorse the Neighbourhood Plan's identification of Redesdale Hall within its infrastructure investment priorities. Specifically, I support the principle that future developer contributions (CIL or Section 106) should, where appropriate, be directed towards the refurbishment and enhancement of Redesdale Hall, alongside improvements to its surrounding public realm. 5. Outcomes By prioritising investment in the Hall, the Plan will ensure: - the preservation of a much-valued heritage asset, - the continued availability of a flexible and central community space, and - a visible symbol of civic pride for residents and visitors alike. Redesdale Hall is both the cultural heart and the civic landmark of Moreton-in-Marsh. I strongly support the Plan's commitment to its improvement and encourage Cotswold District Council and the Town Council to work together to both provide and secure funding and deliver the refurbishment works as a matter of priority. It should be noted also that I am very favourably disposed towards the provision of more affordable housing in the town. However, this is a personal view rather than representing those of the Trustees. I am not a member of the Moreton against overdevelopment campaign. I regret the ill feeling that the planning proposals and their responses, have generated in the town at both district and town levels.		noted	no action taken
				Commenting	I am writing in response to the draft Moreton-in-Marsh Neighbourhood Development Plan (Regulation 14 consultation). While I welcome the overall vision for sustainable growth and improved connectivity, I wish to raise specific concerns about the potential increase in traffic volumes along Todenham Road resulting from future development in the Fire Service College area and the proposed new link road between the A44 and Todenham Road.1. Existing Traffic Conditions Todenham Road already experiences significant traffic pressures, serving as a key access route for residents of the Cornflower Road and Windsor Road estates, and the village of Todenham to the town centre and routes to the north of the town. The road has limited width and, notably, a 420-yard section with no footway from Windsor Road to Cornflower Road. This creates safety risks for pedestrians and cyclists, particularly given the increasing population in nearby residential areas. The road also runs close to existing homes where traffic noise is a significant issue. Traffic already exceeds the speed limit along this dangerous section of road, and yet there are no plans to introduce speed cameras or traffic calming measure in the interests of public safety or to reduce the impact of traffic noise. 2. Likely Impact of New Developments The Neighbourhood Plan and Cotswold District Local Plan both refer to further development potential at the Fire Service College site and the creation of a new link road connecting the A44 with Todenham Road. While the link road could provide some relief to the A429 through the town centre, it will also encourage additional vehicle movements along Todenham Road which will effectively become part of an Eastern bypass. The combination of new employment, housing, and through-traffic could substantially increase congestion, noise and road safety risks for local residents.	3. Need for Mitigation and Infrastructure Improvements. I urge the Town Council and Cotswold District Council to ensure that any further development in the Fire Service College area or construction of a new link road is supported by a full Transport Assessment and appropriate mitigation measures. These should include: - The provision of continuous footways on Todenham Road; - Traffic calming measures to prevent excessive speeds and rat-running; - The re-routing of traffic away from existing Todenham Road homes via an extension of the proposed link road to a new junction with the A429 North of Moreton; - Integration of the proposed East Moreton Greenway to provide safe walking and cycling alternatives; - Phased occupation of new development until mitigation works are in place. 4. Conclusion Without these measures, there is a serious risk that the proposed link road and associated development will lead to an unsustainable rise in vehicle traffic, detracting from the safety, character, and quality of life in the eastern part of Moreton-in-Marsh. I therefore ask that these concerns are fully considered as part of the ongoing consultation and incorporated into any revisions of the Plan.	Link road is a distrcit (CDC/Gloucestershire) issue and outside scope of Neighbourhood Plan	No action taken
				Commenting	Thank you for your Regulation 14 consultation on the pre-submission version of the Moreton-in-Marsh Neighbourhood Plan. We have previously been made aware of the Plan through a consultation in the spring from Cotswold District Council on the associated SEA Screening exercise. We confirmed then that on the basis of the draft Plan seen at that time there were no issues upon which we would feel the need to comment in detail. On examination of the version of the Plan which forms the basis of the current consultation we can confirm that our position remains unchanged. We welcome the policy provisions within the Plan for protecting and enhancing the area's distinctive historic character, and congratulate your community on its progress to date. We wish your community well in the making of its Plan.		Noted	No action taken
	Yes		Policy 15-Local Green Spaces Nightingale Garden	Objecting	We object to this proposed designation on the following practical and formal planning policy grounds: 1. Failure to meet the criteria set out in the National Planning Policy Framework (NPPF). Paragraphs 106–108 of the NPPF (December 2024) specify that LGS designation should only be used where the green space is: a) in reasonably close proximity to the community it serves b) demonstrably special to a local community and holds a particular local significance (e.g. beauty, historic significance, recreational value, tranquillity, biodiversity) c) local in character and not an extensive tract of land The shared garden fails to meet these criteria: • There is no wider community benefit: The land is in private joint ownership of 14 households and is maintained by us for our own use. It is not available for the wider public and therefore cannot be said to "serve" the local community beyond the immediate residents. • There is no demonstrable special value beyond private enjoyment: The garden has no particular beauty, biodiversity value, or recognised recreational role beyond to our small group of households. It has only existed since 2022 so has no historic significance. • There is no access for the public: It is noteworthy that our shared garden differs from the other proposed sites in that it is totally private. It appears that members of the public have the right to access all the other proposed sites either freely because they are open spaces, or by club or team membership or, in the case of allotments, by signed agreement. In addition, when the residents of Nightingale Gardens purchased their properties it was on the basis that the builder would provide a central shared garden area for the use and enjoyment of the residents, separated from the public highway and public access by electric gates. This was part of the deal. It is an enhancement to our houses and is seen as an extension to our gardens. All 14 households contribute to garden maintenance through a management company. Unlike public parks or community open spaces, there is no public access or right of way across this land. It cannot, therefore, fulfil a public recreational or community function. 2. Inappropriate use of LGS designation contrary to Planning practice guidance (PPG). The Government's Planning Practice Guidance: Open space, sports and recreation, public rights of way and local green space clarifies that LGS designation should be used only where it adds value to the local planning framework. Designating wholly private land with no community access undermines this purpose. The PPG also warns against using LGS simply to block development in principle. In our case, the land is already secured as a managed shared amenity for our households and does not require LGS protection. 3. Disproportionate restriction on private property rights. LGS designation has the same effect as Green Belt policy (NPPF para 108), imposing a strong presumption against development. Applying this level of restriction to privately-owned residential amenity land that is already protected by its ownership and covenants, is disproportionate and unnecessary. Furthermore, the land is situated within the Cotswolds National Landscape (previously AONB). This designation already provides strong statutory protection against inappropriate development. Adding an additional LGS designation to privately-owned residential amenity land that is already protected by its ownership and covenants is duplicative and unnecessary. 4. Unnecessary restriction on private property rights. Existing protections already safeguard the land: • The land is held in joint ownership of the 14 properties, meaning it cannot be sold or developed without the consent of all owners. • Any future development would require full planning permission, where its impact on local character and amenity would be assessed. As such, there is no risk of loss of public open space, since the land is not public in the first place. • The Nightingale Gardens development is equipped with a Sustainable Drainage System (SuDS) to manage rainfall and minimize flood risk. The shared garden is a key component of this; in particular there are 60m³ of storage tanks under the grass area (see attached plan). The area is therefore not available for development even without additional protections. 5. Lack of evidence and misapplication of policy. The NPPF (para 32) requires policies to be underpinned by a proportionate and robust evidence base. No evidence has been presented to demonstrate that our garden is "demonstrably special" to the wider community. Without clear evidence of public value or access, the proposed designation is unsound and contrary to national policy. 6. Risk of unintended consequences. Designating privately-owned residential amenity land as Local Green Space could create confusion about public access rights, increase the risk of trespass, and impose unnecessary restrictions on homeowners' ability to manage and enjoy their property. It would also set an undesirable precedent for other privately-owned gardens. Conclusion: For the reasons above, the proposed designation of our private shared garden as Local Green Space is: • Contrary to the criteria in the NPPF (paras 106–108) • Inconsistent with the Government's Planning Practice Guidance • Unsupported by a proportionate evidence base (NPPF para 32) • Disproportionate and unnecessary given the private ownership, existing safeguards and existing infrastructure We therefore request that the Nightingale Gardens private shared garden be removed from the list of proposed Local Green Space designations.		Noted	Nightingale Gardens removed from Local Green Space policy.

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	Yes			Commenting	Moreton-in-Marsh Neighbourhood Plan - Pre-submission Regulation 14 Consultation Thank you for your consultation on the above dated 05 September 2025. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made. **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. Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this plan is likely to affect protected species to such an extent as to require a Strategic Environmental Assessment. Further information on protected species and development is included in Natural England's Standing Advice on protected species . Furthermore, Natural England does not routinely maintain locally specific data on all environmental assets. The plan may have environmental impacts on priority species and/or habitats, local wildlife sites, soils and best and most versatile agricultural land, or on local landscape character that may be sufficient to warrant a Strategic Environmental Assessment. Information on ancient woodland, ancient and veteran trees is set out in Natural England/Forestry Commission standing advice. We therefore recommend that advice is sought from your ecological, landscape and soils advisers, local record centre, recording society or wildlife body on the local soils, best and most versatile agricultural land, landscape, geodiversity and biodiversity receptors that may be affected by the plan before determining whether a Strategic Environmental Assessment is necessary. Natural England reserves the right to provide further advice on the environmental assessment of the plan. This includes any third party appeal against any screening decision you may make. If an Strategic Environmental Assessment is required, Natural England must be consulted at the scoping and environmental report stages. For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.	Full Natural England Annex of issues and opportunities that should be considered when preparing a Neighbourhood Plan in Document Natural England 091025	Noted	No action taken.
	Yes			Commenting	The Trustees of The Redesdale Hall Trust are not empowered to comment on the Plan, as a whole, but warmly welcome and fully support the recognition it gives to the Hall's importance as both a heritage landmark and a vital community facility. The Redesdale Hall stands at the heart of Moreton-in-Marsh, both geographically and socially. Since its construction in 1887, it has served generations of residents by hosting markets, civic occasions and countless community gatherings. It remains a much-loved focal point of town life and was rightly voted Moreton's best-loved building in 2019. The Plan rightly recognises the historic and community value of The Redesdale Hall (its importance is emphasised even in the logo of the Plan which places the Hall at the centre of the design) and the Trustees share the Plan's assessment that substantial investment is now required to repair, refurbish and enhance the Hall so it can continue to serve the community for the next century. Initial estimates from our appointed architects indicate costs in the region of £1m for essential roof works alone. However, the Plan does not yet explicitly state that CIL funding should be used to deliver the essential capital improvements needed to meet the requirements of Moreton-in-Marsh's growing population. We are committed to working closely with Moreton-in-Marsh Town Council, Cotswold District Council and local partners to deliver a sustainable programme of restoration and improvement that respects the Hall's heritage while upgrading its facilities for modern use and ensuring full accessibility for all. The Hall was conceived as the centrepiece of a grand civic plan, which also included the planting of the avenues of trees along the High Street, features that still define Moreton-in-Marsh's distinctive leafy character today. The Trustees fully endorse Policy 15 of the Neighbourhood Plan, supporting the designation of green spaces and the protection afforded by the Cotswolds National Landscape. These natural and architectural elements together give Moreton-in-Marsh its unique identity and sense of place, which must be preserved for future generations. It is equally important that strategic planning for the town's future serves the benefit, not the detriment, of its existing community. While we welcome and recognise the value of the visitor economy, it must be managed sensitively and sustainably. Moreton-in-Marsh should learn from the experience of places such as Bourton-on-the-Water and Bibury, where unbalanced tourism pressures have at times eroded local character and community life. The goal must be a thriving town centre that remains first and foremost a place for local people to live, work and gather, supported rather than displaced by tourism. The Redesdale Hall was built for the betterment of the local people, a purpose that still guides our stewardship today. A revitalised, sustainable Hall and the surrounding public realm will also act as a catalyst for wider community and economic activity within the town centre, helping to strengthen Moreton's social and cultural life. We thank the Plan Team for recognising the value of The Redesdale Hall within its setting and place in Moreton and for supporting investment that will secure its future for the whole community.	The Trustees therefore suggest that the wording of Policy 14a be amended to read: "Refurbishment, including capital works, public realm improvements, and the delivery of community programming at The Redesdale Hall and its environs that contribute to the Hall's development and community purpose."	Noted	No action taken.
					See document 'CDC Response to Moreton NP Reg 14 091025'		See document 'CDC Response to Moreton NP Reg 14 091025'	
	Yes				See document 'GCC SFP Planning 091025'		See document 'GCC SFP Planning 091025'	
			Heavy Goods Traffic and Congestion P3		There is still no footpath from the town to the garden centre or a safe crossing.		outside scope of Neighbourhood Plan	No action taken
			Excessive Population Growth P3		Development must be appropriate for all needs, including those with disabilities.The houses need to be appropriate size and good use made of the land for the needs of residents.		Noted	No action taken
			Loss of Green Spaces to Development P3		I agree		Noted	No action taken
			Flooding and Water Management P3		The current water supply pipes are from 1935, and my recent experience is that the lead pipes are blistering and repairs cost me over £3000 to repair. I think the infrastructure of the water supply in the town needs major refurbishment before any further demand should be made on the water supply and sewer system. This would be hugely expensive		Noted	No action taken
			Economic Challenges P3		I agree, we need more than just coffee shops.		Noted	No action taken
			Objectives		1 – 16 Make sense with the following comments: 2 Properties are needed for single people, small families. 5 Infrastructure needs to be a priority 6 Limit second homes and Airbnb maybe via council tax or other taxes that benefit the town.		Noted	No action taken
			Policy 1		Important and all makes sense to me		Noted	No action taken
			Policy 2		Important and all makes sense to me. Having been flooded at a previous house I have no desire to be flooded again or to support neighbours who get flooded.		Noted	No action taken
			Policy 3		Important and all makes sense to me		Noted	No action taken
			Policy 4		Important and all makes sense to me: b property offered to local people first, and only to wider market after a period of 6 weeks or longer, as my house was before I bought it. d I think safeguarding properties from future sales is essential.		Noted	No action taken
			Policy 5		Important and all makes sense to me		Noted	No action taken
			Policy 6		Important and all makes sense to me		Noted	No action taken
			Policy 7		Important and all makes sense to me		Noted	No action taken
			Policy 8		Important and all makes sense to me		Noted	No action taken
			Policy 9		Important and all makes sense to me		Noted	No action taken
			Policy 10		Important and all makes sense to me: a Holiday accommodation and second homes must be limited. The effect of empty homes or occasional use homes on the community is huge.		Noted	No action taken
			Policy 11		Important and all makes sense to me		Noted	No action taken
			Policy 12		Important and all makes sense to me		Noted	No action taken
			Policy 13		Important and all makes sense to me		Noted	No action taken
			Policy 14		Important and all makes sense to me		Noted	No action taken
			Policy 15		Important and all makes sense to me		Noted	No action taken
			Policy 16		Important and all makes sense to me		Noted	No action taken
			Policy 17		Important and all makes sense to me		Noted	No action taken
			Policy 18		Important and all makes sense to me		Noted	No action taken
	yes				Introduction 1. This response to the Draft version of the Moreton-in-Marsh Neighbourhood Plan (Regulation 14 July 2025) (MMNP) is submitted on behalf of . 2. has an interest in Land east of Evenlode Road (the Site). A Site Location Plan identifying the land is appended to these representations. 3. Neighbourhood Plans need to meet basic conditions to proceed to referendum. These are set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990. The basic conditions that relate to neighbourhood plans are: a) Have regard to National Policy and advice contained in guidance issued by the Secretary of State b) The making of a neighbourhood plan contributes to the achievement of sustainable development c) 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 d) The making of the neighbourhood plan does not breach, and is otherwise compatible with EU obligations e) Prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal of the neighbourhood plan 4. The Neighbourhood Plan needs to be in regard with the National Planning Policy Framework ('NPPF' December 2024), National Planning Policy Guidance and be in general conformity with the strategic policies in the adopted Cotswolds District Local Plan 2011-2031 ('CDLP' adopted August 2018).		See separate Developers Respose Document	
	yes		Policy 1		Policy One – Climate Adaption and Energy Efficiency in Developments 5. Draft Submission Policy One seeks for new developments to be energy efficient and climate adaptive. 6. Criteria (d) details that an energy assessment which minimises carbon footprint and energy requirements should be conditioned for new developments this needs removing from the plan as it is considered to be unduly onerous. 7. Criterion (e) considers the impact of electric vehicles use, this is considered to be unnecessary given that it is now a requirement of building regulations for the provision of electric charging points with new residential properties. Therefore, this requirement should be removed from the policy.		See separate Developers Respose Document	
	yes		Policy 2		Draft Submission Policy Two of the MMNP seeks to minimise flooding events and investment in sewage capacity by ensuring that the capacity and capability to the local water management infrastructure is able to supply any new development. Catesby Estates agree with part (a) of Policy Two, which follows NPPF guidance in diverting development towards areas with lower probability of flooding. Catesby also agree with the majority of part (b) of the policy in stating where site-specific Flood Fisk Assessments (FRA) are required. 10. However, they object to part of Policy Two part (b), which requires FRAs to use 'appropriate calculations based on the highest expected groundwater levels for the area (200 year maximum).'. There is no national policy behind this requirement, and it would be unreasonable to ask developers to assess on this basis. FRAs usually design around 100 year flood events, rather than 200 years. Moreover, groundwater data is not available for a 200 year period. 11. Catesby Estates therefore request the following text is removed from Policy Two part (b) of the MMNP: "using appropriate calculations based on the highest expected groundwater levels for the area (200 year maximum)."		See separate Developers Respose Document	

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	yes		Policy 3		The MMNP provides details of the housing needed in Moreton-in-Marsh in Policy Three. 13. Criterion (a) of Policy Three states that proposals for more than six dwellings should show how it meets needs in line with the Moreon-in-Marsh Housing Needs Analysis. The Moreton-in-Marsh Housing Needs Analysis was produced in May 2021. This is considered to be out of date by virtue of time and does not include the latest Official National Statistics. 14. The National Planning Policy Guidance (NPPG) 'Neighbourhood Planning' also says that neighbourhood plans that contain policies relevant to housing supply should take account of the latest and up-to-date evidence of housing need (Paragraph: 040 Reference ID: 41-040-20160211). Therefore, this policy is not in compliance with the basic condition (a) - to be in compliance with national policy and guidance. 15. Criterion (b) of the policy also states that at least 25% of dwellings should meet Lifetime Home Standards. Evidence will need to be provided to support this requirement, which there currently is not. 16. Criterion (c) of the policy details the types of houses that should be provided. There are 5 different types of housing detailed in this policy, of which none are evidenced for the need for. Therefore, robust evidence is needed to support the provided types of housing. 17. Therefore, the policy should be reviewed and amended to only include requirements where up-to-date evidence of needs to support those requirements is available and can be referenced, as per Paragraph 040 (Reference: Reference ID: 41-040 20160211) for the NPPG 'Neighbourhood Plans'.		See separate Developers Respose Document	
	yes		Policy 4		18. This policy sets out a local connection criterion to which affordable housing should be given, to meet local needs. The allocation of affordable housing should be made by the local authority as the housing authority. Therefore, this policy should be removed.		See separate Developers Respose Document	
	yes		Policy 5		19. This draft policy aims to ensure that housing meets local needs and that they are design to a high-quality. 20. Part (j) of this policy details the requirement for a minimum of 10% of new dwellings to provide space for allotments. There is no evidence or justification for this requirement. Therefore, this part of the policy needs to be reviewed and amended. It should be noted that Catesby ran a public consultation and feedback from locals suggested that there was a surplus of allotments.		See separate Developers Respose Document	
	yes		Policy 8		21. This draft policy aims to ensure appropriate hard infrastructure is in place to support new development prior to completion of the project. 22. Catesby object to criteria c and d of this policy. The delivery of certain infrastructure can sometimes be outside of a developer's control, such as works to the highway by the Highway Authority, funded by a developer through a Section 106 Agreement. As such, the requirement to ensure that the infrastructure is in place no later than the completion of the development is therefore considered unreasonable, and should be deleted		See separate Developers Respose Document	
	yes		Policy 9		23. Policy Nine seeks to ensure appropriate soft infrastructure is in place to support new development. 24. Catesby object to part c of this policy. The delivery of certain infrastructure can sometimes be outside of a developer's control. The requirement to ensure that the infrastructure is in place no later than the completion of the development is therefore considered unreasonable.		See separate Developers Respose Document	
	yes		Policy 10		25. Policy Ten of the MMNP seeks to combat properties being bought as second homes in Moreton-in-Marsh. 26. This policy states that new open market will be supported where there is a restriction to ensure its occupancy as a principal residence and sets out some examples of what proof of entitlement would be. 27. It is considered that this policy in not in compliance with the NPPF. It does not meet paragraph 16 of the NPPF, as it has not been prepared positively in a way that is aspirational and deliverable and is ambiguous of what is considered appropriate evidence that can be used to demonstrate someone is a principal resident.28. There is also no evidence to support or justify this policy as required in the NPPG 'Neighbourhood Planning' that neighbourhood plans that contain policies relevant to housing supply should take account of the latest and up-to-date evidence of housing need (Paragraph: 040 Reference ID: 41-040-20160211). Therefore, this policy in not in compliance with the basic condition as it does not comply with national policy and guidance. 29. This policy is also contrary to meeting the housing needs in the district and will restrict people being able to access housing when there is a significant need. Therefore, it should be removed.		See separate Developers Respose Document	
	yes		Policy 18		30. Draft submission Policy Eighteen aims to preserve important views within the parish. Clarification is required on the inserts provided for this policy. As the list of proposed views does not match with the photos taken in the area. For example, view 18 on the list "From Evenlode Road (National Cycle Network Route Number 48) NNE, is view 23 on the images. Therefore, making it hard to match up views. 31. Furthermore, the explanations given for the reasons for protecting these specific views is considered to not be robust and clear. Therefore, we object to policy eighteen because of the lack of clear reasoning and details.		See separate Developers Respose Document	
					Thank you for doing much good work on this plan. Overall, I am very pleased to support it. It is a good vision with good objectives, with minor possible tweaks. • I encourage consideration of the suggestions relevant to objectives 11, 13, 14, and 15 from the cultivation of internal green spaces and their views, biodiversity, and access to nature for children and adults. • I also encourage consideration of the suggested practical approach to the town centre. I would understand that it would need to be translated into policy/objective speech and of course feasibility and detail, but it seemed the best way to get the point across. • The comments below are intended by way of recommendations that would I hope be helpful to the town. I remain committed to helping the town thrive and happy to collaborate with you.		Noted	No action taken
					1. The plan needs to accommodate development outside the current boundary, such as the recent one from Bloor Homes and the strategic intent of the Forward Planners. 2. The Vision (p5, 18) is generally good, with some points to consider: a. We have some classy businesses including producers, and "retail" and "services" might not include such as Cotswold Seeds, the UK leader, or Barn & Brook, or the Fire Service College. It also has events like the Annual CAMRA celebration and the Moreton Show, which you describe elsewhere. Perhaps "business, retail and service centre"? b. Can it also benefit from community and visitor "amenities", such as the green spaces, greeway walks, wetland, community orchards, and more to be considered? c. Is it a rural market town? 3. Cricket is another well-supported sport. 4. Across the county, younger people are declining. Not here. Generally, the introductory graphs (e.g. page 11-12) could do with a description indicating the significance. As an example, you might write: "MiM rented household percentage is below Cotswold and national averages and [it should be increased]." It could be noted that the total percentage of rented property is higher than Cotswold, this is because the town has more socially rented. Does that reflect the state of the town or better policy that should be maintained? 5. Obviously, the local plan numbers will need changing.6. "Excessive Population Growth" is not I think the most useful challenge. The plan endorses strategic development and integration is important. 'Excessive' is a term that requires a comparative contextual explanation. If you used terms such as "Disproportionate" or "Unbalanced", then the text that follows would make sense and it would explain the description. 7. Objectives 11, 13, 14, and 15 form a related group where I suggest the interior of the town and the developing estates needs consideration. a. I question the 'challenge', "Loss of Green Space to Development". We have also created green spaces, see attachment, and this should be a goal. On the one hand I recognise that in the year 2000, the view to the east would've been of farmland, probably less rich than we have now. It would not have had the freedom of movement and play in large green spaces including substantial meadows and some good woodland in the heart of the town. As we expand, let us be internally green. b. Objective 11 "Protect and maintain existing public open green spaces" suggests they should be adopted by the town, maintained as connected key assets, their views and sights enhanced, and this to form a norm for green and blue spaces. The precept should cover this supported by developer contributions. They are as important iconic parts of the town as the Redesdale Hall, in their way. c. They could be even further improved as views (outlooks) and connected amenity green space resources. (Please see further illustrative images in attached pdf including suggested illustrations of promotion material as wallpapers for phones.) One key to this is the inclusion of trees in neighbourhoods (see illustration in attached pdf, "Submission to the NDP team".) d. It would also support Objective 13, enhance 14, and 15, noting that rural assets in the town are also important. 8. We need a coherent plan for the centre. "Ensuring additional footfall generated from new economic activity uses Moreton-in-Marsh town centre" is a good goal, but Moreton is a destination too and so it needs to attract visitors. In fact, in the internet age, retail is hard to sustain if it is not located in a destination space. That means restoring the centre of town is an attractive place and not as a car park and not as a major throughway for heavy goods vehicles and passing cars. The plan for this should be straightforward. a. The glebe land should be turned into a good-sized discreet car park. It's not good farmland land and it is next to a caravan site. Much longer stay parking can be encouraged there. Most parking should be removed from the centre of town except for a limited short stay and disabled parking. The former plant hire land by the Fosseway Business Park is another candidate for parking. It would encourage walking through the estate supporting the varied service and retail businesses there. b. The "transport hub" notion seems to be an expensive white elephant that attracts developers. It uses prime space in the centre of town for limited parking addition. If possible, under the legal situation, the space could be turned into a very useful building with several possible candidates such as: a) a business centre for "small business units/shared space," your suggestion as a hub for local business, home workers, and local conferences with some meeting rooms to support business tourism; b) o ices; c) Community Centre. No doubt there are other options. c. The centre, now with reduced parking and with reduced tra ic due to bypass, should then be remodelled and re-landscape to make it people- rather than car-friendly. Outdoor café space could be provided in the summer. More trees and the feeling of a Cotswold plaza.9. Encourage good use of listed heritage assets? I see empty spaces. 10. There is not a clear statement about tourism. It is clear that it is important to tourists and the things that they would like so would locals often. So perhaps managed ecotourism is to be encouraged? 11. There are 2 business parks: Cotswold Business Village and Fosseway Business Park. The Fosseway Business Park could be developed.		Noted	No action taken.
					I wish to comment on the Neighbourhood Plan. My wife and myself are members of the Plymouth Brethren Christian Church .1.There is no mention of inclusion that we can see for including provision for community buildings and specifically our concern is Places of Public Religious Worship which should be included. 2. The congregation residing in or near Moreton with the assistance of the Trustees of the nearby Stow Gospel Hall Trust have, in fact, been searching Moreton and the environs working with Estate Agents over 10 years for a small building to serve the Moreton residents without success. 3. As a community we provide considerable employment in the area. PBCCC members in Moreton and others that would move here if suitable housing could be found. 4. Currently the local congregation has to travel to Stow being their nearest Church which means longer travel time and not allowing for walking or cycling.Objective numbered 10 recognises the traffic problems but does not highlight the chronic congestion of through traffic, impact on market days traffic, and environmental impact of the long queues frequently suffered both sides of the town. Obviously a by-pass is urgently needed to resolve most of any problems in the town. This provision is not, we realise, the main purpose of the document but could not this be given a strong mention.		Noted	No action taken
					Blank			

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 14: Infrastructure Investment Priorities	Commenting	There is no evidence to suggest that residents want to remove long-stay parking from the town to a location close to the train station. There actually needs to be MORE parking in the town centre but residents should be given priority.	Introduce resident parking permits and parking metres in the town centre to bring in some revenue. Remove the proposed new Transport Hub from the Neighbourhood Plan as the majority of residents don't want it and it does not have secured funding. It is likely to take years to deliver and even if it is delivered, it will only add another 44 parking spaces to the town, so there will be a net loss of spaces.	Noted	Information re parking permits passed onto Town Council
			Policy 14: Infrastructure Investment Priorities	Commenting	The heavy goods traffic and congestion is a major problem in Moreton and in the short-term, I believe that creating a one-way system could improve the traffic flow and keep it moving. Longer-term, a ring road should be created around the town and a weight limit put on all vehicles coming into the centre of Moreton. Also, put speed cameras up on the high street.	As above	outside scope of Neighbourhood Plan	No action taken
			Policy 20: Transport & Active Travel	Commenting	Whilst I support the aspiration that the primary focus for development should be through the provision of sustainable travel, this will never become a reality unless there is the creation of a comprehensive network of cycle paths and pedestrian footpaths which people can safely use to get from one village to another. Currently, no-one cycles in Moreton as it is just not safe to do so and the cycle parking unit at the train station is testament to this with only one or two bikes ever parked there. It should also be noted that the demographic of Moreton is primarily older people and retirees and it is highly unlikely that they will be persuaded to change the habit of a lifetime and stop driving. If we are going to promote sustainable travel, we need more buses and we should be offering people incentives to use public transport rather than drive. Could we also promote car-sharing schemes?	As above	outside scope of Neighbourhood Plan	No action taken
			Policy 13: Retail provision	Commenting	We have a disproportionate number of cafes/tea shops and hairdressers/barbers in Moreton and we need to diversify our retail offer.	We should refuse to support proposals for any more tea shops and hairdressers, and prioritise proposals which bring something new to the town and make a positive contribution to its diversity.	Noted	No action taken
			Policy 14 & Local Green Space #22	Objecting	Policy 14 The NDP fails to register the residential element of the High Street, which accounts for approximately 35% occupancy by volume from The Old Police station at the Northern end to the Manor House Hotel at the Southern end. There has been no consideration to this large group of occupants, which includes young families and the elderly. The area of the High Street owned by the Town Council is historically very safe; there have been no accidents of note in this area in the past 20 years, mainly due to two-way traffic and people not wanting to damage their cars, so they proceed with caution. The plan is looking for an excuse to improve on this already safe area, which is tantamount to trying to re-invent the wheel. The unsafe element of the High Street is the A429 that runs through the centre of the town. In the past 5 years, there has been one pedestrian fatality, one motor cycle fatality, one accident resulting in life changing repercussions and a very recent (and serious) pedestrian accident, the full impact of which is not currently known. The majority of these incidents have involved articulated lorries, as their cabs are high and they do not see the pedestrians. I see no meaningful plan to address this serious issue. A one-way traffic system (point 1di) would cripple the town. Point 1div is an idea mooted in the last 10 years by a previous incarnation of the Town Council – and the town had no appetite for it – resulting in the then Chair of the Town Council standing down. The idea has never been discussed in public since. Point 2 refers to a transport hub, which the town already has. What the town really needs is a car park on available land such as the Glebe a short walk from town; this simple uncomplicated solution has been successful in settlements such as Burford, another ribbon settlement with one road running through it, as well as Stow on the Wold and Bourton on the Water. Bus services (the 801) to the existing transport centre of Moreton (at the rail station) are being cut because they are unsustainable, so why spend millions on a transport hub? Point 4 addresses the issue of making Moreton more accessible and suggests town-wide cycle lanes (point 4d), but there is no evidence that residents use bicycles to get around town – or to the rail station – as has been evidenced by the rarely used cycle shed at the rail station and the bike racks on the High Street. Local Green Space #22 The Glebe is a strategically located piece of land that could be very valuable from a community perspective if it were to be turned into a car park. The rural approach to Moreton (from Bourton on the Hill) ends at the entrance to the caravan park; so it is quite unfathomable why The Glebe has been designated as a Local Green Space that is "demonstrably special to the local community", particularly given that it is privately owned and there is no public right of way over it.	Policy 14 A traffic flow improvement plan and the Transport Hub are not required - remove them from the NDP and stop wasting residents' money on these two white elephants. Local Green Space #22 - The Glebe should be removed from the list of local green spaces.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			ccc	Commenting	mmmm	mmmm		
			The policies	Commenting	commenting about lack of inclusion of allowance for places of public religious worship.	My wife and I and our two children are members of the plymouth brethren christian church. we have lived in Moreton for 2 years and are very settled, however we notice there is no provision in the plan for community buildings and as such concern about lack of places for public religious worship which should definitely be included in the plan. we would ask that there is kindly specific allowance made for this.	Noted	No action taken
			Objective 10.	Supporting	the objective 10 points to the transport situation but i would heavily suggest that a bypass is included in the plan before extra housing and development is commenced. its a simple and clear need to help with the dire traffic situation.	the objective 10 points to the transport situation but i would heavily suggest that a bypass is included in the plan before extra housing and development is commenced. its a simple and clear need to help with the dire traffic situation.	Bypass outside scope of Neighbourhood Plan	No action taken
			Policy 15: Local Green Spaces	Objecting	My objection is to the proposed inclusion of the green at Nightingale Gardens as a LGS. The residents have already submitted a formal letter of objection to the Town Council setting out the reasons why it should not be included.	Please remove the green at Nightingale Gardens (item 23 of Policy 15) from the draft Plan.	Noted	Nightingale Gardens removed from Local Green Space policy.
			Policy 9: Soft Infrastructure	Commenting	In terms of the capacity of Moreton's doctors' surgeries, the dental practice and the local school can it not be established in advance what the maximum numbers in each case are that can be accommodated? So if a proposed development would have more residents than could be accommodated, the development should be a nonstarter. Re: the only dental practice in town, as this is private patients only and not one that everyone can afford, it would make sense to have an NHS dentist practice which could be housed in the Moreton hospital. Surely there would be enough room.		Noted	No action taken
			Policy 10: Principal Residence Housing	Supporting	Excellent idea for the reasons stated in the draft plan. Something has to be done about this. My only concern is how this can be enforced in the long run. If the property is let on a long lease this would not be a problem, but if it's freehold who would the 'legal agreement' be with and would they be interested in enforcing it if it meant resorting to court action? Alternatively, a planning condition would have to rely on someone tipping off the Planning dept and then the planners taking enforcement action. I think this needs a bit more consideration, but a great idea.		Noted	No action taken
			Policies 1-7	Supporting	Policies 1.2: Meeting the challenges the town faces. Policy 3. Re homes for older people, I don't think we need any more McCarthy and Stone type apartments with very high service charges, but freehold properties, including bungalows. Policy 4. Affordable homes for local people and also for skilled medical workers to support the hospital and GP surgeries. Policy 5. Quality design, materials and construction. I would support some more innovative and individual design to avoid the conformity of large estates. Policy 6. Support as parking on pavements is problematic for pedestrians and mobilty scooters.		Noted	No action taken
			Policy 20	Commenting	As a none car driver, I support reasonable improvements to the railway station, including extending the opening hours of the ticket office/waiting rooms/public conveniences. I do not think there needs to be many cycle racks as users of the railway from outside the town and people with luggage will not cycle. I support improvements to bus services including new routes (e.g. to Cirencester) and shorter journey times (e.g. to Cheltenham).	change to paragraph 108 'Strategic' movement is mainly to areas outside the parish, principally the local market towns, more distant larger towns and the road network. The reason is that I think CDC and GCC do not fully appreciate the economic and social interdependency between the other similarly sized market towns in the North Cotswolds (e.g. Broadway, Shipston, Chipping Norton as well as Stow, Bourton, Campden)	Noted	No action taken
			Policy 15	Supporting	I especially support the inclusion of Croft Allotments and also the land adjoining it. Croft Holm was one of the worst affected roads during the 2007 floods.	I would support the use of the Glebe fields for parking as long as it was permeable.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			Policy 12	Supporting	I would especially support units that were used for local crafts people. e.g. traditional methods also 3D printing etc		Noted	No action taken
			Policy 8	Supporting	Effluent in River Evenlode, traffic congestion etc		Noted	No action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			14/15 and general	Supporting	Generally the plan is carefully considered and I commend the time and efforts of those that have contributed to its formulation over the many years its has taken to get to this stage.	Policy 14 With respect to Policy 14, I would suggest that the wording of part (a) be revised to read along the following lines: "Refurbishment, including capital works, public realm improvements, and the delivery of community programming at The Redesdale Hall and its environs that contribute to the Hall's development and community purpose." Rationale: In order to apply for Community Infrastructure Levy (CIL) funding, the relevant requirement must be explicitly mentioned within the Local Plan. The Redesdale Hall is an iconic building, regularly used to represent Moreton-in-Marsh and the wider North Cotswolds by local organisations and groups (including this NDP team) as well as by Cotswold District Council's Spacehive crowdfunding partner. It is a vital community asset, serving all members of the local community. If supported by the Plan, CIL funding could be sought to improve the Hall's accessibility, sustainability, and facilities to meet modern needs. A revitalised and sustainable Hall, together with enhancements to the surrounding public realm, could also act as a catalyst for wider community and economic activity in the town centre—strengthening Moreton's social, cultural, and civic life. Policy 15 I welcome and fully endorse the designated green spaces identified in Policy 15. It is imperative that the protections afforded to the town by designations such as the Cotswolds National Landscape (AONB) are not eroded—particularly by untested or speculative schemes that may cause more harm than good (for example, proposals to build a car park on The Glebe). Such developments risk setting a precedent for further encroachment and the gradual erosion of the town's green character. Green spaces and trees—our "natural architectural elements"—are integral to Moreton-in-Marsh's unique identity and sense of place. These must be safeguarded for future generations. Developers must be held accountable to ensure that any "green" interventions are fully considered, sustainable, and genuinely beneficial, while the long-term burden of maintenance should not fall unfairly on the town. Initiatives and approaches such as "Green to the Core" and "Infrastructure First" should demonstrate substance and commitment, rather than serve as mere political hyperbole. It is equally important that any Biodiversity Net Gain is tangible, visible, and delivered within Moreton-in-Marsh itself. Tourism While there do not appear to be any specific policies addressing tourism, the Plan should aim first and foremost to serve the needs of the local community before those of visitors and tourists. The visitor economy is undoubtedly valuable, but it must be managed sensitively and sustainably. Moreton-in-Marsh can learn from places such as Bourton-on-the-Water and Bibury, where unmanaged tourism pressures have at times undermined local character and community life. The goal should be a thriving town centre that remains primarily a place for local people to live, work, and gather—supported rather than displaced by tourism.	Noted	No action taken
					Blank			
			Policy 1: Climate Adaption and Energy Efficiency in Developments Policy 2: Managing Flood Risks Policy 3: Housing Mix Policy 4: Affordable Housing	Supporting	Policy 1: Climate Adaption and Energy Efficiency in Developments It is important to limit release of greenhouse gases wherever possible in order to slow the progression of climate change. Houses that use renewable energy systems will not contribute, or will contribute much less, to the problem. Greater availability of electric car charging points will be necessary in years to come to 'future proof' the houses. All the measures listed in this policy will future proof the housing. Policy 2: Managing Flood Risks Community anxiety about the potential for future flooding is high. To improve overall quality of life in Moreton, future developments must take clear and obvious measures to manage flood waters and reduce the risk of flooding. Future flooding could make it difficult to impossible for some people to insure their homes, so must be avoided at all costs. Policy 3: Housing Mix Agree that a variety of types of housing will be required, including social housing. Starter homes will be very valuable, but suitable homes to move onto once children arrive will also be needed. People should not have to relocate to another town once they have children. Policy 4: Affordable Housing Important that social housing is provided and integrated within developments. More properties for rent would support local people who cannot afford to buy - not just social housing, but general housing. A variety of property types in the rental bracket is required (see list in Policy 3 Housing Mix for examples).	Policy 3: Housing Mix Add social housing to this list. Limit the number of new big houses, i.e. 4+ bedrooms.	Noted	No action taken
			Policy 5: Well Designed housing and Places Policy 6: Parking in Residential Developments Policy 7: Brownfield First Policy 8: Hard Infrastructure	Supporting	Policy 5: Well Designed housing and Places Important that new buildings fit in with the aesthetics of the town and include local design features. Retention of trees and hedgerows is vital for retention of biodiversity. Adaptable spaces for home working are likely to become increasingly valuable. Provision of allotments important for residents' mental health, as are decent-sized gardens attached to the properties. Policy 6: Parking in Residential Developments Generally agree with the guidelines for parking. Would particularly recommend provision of accessible roof storage space so that garages remain empty and available for cars. Visitor parking for the town needs to be reviewed urgently. There will not be enough spaces available on the High Street once the number of residents increases. Pavements will need to be adequate to allow people to walk safely from any new car parks into town. Policy 7: Brownfield First Very strongly support the reuse of formerly developed land ahead of 'virgin' land. The land that is currently not built upon (virgin land) is really precious to the residents of the town, and should be kept free of development for as long as possible. Policy 8: Hard Infrastructure - COMMENTING Generally supportive of this policy, but concerned about: 1. Sewerage situation: current provision is not sufficient. Until it has been significantly upgraded, there should be a moratorium on new developments in the town, otherwise we risk serious public health issues through people and animals coming into contact with raw sewerage, as happens in third-world countries. Sewerage in rivers also reduces biodiversity. 2. Installation of services (electricity, water etc) for new developments: Moreton has suffered a year of significant delays to traffic on the A429 that were largely due to the Spitfire development installing services to houses. In future, installation of services must be much more joined up to minimise traffic issues. The road situation is already insufficient before extra difficulties are imposed by new developments during construction. 3. More public transport or cycle paths are needed to reduce car journeys into the town. Spaces for parking bicycles would be helpful on the High Street. 4. Traffic lights are required on the A429 between Fosseway Garden Centre and the Library to assist cars that wish to turn right onto the road during peak times. Waiting to get out can add 5-10 minutes to a journey, and will only get worse once the Spitfire development is complete.		Noted	No action taken
			Policy 9: Soft Infrastructure Policy 10: Principal Residence Housing Policy 11: Employment Land Policy 14: Infrastructure Investment Priorities	Supporting	Policy 9: Soft Infrastructure I assume that provision of health services comes under this section. Expansion of provision of GP services is urgently required to accommodate any further increases in population. These are already stretched to breaking point. Policy 10: Principal Residence Housing Agree very strongly. Moreton has enough holiday lets already; we do not want to lose the sense of community any further. Policy 11: Employment Land Strongly support the requirements for inclusion of environmentally friendly measures in schemes. Policy 14: Infrastructure Investment Priorities Agree with all points. Point f: Additional retail on the East side of Moreton, is especially worthy of support. If we wish to ensure that people on the further reaches of the town shop in the town, then they need to live within easy reach of shops/facilities. Driving to the High Street, with the difficulties that exist with parking, will not be a viable option once the population increases, so new shops/facilities need to be developed on the east side.		Noted	No action taken
			Policy 15: Local Green Spaces Policy 17: Enhance Biodiversity Policy 18: Protected Views Policy 19: Development Boundary Policy 20: Transport and Active Travel	Supporting	Policy 15: Local Green Spaces Helpful to have the green spaces listed. Agree that these spaces should only be developed as a last resort, and that if they are, provision of equivalent facilities should be obligatory. Policy 17: Enhance Biodiversity Strongly support these proposals. Very important to retain biodiversity. Our natural landscape contributes enormously to mental health and overall well-being. Policy 18: Protected Views Being able to see the horizon easily in Moreton is important for retaining the country town atmosphere and quality of life. If we lose these views, it will affect community mental health and well being. Policy 19: Development Boundary Strongly support the move to limit growth by more than the minimum number of dwellings required by the Cotsold District Local Plan. Policy 20: Transport and Active Travel Strongly support this policy. It is particularly important to ensure that safe cycle paths and footpaths connect new housing to the primary school. Current provision is not adequate.		Noted	No action taken
			Policy 5: Well Designed housing and Places	Supporting	Important that new buildings fit in with the aesthetics of the town and include local design features. Retention of trees and hedgerows is vital for retention of biodiversity. Adaptable spaces for home working are likely to become increasingly valuable. Provision of allotments important for residents' mental health, as are decent-sized gardens attached to the properties.		Noted	No action taken
			Policy 6: Parking in Residential Developments	Supporting	Generally agree with the guidelines for parking. Would particularly recommend provision of accessible roof storage space so that garages remain empty and available for cars. Visitor parking for the town needs to be reviewed urgently. There will not be enough spaces available on the High Street once the number of residents increases. Pavements will need to be adequate to allow people to walk safely from any new car parks into town.		Noted	No action taken
			Policy 7: Brownfield First	Supporting	Very strongly support the reuse of formerly developed land ahead of 'virgin' land. The land that is currently not built upon (virgin land) is really precious to the residents of the town, and should be kept free of development for as long as possible.		Noted	No action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 8: Hard Infrastructure	Commenting	Generally supportive of this policy, but concerned about: 1. Sewerage situation: current provision is not sufficient. Until it has been significantly upgraded, there should be a moratorium on new developments in the town, otherwise we risk serious public health issues through people and animals coming into contact with raw sewerage, as happens in third-world countries. Sewerage in rivers also reduces biodiversity. 2. Installation of services (electricity, water etc) for new developments: Moreton has suffered a year of significant delays to traffic on the A429 that were largely due to the Spitfire development installing services to houses. In future, installation of services must be much more joined up to minimise traffic issues. The road situation is already insufficient before extra difficulties are imposed by new developments during construction. 3. More public transport or cycle paths are needed to reduce car journeys into the town. Spaces for parking bicycles would be helpful on the High Street. 4. Traffic lights are required on the A429 between Fosseway Garden Centre and the Library to assist cars that wish to turn right onto the road during peak times. Waiting to get out can add 5-10 minutes to a journey, and will only get worse once the Spitfire development is complete.		Noted	No action taken
			Policy 9: Soft Infrastructure	Supporting	I assume that provision of health services comes under this section. Expansion of provision of GP services is required to accommodate any further increases in population. They are already stretched to breaking point.		Noted	No action taken
			Policy 10: Principal Residence Housing	Supporting	Agree very strongly. Moreton has enough holiday lets already.		Noted	No action taken
			Policy 11: Employment Land	Supporting	Strongly support the requirements for inclusion of environmentally friendly measures in schemes.		Noted	No action taken
			Policy 14: Infrastructure Investment Priorities	Supporting	Agree with all points. Point f: Additional retail on the East side of Moreton, is especially worthy of support. If we wish to ensure that people on the further reaches of the town shop in the town, then they need to live within easy reach of shops/facilities. Driving to the High Street, with the difficulties that exist with parking, will not be a viable option once the population increases, so new shops/facilities need to be developed on the east side.		Noted	No action taken
			Policy 15: Local Green Spaces	Supporting	Helpful to have the green spaces listed. Agree that these spaces should only be developed as a last resort, and that if they are, provision of equivalent facilities should be obligatory.		Noted	No action taken
			Policy 17: Enhance Biodiversity	Supporting	Strongly support these proposals. Very important to retain biodiversity. Our natural landscape contributes enormously to mental health and overall well-being.		Noted	No action taken
			Policy 18: Protected Views	Supporting	Being able to see the horizon easily in Moreton is important for retaining the country town atmosphere and quality of life. If we lose these views, it will affect community mental health and well being.		Noted	No action taken
			Policy 19: Development Boundary	Supporting	Strongly support the move to limit growth by more than the minimum number of dwellings required by the Cotsold District Local Plan.		Noted	No action taken
			Policy 20: Transport and Active Travel	Supporting	Strongly support this policy. It is particularly important to ensure that safe cycle paths and footpaths connect new housing to the primary school. Current provision is not adequate.		Noted	No action taken
					Blank			
			POLICY 15 - LOCAL GREEN SPACES Appendix B Policy 14 Infrastructure Investment Priorities These aspirations are taken from the interactions with the community. 1. A Thriving High Street (including a traffic flow improvement plan)	Objecting	I AM OBJECTING TO THE INCLUSION OF THE GLEBE FIELD - UNLIKE MOST (IF NOT ALL) THE OTHER LOCAL GREEN SPACES LISTED, THERE IS NO PUBLIC ACCESS. THIS IS A PRIVATELY-OWNED FIELD WITH NO RIGHT OF WAY. I CONSIDER IT A GROSS CASE OF CONFLICT OF INTEREST TO INCLUDE IT, GIVEN THAT A MEMBER OF THE NDP STEERING GROUP LIVES ADJACENT TO IT AND HAS FOUGHT TO HAVE IT INCLUDED SIMPLY TO SAVE THE VIEW FROM HIS HOME. THIS FIELD HAS LONG BEEN IDENTIFIED AS THE BEST PLACE TO CREATE A LONG-STAY CAR PARK, WHICH COULD TAKE TRAFFIC AND CARS AWAY FROM THE HIGH STREET, AS IT'S JUST A 5-MINUTE WALK FROM THE TOWN CENTRE. THIS DEVELOPMENT WOULD BENEFIT THE WHOLE COMMUNITY, WHILE INCLUDING IT AS A PROTECTED GREEN SPACE BENEFITS JUST ONE FAMILY. FURTHERMORE IT SITS OUTSIDE THE TOWN'S CONSERVATION AREA, SO HAS ALREADY BEEN EXCLUDED FROM PROTECTION WHEN THIS AREA WAS DESIGNATED AND SO I SEE NO VALID REASON FOR IT BE PROTECTED NOW. ADDITIONALLY, THE GLEBE IS INCLUDED IN A PROTECTED VIEW AS FOLLOWS "A44 from Evesham entrance to town by caravan park across Glebe field to church", BUT YOU DON'T LOOK ACROSS THE GLEBE FIELD TO THE CHURCH FROM THE A44, IT'S A PHYSICAL IMPOSSIBILITY BECAUSE THE FIELD IS NORTH OF THE ROAD AND THE CHURCH IS SOUTH OF IT. THE SECOND ELEMENT OF THE NDP I AM OBJECTING TO IS THE CLAIM THAT THE PLANS FOR A THRIVING HIGH STREET HAVE BEEN TAKEN FROM "INTERACTIONS WITH THE COMMUNITY" - THERE HAS BEEN NO PROPER CONSULTATION WITH THE LOCAL COMMUNITY - IN FACT THERE ARE MANY BUSINESSES ON THE HIGH STREET THAT AREN'T EVEN AWARE OF THE PLANS TO CHANGE THE HIGH STREET WITH ONE-WAY SYSTEMS ETC. ADDITIONALLY, THE CLAIM IN THIS SECTION THAT LONG STAY CAR PARKING WILL BE MOVED FROM THE HIGH STREET TO THE RAIL STATION NEGLECTS TO MENTION THERE MAY BE A NET LOSS OF CAR PARKING GIVEN THE DESIRE IN THIS SECTION TO PEDESTRIANISE MUCH OF THE HIGH STREET - SEE POINT ABOVE RE THE GLEBE PROVIDING A MUCH NEEDED LONG STAY CAR PARK.	I BELIEVE THE GLEBE LAND SHOULD BE REMOVED FROM THE LOCAL GREEN SPACES PROTECTION LIST. YOU COULD BUILD A LONG STAY CAR PARK ON PART OF THE GLEBE WHILE STILL MAINTAINING A RURAL SETTING BY ENSURING SOFT LANDSCAPING INCORPORATING A PERMEABLE MEMBRANE THAT WOULD BLEND INTO THE ENVIRONMENT AND OFFER ENVIRONEMENTAL BENEFITS. RE MY SECOND OBJECTION TO THE HIGH STREET CHANGES, FOR THE PLAN TO PROCEED THERE NEEDS TO BE THOROUGH AND ROBUST CONSULTATION WITH ALL THE RESIDENTS AS WELL AS ALL THE BUSINESSES (PARTICULARLY THE ONES THAT LINE THE HIGH STREET).	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
					Blank			
			Policy 8	Commenting	Before any further housing developments being given permission to be built the current infrastructure or rather lack of needs to be addressed. There should be no further building until this has happened. The current capacity for sewage management is not suitable for the current number of houses never mind building more. This is evident in the quality of water and streams around Moreton in Marsh Using the term 'transport hub' needs to stop as this is a complete misnomer and is misleading to those who hear this and also allows over development of the town. Ultimately there will be additional parking places, a bike shed and a railway station which do not comprise a 'transport hub'		Noted	No action taken
			Policy 10	Commenting	Any occupancy of any new developments should be as a principal residence. Many recent new builds have been acquired as a business to run air bnb. This practice needs to stop as this is business development rather than housing development. It precludes any chance of local people being able to buy a home locally. Additionally those acquiring properties as second homes have the same effect for local people		Noted	No action taken
			Community aspiration on p13 about residential parking permits	Supporting	This is part of the wider issue of parking which needs to be addressed more fully than additional parking at the railway station. What has happened about the additional car park on Glebe Farm?		Noted	No action taken
			Policy 9	Commenting	Any developer should contribute to the town in some way apart from housing. A community hub providing services and amenities for all is needed		Noted	No action taken
			Policy 14	Commenting	Improving accessibility - people on the whole are sedentary beings so while walkways and cycle paths are very welcome as part of any new development they won't necessarily be used in the way that is envisaged		Noted	No action taken
					Blank			
			Neighbourhood Plan Regulation 14	Commenting	I wish to comment on the Plan. My wife and myself are members of the Plymouth Brethren Christian Church. 1.There is no mention of inclusion that we can see for including provision for community buildings and specifically our concern is Places of Public Religious Worship which should be included. 2. The congregation residing in or near Moreton with the assistance of the Trustees of the nearby Stow Gospel Hall Trust have, in fact been searching Moreton and the environs working with Estate Agents over 10 years for a small building to serve the Moreton residents without success. 3. As a community we provide considerable employment in the area. PBCCC members in Moreton and others that would move here if suitable housing could be found. 4. Currently the local congregation has to travel to Stow being their nearest Church which means longer travel time and not allowing for walking or cycling	Objective numbered 10 recognises the traffic problems but does not highlight the chronic congestion of through traffic, impact on market days traffic, and environmental impact of the long queues frequently suffered both sides of the town. Obviously a by-pass is urgently needed to resolve most of any problems in the town. This provision is not, we realise, the main purpose of the document but could not this be given a strong mention.	Noted	No action taken
			Policy 18 Protected views. Site 22	Objecting	I would strongly suggest that site 22 is not included in this policy, as I believe it to be the best site for a free car park in the future. A free car park close to the shops would be highly beneficial to businesses on the high street, and ease the many frustrations of resident parking, as many dwellings on the high street don't have off road parking. In my opinion it is shortsighted, and doesn't make sense to include it in this policy.	Please exclude site 22 from policy 18	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
					Blank			
					Blank			
			Policy 1, Climate adaptation.	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I overall oppose this policy. I oppose policies 1 a-d and f, but support policy 1e about electric vehicle charging. I think the most important climate benefits from new buildings are in enabling as many people as possible to live in a way that allows them to use sustainable transport, and live close to their work. This means doing whatever reduces housing costs as much as possible, especially in places with train stations like Moreton, and enables housing at higher density rather than very spread out. For policies 1a, b, c, d and f, I'm in principle in favor of these things being welcomed. However, I overall oppose the policy because I expect that in practice they will result in other proposals being rejected, and as such making housing slower and more expensive. I most notably oppose policy 1d requiring an additional energy assessment, because I think it will slow down and reduce development.		Noted	No action taken.
			Policy 2, Flood risk	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I am supportive of flood risk being managed. However, I expect that national regulation will be sufficient to manage flood risk appropriately, and so I do not support additional local requirements.		Noted	No action taken.
			Policy 3, Housing Mix	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy because I think that it's excessively specific and burdensome on developers, and will end up restricting housing growth and increasing housing costs.		Noted	No action taken.
			Policy 4, affordable housing	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy because I think that the best way to ensure housing is affordable is to ensure that the housing supply is large, so there is more supply to meet demand. My understanding is that the evidence shows that affordable housing requirements usually just result in making housing on average more expensive.		Noted	No action taken.

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 5, well-designed housing	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy because I think it is excessively burdensome and will end up reducing housing delivery. I would support a pared-down version of the policy that solely encourages the few most important things (and only those not covered by national or regional requirements), e.g. local architectural features.		Noted	No action taken.
			Policy 6, parking	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy because I think it is excessively burdensome and will end up reducing housing delivery. I do support the goal of reducing on-street parking, but I think that this can be adequately achieved through parking restrictions, permits, etc; rather than requiring all new houses to have lots of parking. Delivery of large amounts of parking spaces for houses simply encourages people to own more cars, which will increase congestion and reduce sustainability.		Noted	No action taken.
			Policy 7, brownfield first	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I don't support this overall. I am supportive of building on brownfield sites over greenfield, all else equal. However, I think the most important thing is reducing the barriers to construction at all. I think this means allowing both brownfield and greenfield sites and not declining any building just because it's greenfield.		Noted	No action taken.
			Policy 8, hard infrastructure	Supporting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I am supportive of this measure and agree that provision of infrastructure is important. I especially support the traffic and transport elements and would add that public transport is particularly important. I'm not supportive of the water and electricity elements because I would expect that national or regional regulation is sufficient. I am concerned that the hard requirement that infrastructure is in place prior to completion of the project will cause delays in housing being made available. I hope that in cases where an appropriate plan is made, but infrastructure for some reason is not actually delivered on time, this is not allowed to prevent the housing from being made available.		Noted	No action taken.
			Policy 9, soft infrastructure	Commenting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I'm supportive of the portion of this policy that applies only to large developments of 30 or more dwellings. I'm not supportive of the portions that apply to smaller developments because I think they will excessively slow down housing delivery.		Noted	No action taken.
			Policy 10 principal residence housing	Supporting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I'm supportive of this policy given the current environment. Ideally, I think it would be better to ensure this via simply placing much higher rates of council tax on non-permanent-resident housing, or having a tourist tax, because I think that will have fewer unintended consequences. . However, since those options are not available, I'm happy with the proposed policy.		Noted	No action taken.
			Policy 11, employmnet land	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy because I think it will slow down or reduce housing delivery. Encouraging employment is good, but I think that a presumption against the loss of any location that provides any employment is an overly blunt and burdensome measure.		Noted	No action taken.
			Policy 12, small business units	Supporting	I support this policy.		Noted	No action taken.
			Policy 13, retail provision	Commenting	I have no strong view of this policy. On the one hand, it seems reasonable. On the other hand, having marketed for a whole year seems perhaps excessive.		Noted	No action taken.
			Policy 14, infrastructure investment priorities	Supporting	I strongly support this policy. The priorities all seem great to me. Additionally on 14c around removing long-stay parking from the town centre, I would go further. I think that all parking should be removed from the retail area in the town centre except for loading and accessible parking. For anyone not loading and not disabled, walking 10 minutes to access the town centre shop should be fine. This will allow the public realm in the town centre to be greatly more pleasant in a way that encourages shopping, walking around, relaxing, and generally makes it a nice place to be. It could enable much more planting/greenery, wider pavements. It could enable the area where the Tuesday market sits to be resurfaced to be something more attractive than asphalt. I think that the town centre of Moreton substantially suffers compared to other nearby towns due to the much greater presence of the main road and parking in the town centre.		Noted	No action taken.
			Policy 15 green spaces	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I don't support this policy. I do support ensuring that substantial and pleasant green spaces are available, including preferably maintaining all current parks, meadows and gardens that are currently entirely within the built-up area. However, especially regarding allotments and sporting facilities, I think requiring that we retain exactly the current ones is excessively burdensome – Instead, provision for such facilities should be ensured in a holistic way that is open to current sites being built on, as long as suitable replacements are provided within a reasonable walking distance. In particular, allowing housing close to the town centre and railway station is important, such that people don't have to travel as much and are more able to use sustainable methods of transportation. Building on existing allotments or sports facilities, where it enables such housing, should be supported, compensating by replacing the facilities with ones further out.		Noted	No action taken.
			Policy 16 heritage assets	Supporting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I am broadly supportive of this policy		Noted	No action taken.
			Policy 17 biodiversity	Objecting	I don't support this policy. I think it will excessively slow down or restrict housing delivery. It is adequate to ensure that biodiversity net gain is provided via offsetting somewhere, whether that be inside or outside the parish.I think that the requirement to protect and enhance features of biodiversity on the site itself is particularly excessive and should instead be applied in a more targeted way, for example by identifying specific, unusually high-value pieces of biodiversity that must be maintained; And otherwise allowing biodiversity to be reduced as long as it's offset elsewhere.		Noted	No action taken.
			Policy 18	Objecting	I don't support this policy. I think it will excessively slow down or restrict housing delivery. It is adequate to ensure that biodiversity net gain is provided via offsetting somewhere, whether that be inside or outside the parish.I think that the requirement to protect and enhance features of biodiversity on the site itself is particularly excessive and should instead be applied in a more targeted way, for example by identifying specific, unusually high-value pieces of biodiversity that must be maintained; And otherwise allowing biodiversity to be reduced as long as it's offset elsewhere.		Noted	No action taken.
			Policy 19 development boundary	Objecting	(Initial context, copied to all my individual comments: while I support the desires behind most proposed measures, I believe that the best way to make housing affordable and sustainable is to facilitate a high speed and volume of housing delivery. I think the plan should seek to actively facilitate housing growth, keeping restrictions and requirements to just the minimal most important ones.) I object to this policy. In principle, I agree that development within the existing boundary (including densification where this can be done without undue heritage impact) is preferable to sprawl. However, I think that the delivery of substantial quantities of housing is important and will require growth outside the stated boundary. I especially object to Policy 19b, stating that development won't be supported if it leads to Moreton growing by more than the minimum required by the Cotswold Local Plan. I think the Plan should not seek to impose a cap on population growth and should instead simply ensure that building, where done, is done in a way that meets suitable standards; rather than reducing the amount of building. A large amount of building, alongside suitable infrastructure, is a good thing. My objection to Policy 19B is my strongest opinion about the whole plan. The whole plan seems to be framed in terms of seeing growth as a burden rather than an opportunity. I think that seeking for housing to be affordable and seeking to restrict housing growth are fundamentally in tension. Housing growth should be welcomed, and the plan's focus should be on positively facilitating growth.		Noted	No action taken.
			Policy 20 transport and active travel	Commenting	I support this policy in general, in particular I support policies 20a-c, e, and f. I think 20d is excessive. I think public rights of way are important, but judgments around impact to them should be made on a case-by-case basis in light of how the proposed change affects the public footpath network around Moreton in general.		Noted	No action taken.

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 12, Policy 14 (c) Policy 15 (22), Policy 17 (f) Policy 19	Objecting	I am very grateful to everyone who has worked so hard to produce this important and thorough document on behalf of and for the residents of Moreton in Marsh. I fully support the NDP with the following exceptions: Policy 12 - Despite the huge increase in the towns population there are only 2 business parks located in Moreton in Marsh. The Cotswold Business Village (built in 2007) and the Fosseway Business Centre. Unfortunately, due to the relatively small number of employment opportunities in the town, existing and new residents are for the most part forced to seek employment outside of Moreton in Marsh. With the additional car ownership/usage (as identified in Policy 6) this will only continue to and indeed exacerbate the traffic chaos seen in the town centre particularly during peak commuting and school drop off times. To help manage this, additional employment opportunities/business parks are required and should therefore be an integral part of the NDP policy. Policy 14 (c) This does not reflect or address the current or future car parking requirements of the towns residents and tourists for long stay parking. Point (c) in its current format restricts additional log stay parking by specifically and only referring to provision being provided at the bus and train stations. The total additional number of car parking spaces to be created here under the Transport Hub banner will only create a further 43 car parking spaces which is not even adequate for the existing town! 14(c) needs to include wording to allow for alternative sites for additional parking in the town over and above purely the train and bus stations. However I do support the Community Aspiration of parking permits and would suggest this be added to with car parking fees in the town centre car parks after a period of 'free parking' - say first 2 hours free. This would alleviate the problem of people parking in the town centre car parks all day (eg those people commuting/ using the train station), and will free up the car parks for those wishing to use the shops and hospitality offered in the town o residents and tourists. This would have a positive impact for the retail and hospitality sectors in the town as more people would use the High Street if parking were easier. Policy 15 - I object to the inclusion of 22. Glebe Field as part of the proposed Green Spaces within Moreton in Mash. This piece of land was the clear choice before 2020 to provide additional parking for the town. Whilst there is still debate and uncertainty as to where additional parking can be located in or near to the town centre, this piece of land should be kept as an option and therefore not be included in the NDP Local Green Spaces. (Refer to my point under policy 14). Policy 17 (f) - I am extremely concerned about the net loss of our biodiversity within the town of Moreton in Marsh. Currently and as confirmed in point 17 (f), schemes in exceptional circumstances will be able to offset net biodiversity not within the town but within BOA's. There is already a big problem with net gain not going to the area where the development is occurring experienced both within and outside Moreton. If net gain cannot be incorporated into the said development scheme then it should at least be implemented into an alternative location WITHIN THE TOWN BOUNDARY's. If 17 (f) remains in its current format, MIM will be losing biodiversity, without having any benefit of the required and due net gain!	Proposed policy wording Small business units12 - Before (or by completion of) any proposed new residential development in the town, additional local employment opportunities must be identified AND realised. eg more more light industrial sites, shared office workspaces etc. Proposed policy wording Infrastructure investment Priorities14- Remove long stay parking from the town to alternative locations in the town including - but not exclusively - the train and bus stations. Proposed policy wording Local Green Spaces 15 - Removal of site 22 fGlebe Field) from the Local Green Spaces Policy 15. Proposed policy wording Enhance Biodiversity 17 (f) REMOVE final sentence : Priority will be given to offsetting schemes within BOA's. REPLACE with: Priority will be given to offsetting schemes identified in other locations within the boundary of Moreton in Marsh.	Noted	No action taken.
			All	Commenting	I somewhat agree with the intentions of the plan, however I feel there is too little protection for many areas but too much for others.	I do not agree that the Glebe field is protected. I believe the field is an ideal possibility for community use. The District council plan may create a massive influx of people with vehicles and the new transport hub is contributing to the developers justification for building in Moreton.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			policy 12 policy 14 policy 15	Objecting	I support and appreciate all the hard work and effort that has been put into creating this NDP on behalf of and in the interests of the towns residents. I would like to raise the following points: policy 12. The NDP does not acknowledge the need for additional employment as a prerequisite for additional residential development in the town. Our road infrastructure and resultant air pollution will be put under more strain if additional employment is not achieved due to the need for new residents to travel (mainly by car) outside of the town to their place of employment. policy 14 (c) I strongly object to 'the removal of long stay parking from the town centre to be close to the train and bus stations'! The proposed increase in car parking at this site is only for an additional 43 places! This does not and cannot alleviate the car parking issues of the town centre. Alternative and additional sites for extra parking are and will be required in the town. policy 15 I object to the inclusion of Glebe Field (22) in the NDP Local Green Spaces. This field was identified as a clear choice by MIM residents as a potential car park to alleviate the car parking issues in the town centre. An additional 43 new spaces proposed at the transport hub this will not alleviate the problem. I strongly propose that site 22 should be removed from the proposed NDP unless and until an agreed car parking strategy for the town has been agreed. must be identified and integrated into the planning application/permissions given to the aforementioned site, lease remove this from the Local Green Spaces list.	Proposed wording policy 12: Before or by completion date of any residential developments, additional employment opportunities (eg small business parks) must be identified and integrated into the planning application/permissions given to the aforementioned site. The number of new employment opportunities should be appropriate to the number of proposed dwellings. Proposed wording policy 14 (c) Removal of long stay car parking from the town centre to new locations to be considered, including but not exclusively to the train and bus stations. Proposed wording policy 15 - site 22 Glebe Field must be removed from the Local Green Spaces list	Policy 12 wording outside scope of Neighbourhood Plan. Policy 14 suggestion to be passed onto Town Council. Policy 15 Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
					Blank			
					Blank			
			Challenges Policy 2 c	Objecting	I do not think addresses with sufficient rigour the plans under the CDC Local Plan to increase the number of houses in Moreton in Marsh. In Policy 2c it states "where appropriate" it should be mandatory that new developments incorporate Sustaniable Drainage Systems given the problem there has been with pollution and flooding.	The plan should state the maximum number of houses that can be built to ensure that there is not overdevelopment.	Neighbourhood Plans cannot set a limit on housing numbers	No action taken
			Page 3 - Challenges Heavy Goods Traffic and Congestion	Commenting	There is a major problem with heavy goods traffic through Moreton which causes congestion and noise and issues with vibrations to the buildings along the high street. I have recently moved into a second floor flat at University Farm and I can often feel the building “shake” as heavy goods vehicles constantly pass through the town. I cannot find anything specific in the plans to ensure heavy goods vehicles are diverted away from the centre. The cars traffic is also heavy through the town making crossing the high street difficult.	Installation of narrowing bollards or other such structures to prevent heavy good vehicles passing through the centre. Another green light crossing at The Swan the end of the high street to aid pedestrian crossing.	Information passed onto Town Council to consider	No action taken
					Blank			
			The whole plan	Objecting	The plan will substantially increase the size of Moreton and an increase in traffic in a rapidly decreasing rural area. The scale of housing development is out of kilter in proportion with other areas of the Cotswolds.	Suggest growth over many years rather than a rapid increase within five years	speed of development outside scope of Neighbourhood Plan	No action taken
					Blank			
			Policy	Commenting	Parking and housing	Simple signage in the town saying resident parking and short term 2hour parking only to discourage people using the train station. Metered parking in the square like Chipping Campden. The cost is only £1 an hour and visitors pay but it is never policed so local workers and residents could still use it but revenue would come in from tourists. Get Highways to make out parking bays to increase parking capacity. Remove historic yellow lines by the old school/police station which prevents residents and visitors parking there on a Tuesday. Housing expansion is inevitable but if a development such as the proposed green village is to go ahead I can only see it working with a bypass. Not sure how realistic that is but it would make Moreton High Street a more appealing place to shop and take the excessive traffic off the A429.	Parking and bypass are outside the scope of a Neighbourhood Plan	No action taken
			All of it	Objecting	The proposal would gridlock and damage this small town irretrievably and the recent over development has already impacted on day to day lives and resultant pressure on their amenities, doctors appointments, schools, road congestion and other negatives. The impact it will have on residents and visitors will be absolutely massively negative and detrimental in every aspect. It’s well and truly overwhelming and to use the word that you don’t seem to know the meaning of and yet use at every opportunity, what you propose is totally UNSUSTAINABLE.		Noted	No action taken
			Not sure, but related to over development in Moreton-in-Marsh	Commenting	Too many new developments springing up. No regatd for supporting services, GP/Pharmacy & relevant shopping on high street- not least to say road traffic etc.	Stop adding extra estates, infrastructure cannot cope already. Extra housing has been sanctioned by UK govt and CDC do not take local opinion into consideration. Should build new towns with own infrastructure and support services, such as schools, GP ans pharmacy facilities.	Noted	No action taken
			As above	Commenting	Objecting and commenting	As above but CDC will rubber stamp new development as they have already.	Noted	No action taken
			General	Commenting	I am a member of the Plymouth Brethren Christian Church. We've noticed there is no mention or provision for community buildings or places of Public Religious Worship.	We would like a mention of the above to include consideration of the needs. We have a young family (children aged 4 and 2 years old) and currently have to travel for congregation, and obviously the current local traffic situation, particularly at weekends, provides a challenge! We have been actively searching Moreton for at least 10 years without success so any support is really appreciated. We love walking Moreton and it's surroundings and are looking to walking to a meeting place that is local.	Noted	No action taken
					Blank			
					Blank			
			all	Objecting	I am objecting to the plan as it is overdevelopment. The infrastructure is not in place to cope with the amount of people now. Moreton in Marsh, all the surrounding area and road network cannot cope with the volume of cars and people.	Do not proceed with the plan. All aspects of the plan are detrimental.	Noted	no action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Moreton in Marsh Today	Objecting	This section refers to the town sitting 'in a very rural setting, with attractive scenery'. However, it makes no mention of the Cotswolds National Landscape (CNL).	Given the national importance of the CNL designation, this section should make explicit reference to the CNL, including the fact that most of the parish to the west of the train line, including the town centre, is located within the CNL, with the rest of the parish being located within the setting of the CNL. Explicit reference should also be made to the fact that this part of the CNL is located within Landscape Character Type 17 – Pastoral Lowland Vale. More specifically, it is located in Landscape Character Area 17 – Pastoral Lowland Vale (Vale of Moreton) Reference should also be made to the fact that the town of Moreton-in-Marsh and the rest of the parish can be seen from Landscape Character Type 5 (Farmed Slopes), to the west of the town (for example, from the public rights of way between Sezincote and Batsford).Please refer to Appendix A, below, which shows an extract from the CNL Interactive Landscape Character Map.	Noted	Wording added to reference CNL
			SECTION TWO – POLICY CONTEXT National and Regional Policy	Objecting	This section makes no reference to the Cotswolds National Landscape (CNL). This is a significant oversight given that most of the parish to the west of the train line, including the town centre, is located within the CNL and the rest of the parish is located within the setting of the CNL.	Given the national importance of the CNL designation and the extent to which it overlaps with the town and the parish, this section should make reference to the CNL and related national planning policy, particularly paragraphs 189 and 190 of the National Planning Policy Framework (NPPF) in the context of the CNL. Specifically, it should mention that: •Great weight should be given to conserving and enhancing the landscape and scenic beauty of the CNL. •The scale and extent of development within the CNL should be limited. •Development within the setting of the CNL should be sensitively located and designed to avoid or minimise adverse impacts on the CNL. •Permission should be refused for major development within the CNL other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. t would also be appropriate to explicitly refer to the fact that: (i)the statutory purpose of the CNL designation is to conserve and enhance the natural beauty of the CNL; (ii)relevant authorities, including local authorities and town / parish councils, have a statutory duty to seek to further the purpose of CNL designation. It would also be appropriate to explicitly refer to the CNL Management Plan , which is a statutory document that sets out policies for the management of the CNL .	Noted	Wording added to reference weight given to CNL in NPPF
			SECTION 3 – VISION AND OBJECTIVES Challenges for Moreton in Marsh	Objecting	This section makes no reference to the Cotswolds National Landscape (CNL).	Given the national importance of the CNL designation and the extent to which it overlaps with the town and the parish, this section should explicitly address the challenge of ensuring that development in Moreton in Marsh parish is delivered that is compatible with – and positively contributes to – the statutory purpose of conserving and enhancing the natural beauty of the CNL.	National Landscapes are afforded protection through National Policy	No action taken
			SECTION 3 – VISION AND OBJECTIVES Objectives for Moreton in Marsh	Objecting	This section makes no reference to the Cotswolds National Landscape (CNL).	Given the national importance of the CNL designation and the extent to which it overlaps with the town and the parish, explicit reference should be made to the CNL. This could potentially be done by amending 'Objective o' as follows (N.B. New text is underlined and deleted text has a strike through): •Protect Conserve and enhance the sensitive natural environment and exceptional rural assets surrounding Moreton-in-Marsh, in particular, the Cotswolds National Landscape. With regards to 'Objective n', consideration should also be given to views outside the parish that could be adversely affected by development within the parish, for example, impacts on views from the public rights of way between Sezincote and Batsford. We suggest that the wording should be amended as follows (N.B. New text is underlined): •Preserve important views within the parish and important views that overlook the town and / or parish. With regards to 'Objective m', it is not clear what the objective is seeking to preserve. Presumably this should relate to all biodiversity assets and not just to the delivery of biodiversity net-gain. The aspiration should be to both conserve the existing biodiversity assets and to create coherent and resilient ecological networks. We suggest that the wording should be amended as follows (N.B. New text is underlined and deleted text has a strike through): •Preserve and increase opportunities for biodiversity net gain. Conserve existing biodiversity assets, create a coherent and resilient ecological network and ensure that development provides significant biodiversity net gains.	National Landscapes are afforded protection through National Policy	No action taken
			SECTION FOUR – POLICIES Approach to Sustainable Development	Objecting	This section makes no reference to the Cotswolds National Landscape (CNL).	Given the national importance of the CNL designation and the extent to which it overlaps with the town and the parish, explicit reference should be made to the CNL. In particular, we recommend the inclusion of the following text: •Development should be delivered in a way that is compatible with - and positively contributes to – the purpose of conserving and enhancing the natural beauty of the Cotswolds National Landscape.	National Landscapes are afforded protection through National Policy	No action taken
			SECTION 4 - POLICIES Policies and Objectives Matrix	Objecting	This section makes no reference to the Cotswolds National Landscape (CNL).	The objectives wording should be amended as outlined in our comments on Section Three (Vision and Objectives).	Noted	No action taken
			SECTION 4 - POLICIES Policy Four – Affordable Housing	Supporting	The Cotswolds National Landscape (CNL) Board supports Policy Four, which is consistent with the relevant policies in the CNL Management Plan 205-2030 and with the Board's Housing Position Statement. In particular, the Board supports the requirement to prioritise households with a strong local connection.		Noted	No action taken
			SECTION 4 - POLICIES Policy Five – Well Designed Housing and Places	Commenting	The Cotswolds National Landscape (CNL) Board supports Policy Five, which is consistent with the relevant policies in the CNL Management Plan 2025-2030, subject to the recommendation below.	We recommend that the supporting text should make explicit reference to relevant guidance published by the Board, including the CNL Landscape Strategy & Guidelines for Landscape Character Type 17, particularly with regards to the guidelines for new development.	Noted	Reference added to para 31
			SECTION FOUR - POLICIES Policy Sixteen – Conserving Non-designated Heritage Assets	Supporting	The Cotswolds National Landscape (CNL) Board supports Policy Ten, which is consistent with the relevant policies in the CNL Management Plan 2025-2030.		Noted	No action taken
			SECTION FOUR - POLICIES Policy Seventeen – Enhancing Biodiversity	Objecting	The Cotswolds National Landscape (CNL) Board broadly supports Policy Ten, which is consistent with the relevant policies in the CNL Management Plan 2025-2030. However, we consider that point d (Development proposals should result in a net gain for biodiversity within the parish) is not ambitious enough.	We recommend that Policy Seventeen should seek at least 20% biodiversity net gain, at least for any proposals within the CNL, in line with the relevant policies and guidance in the CNL Management Plan 2025-2030. The use of the word 'Ecologica', at the start of the policy, seems archaic. In the context of this policy, it would be more appropriate to use the phrase 'biodiversity and biodiversity assets'.	Noted	Policy 13 BP (a) wording change to 'Moreton-in-Marsh's *biodiversity & biodiversity assets* shall be maintained…'

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			SECTION FOUR - POLICIES Policy Eighteen – Important Views	Objecting	The Cotswolds National Landscape (CNL) Board broadly supports Policy Ten, which is consistent with the relevant policies in the CNL Management Plan 2025-2030. However, consideration should be given to the fact that development within the parish has the potential to adversely affect views outside of the parish, including views that are experienced within the CNL.	We recommend that consideration should be given to the views that are experienced from the public rights of way in Landscape Character Type 15 (Farmed Slope), Landscape Character Type 17 (Pastoral Vale) and LAndscape Character Type 7 (High Wold), to the west of Moreton in Marsh. This should include explicitly identifying, as 'Important Views', the following views within the CNL: •views looking eastwards from the Heart of England Way between Sezincote and Batsford; •views looking north-east from the Diamond Way, between Longborough and Moreton in Marsh; •views looking south-east from the Monarch's Way between Batsford and Moreton in Marsh.	Noted	Descriptions of Important Views which include CNL to reference CNL.
			SECTION FOUR - POLICIES Policy Nineteen – Development Boundary	Supporting	The Cotswolds National Landscape (CNL) Board broadly supports Policy Nineteen, particularly part 'a' (i.e. focussing development within the development boundary). Focussing development within the development boundary would help to conserve and enhance the natural beauty of the CNL as it would discourage encroachment of development into the CNL.		Noted	No action taken
			SECTION FOUR Policy Twenty – Transport & Active Travel	Supporting	The Cotswolds National Landscape (CNL) Board broadly supports Policy Ten, which is consistent with the relevant policies in the CNL Management Plan 2025-2030.		Noted	No action taken
			SECTION ONE Moreton in Marsh Today	Objecting	This section refers to the town sitting 'in a very rural setting, with attractive scenery'. However, it makes no mention of the Cotswolds National Landscape (CNL).	Given the national importance of the CNL designation, this section should make explicit reference to the CNL, including the fact that most of the parish to the west of the train line, including the town centre, is located within the CNL, with the rest of the parish being located within the setting of the CNL. Explicit reference should also be made to the fact that this part of the CNL is located within Landscape Character Type 17 – Pastoral Lowland Vale. More specifically, it is located in Landscape Character Area 17 – Pastoral Lowland Vale (Vale of Moreton). Reference should also be made to the fact that the town of Moreton-in-Marsh and the rest of the parish can be seen from Landscape Character Type 15 (Farmed Slopes) and Landscape Character Type 7 (High Wold), to the west of the town (for example, from the public rights of way between Sezincote and Batsford). Please refer to Appendix A, below, which shows an extract from the CNL Interactive Landscape Character Map.	Noted	No action taken
			Additional comments	Commenting	As outlined above, the draft Neighbourhood Plan makes very little reference to the Cotswolds National Landscape (CNL). In particular, there is no policy level reference to the CNL. This is a significant oversight given the national importance of this designation and the extent to which it overlaps with the town of Moreton in Marsh and the wider parish. The Foreword to the Neighbourhood Plan states that 'a Neighbourhood Plan is a community-led initiative under the aegis of the Town Council'. Moreton in Marsh Town Council is a relevant authority under Section 85 of the Countryside and Rights of Way (CROW) Act 2000. Section 85 of the CROW Act states: •In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. This statutory requirement is referred to as the 'seek to further' duty. Given that the Neighbourhood Plan is under the aegis of the Town Council, this statutory requirement applies in relation to the Neighbourhood Plan in the context of the CNL. As such, the Neighbourhood Plan should explicitly articulate how it seeks to further the purpose of conserving and enhancing the natural beauty of the CNL. Further information on the 'seek to further' duty is provided in Appendix B, below. We acknowledge that the CNL is addressed at a policy level in the Cotswold District Local Plan. However, we consider that the Neighbourhood Plan should address the CNL at a more local level by providing a CNL policy that explicitly makes reference to relevant considerations. For example, as outlined above, explicit reference should be made to: •the potential impact of development within Moreton in Marsh parish on views from the CNL; •the CNL Landscape Strategy & Guidelines for Landscape Character Types 17 (Pastoral Vale) and 5 (Farmed Slopes); •the potential impact of development on the dark skies and relative tranquillity of the CNL. With regards to dark skies, which is one of the special qualities of the CNL, the map below shoes that light pollution in Moreton-in-Marsh is already adversely affecting the dark skies of the CNL. The Neighbourhood Plan should require development to comply with relevant best practice lighting guidance, in this regard, including the Board's recently adopted Lighting Guidance. With regards to tranquillity, a key consideration is the extent to which new development would increase traffic movements on roads within and / or along the boundary of the CNL. As outlined in the Board's Tranquillity Position Statement, we consider that increases in traffic movements of 10% or more are likely to have a significant adverse effect on the relative tranquillity of the CNL. With this in mind, the Neighbourhood Plan should specify that development should not increase traffic movements by 10% or more. To make this specific to Moreton in Marsh, the policy should specify the roads that this applies to. This would include the A429 through the town centre and south of the town, the A44 west of the train line, the B4479 between Blockley and the A44 and other minor roads in the CNL. For reference, a template (Local Plan) CNL policy is provided in Appendix C, below.		CNL is afforded protection via National and Local Plan Policy. Due to MiM parish only partially being in the CNL, MiMNPSG have been advised that writing policy protecting National Landscape would not be appropriate.	No action taken
			SECTION FOUR - POLICIES Policy Ten – Principal Residence Housing	Supporting	The Cotswolds National Landscape (CNL) Board supports Policy Ten, which is consistent with the relevant policies in the CNL Management Plan 205-2030 and with the Board's Housing Position Statement.		Noted	No action taken
			SECTION 4 - POLICIES Policy One – Climate Adaptation and Energy Efficiency in Developments	Supporting	The Cotswolds National Landscape (CNL) Board supports Policy One, which is consistent with the relevant policies in the CNL Management Plan 2025-2030.		Noted	No action taken
			SECTION 4 - POLICIES Policy Three – Housing Mix	Supporting	The Cotswolds National Landscape (CNL) Board supports Policy Three, which is consistent with the relevant policies in the CNL Management Plan 2025-2030 and with the Board's Housing Position Statement. In particular, the Board supports the requirement to demonstrate how the applicant has sought to meet local needs in line with the Moreton-in-Marsh Housing Needs Analysis.		Noted	No action taken
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			Don't know	Objecting	Unacceptable levels of housing with insufficient support for schooling, medical and car parking.	The Glebe field should be taken out of the preserved area to enable it to be used as a car park. It is the ONLY site suitable, is ideally placed and is much needed. The excuse that it would encourage the fields behind to be developed seems rather ironic considering what other planning developments are being considered. The transport hub is a white elephant apart from the fact that is it badly planned, probably by people who do not see how the area works. The council will bankrupt and kill the town.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			New housing	Objecting	The well meant provision of affordable housing should not be excessive. Experience has shown that if there is insufficient take up, then homes are offered to families from outside Moreton. This is when problem families are moved into this area.	Do your homework and identify a realistic number of affordable homes, not an excessive number.	Noted	No action taken
			New housing.	Objecting	Object to new housing until Thames Water have installed updates that can cope with the projected needs.	Insist on improvements to water treatment before permitting new homes.	Not reasonable policy wording	No action taken
			Policy 15, items 11 and 22.	Objecting	An area of the site 11 should be designated as exclusive affordable housing as previously discussed by the Town Council and the Gloucester Diocese.	Coft Allotments, Evenlode Road except for an element of the site to be leased to Gloucester Diocese for their building of affordable homes subject to them leasing the Glebe for a parking site.	Noted	No action taken
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			Housing and local green spaces	Commenting	Keep open spaces with all 3 allotments as they are an asset to the town as well as beneficial to public's mental healthMoreton is already at full capacity with housing. No secondary school, patients suffering due to few GP appointments. Main hospital is at Gloucester. High Street needs more big name shops, no gym/leisure facilities. Major traffic congestion.	Invest in Leisure facility. Big name shops instead of cafes and charity shops. A lot of useful shops have disappeared from Moreton.	outside scope of Neighbourhood Plan	No action taken
			Excessive population growth in relation to poor infrastructure.	Supporting	Planning permission to be halted until essential infrastructure is dramatically improved, especially the outdated sewage system.		outside scope of Neighbourhood Plan	No action taken
			Inadequate infrastructure.	Supporting	Planning permission to be halted until poor infrastructure is dramatically improved.	Consider a small addition to list of green spaces:- Green in centre of Oriel Grove Duck pond/former Horse Pool in Parkers Lane (if considered a green space).	Noted	No action taken
			Inadequate infrastructure	Supporting	No planning permission to be given until the poor infrastructure is considerably improved, particularly the inadequate sewage system.		Noted	No action taken
			Inadequate infrastructure	Supporting	Plan very comprehensively compiled.	Possibly add these to the list of green spaces:- Green in centre of Oriel Grove Duck pond/former horse pool in Parkers Lane	Noted	No action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Policy 15 - Local Green Spaces (No. 9, 10 & 11) Viewpoints also	Supporting	I am particularly pleased to see listed under 'Local Green Spaces' the three allotment sites in Moreton (No. 9,10 & 11). These sites are a very important heritage feature of the town & considerably enhance its rural character. Of the 3 sites, Croft Allotments (No. 11) is the only designated allotment site in the Eastern District of the town - the side of the town where already a considerable amount of housing development has already taken place. It is even more important then that this site is retained for essential allotment purposes - for the benefit of both local residents and the increasing number of future generations who will reside on this side of the town. Viewpoints from the Evenlode Road looking across the Croft Allotments towards the west provide, arguably, one of the best aspects of the town with the backdrop of Batsford Church & Bourton-on-the-Hill in the hills beyond. There is a public right of way across Croft Allotments which leads to a path which crosses over the 'youthful' River Evenlode & then, eventually, crosses the railway track before reaching the housing estate beyond. As a former Site Representative of Croft Allotments (No.11) for many years, I can strongly support and vouch for the benefits this facility provides both for tenants & local residents: - Allotments benefit both plot holders & local community in more ways than just providing good quality, organic, locally grown food - with no packaging involved! They improve physical & mental health - meaning lower health costs - including reduced BMI; decreased stress & anxiety; decreased social isolation & loneliness. There are also many essential environmental benefits as well - including promotion & protection of biodiversity, pollinator abundance & variety. A well-established Moreton in Marsh Allotment Association exists which is affiliated to the National Allotment Society(NAS) & local committee members meet together from all 3 sites at regular intervals to discuss & action matters affecting the routine running of the plots. Volunteers also assist with the maintenance of the sites on a regular basis. Regarding all of the above our allotments' heritage provides considerably more 'added value' to the townsfolk of Moreton than just a simple calculation of tenancy rents & I strongly support the continuation of their existence in their entirety		Noted	No action taken.
			Policy 2	Commenting	Policy 2 point b2 Need clarity and definition of 'Safely managing' residual flood risk given the existing issues in MIM? Policy 4 point b - where is figure P4a? Policy 5 - the requirements of the development are listed ahead of the requirements of the area which are most important. Policy 6 item g. Not strong enough. Parking is an issue and will become worse with more development. Policy 8 generally needs to be more forceful on providing infrastructure to support development this is one of the biggest issues for MIM which can't cope with existing houses never mind new developments. For example, 'Consider' water supply and wastewater treatment is insufficient. The Ellenbrook development has a 50% occupation limit as the system can't cope. Future development can't be allowed to exacerbate the situation for any of the issues, services, traffic, parking, etc. Policy 15 - Green space must be protected. The current wording in part a leaves the door open for building on green space. Policy 19 point a - not strong enough given current proposals to extend parish boundary on Toddenham road and incorporate Batsford parish land. Policy 20 point a. Moreton does not have a transport hub. This terminology must be removed since it is given developers a lever for large inappropriate developments. Moreton has a small single line railway station with the usual small number of facilities (some, parking, a few bike racks and a bus stop) found in any small town. That is not a transport hub.	Policy 2 - clearly define limits for safely managing residual flood risk Policy 4 - Add figure P4a not random street view photos Policy 5 - reorder with statements e to k first followed by a to d. Policy 6 item g. Reword from 'provision of public car parking must be explored' to 'provision of public car parking must be provided' Policy 8 - needs rewording to be a 'must' part of any proposal. Policy 15 - reword part a to say 'Proposals for development on these local green spaces will not be permitted.' Policy 19 - reword to say 'New development must be within the development boundary. Policy 20 - remove all references to transport hub.	Policy 2: Not reasonable policy wording. Policy 4: figure P4a is the outlined box entitiled 'Local Connection Criteria'. Policy 5: no action taken. Policy 6/8/15/19: Not reasonable policy wording.	no action taken
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			Policy 14c Green Space No.22 Parking Strategy	Objecting	I am broadly supportive of the Neighbourhood Plan but wish to raise three significant concerns regarding parking policy and Local Green Space designations, where the plan contradicts community consultation evidence and lacks proportionate justification. 1. Policy 14(c) Contradicts Residents' Expressed Preferences on Parking The 2021 Residents Survey (835 responses, 35% response rate) provides clear evidence that residents want MORE parking in the town centre, not less: •338 residents requested "Better design and use of existing parking spaces in town" •337 residents requested "More parking capacity in the town centre" Yet Policy 14(c) proposes to "Remove long-stay parking from the town to a location close to the train and bus stations." The survey asked no questions about: •Removing parking from the town centre •Relocating parking away from the High Street •Whether long-stay parking causes problems •Resident support for this relocation strategy Request: Remove or substantially revise Policy 14(c) to reflect actual community preferences, or provide robust evidence that removing town centre parking serves the community's needs. 2. Glebe Field (LGS #22) Designation Contradicts Documented Community Preferences and NPPF Criteria The Glebe Field designation as Local Green Space fails the NPPF requirement that spaces be "demonstrably special to the local community" and appears to be a retrospective measure to block a community-supported car park. Evidence of overwhelming community support for alternative use: •2018 Public Consultation: 87% supported (183/210 respondents) a Glebe Field car park •2018 Annual Parish Meeting: Voted 76-18 to support "securing the lease or purchase of the glebe land" for parking •2019 Annual Parish Meeting: Voted 23-0 in favour of TRO process acknowledging Glebe as "a good option" •Diocese Offer: Agreed to build car park at no cost to the town (250 spaces) and lease land to council The Council itself formally agreed (May 2018) to "work together" with the Diocese to "identify a suitable business model" for Glebe Field car park use, yet this was subsequently abandoned without further community consultation. Weaknesses in the LGS designation: •Describes field primarily as a "buffer" between campsite and town (planning function, not community benefit) •Notes "stock can graze" suggesting private agricultural use •Provides no evidence of public access or community activities •Vague justification: "Historic connection to the Parish" without specifics This retrospective designation directly contradicts: •Three separate democratic votes supporting the car park •The plan's own survey showing residents want MORE town centre parking (338 responses) •The council's own 2018 resolution to work with Diocese on the site •CDC planning officer's positive pre-application assessment Request: Remove Glebe Field from Local Green Space designations. The documented evidence demonstrates this land is not "demonstrably special to the local community" as required by NPPF para 107, but rather that the community specifically supported its development for parking to address the town's most pressing concern (per survey: "HGV Traffic and congestion" - #1 concern). 3. Parking Strategy Lacks Proportionate Evidence Base and Realistic Delivery Plan The plan's parking policies fail to meet the "Basic Conditions" requirement for proportionate evidence and rely on an unfunded proposal: Missing evidence: •No parking capacity study or occupancy rates •No data on long-stay vs short-stay parking patterns •No traffic impact assessment of removing town centre parking •No economic impact assessment on retail/tourism •No viability study of alternative parking locations Unrealistic delivery assumptions: •The Transport Hub has no secured funding and will require at least two years of CIL contributions from CDC •Even if delivered, it provides only 44 additional spaces for town use (remainder being rail/EV provision) •The aspirational plan reduces town centre parking from 259 legal spaces (2013) to 132 spaces •Net impact: Loss of 83 town centre spaces with only 44 replacement spaces (and those unfunded) This means residents face: •Immediate loss of 127 spaces if/when town centre changes implemented •Uncertain timeline (minimum 2+ years) for any replacement provision •Significant risk the Transport Hub may never be delivered due to funding constraints The plan proposes removing parking capacity based on a replacement facility that has no funding commitment, contradicting resident requests for MORE parking capacity (337 survey responses). Request: 1.Remove Policy 14(c) until Transport Hub funding is secured, or 2.Explicitly state that no town centre parking reduction will occur until replacement capacity is delivered and operational, or 3.Commission a comprehensive parking study and revise strategy to align with community preferences for increased town centre capacity.		Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			A429/A44	Commenting	My main concern is the lack of pedestrian crossings on the main roads especially the town centre and the new estate opposite the hospital. I have seen people, the old and those with pushchairs especially dodging traffic to get to Aldi, hospital, garage and garden centre. I know it could hold up traffic for a short time but that already happens when vehicles need to turn right into the places named above and would be even longer if there was an accident or fatality.	Changes obviously would include new crossings on the London road and Fosseway road to help access for pedestrians to move around Moreton safely.	Information passed onto Town Council to consider	No action taken
			Policy 6 and Policy 20	Commenting	Policies 6 and 20 counteract each other. You either need the off street parking, or you need the active travel proposals. I would comment that it will be many years before individual personal transport by car will be not a suitable way for people to get to work. All this talk about Transport Hubs is a load of tosh. Clearly no-one has a clue what to do with the white elephant that is the former British Legion!!		Noted	No action taken
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			Theme 6 Health, Leisure and Well-being	Commenting	Generally support.	Consider changing the kissing gate at the start of the walk to the arboretum. Currently you cannot get a modern pram through it to walk to between Moreton and the arboretum. When planning new paths, consider wheelchair and pushchair access.	Outside scope of Neighbourhood Plan. Information passed on to Town Council	No action taken
			Theme 5 An Enhanced Town Character	Commenting	Improve traffic calming through the town center.	Extend the 20mph zone out to the Garden center in the south, the national speed limit sign in the north, the camp site in the west and the fire college in the east, with consideration to any new developments that will extend the town border. Consider reactive speed limit signs similar to north Oxfordshire if people are going too fast. Consider a speed camera on each town entry point to enforce. Moreton's not that big, people don't need to go fast to get through it.	Speed limits/cameras outside the scope of a Neighbourhood Plan	No action taken
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			Policy 9 Soft Infrastructure	Commenting	It is disappointing that the plan does not give more weight to community and well-being.	It is disappointing that the plan does not give more weight to community and well-being. Please can policy nine be expanded to be more specific about listing the current community facilities and the need to protect them. Something along the lines - Proposals that will result in either the loss or erosion of existing community facilities or in significant harm to community facilities will be strongly resisted unless equivalent facilities are provided elsewhere capable of being accessed by all users including pedestrians and cyclists. Proposals that will enhance the viability of any community facility and which provide additional recreation and community facilities will be encouraged	Community & wellbeing cannot be controlled through Planning policy	No action taken
			Policy 14: Infrastructure Investment Priorities.	Commenting	Policy 14: Infrastructure Investment Priorities. The Redesdale Hall is the most prominent building in the town as well as being used by the community as a village hall . Can point a) be expanded to say - Refurbishment, including Public Realm improvements around the Redesdale Hall and restoration of the hall.	Policy 14: Infrastructure Investment Priorities. The Redesdale Hall is the most prominent building in the town as well as being used by the community as a village hall . Can point a) be expanded to say - Refurbishment, including Public Realm improvements around the Redesdale Hall and restoration of the hall.	Noted	No action taken.

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
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			Policy 1.	Supporting	All paragraphs have merit with the proviso that they are in fact implemented and actioned.	Paragraph b. All residential and commercial developments must have renewable energy systems installed as a condition of planning approval.	Not reasonable policy wording	No action taken
			Policy 2.	Commenting	Whilst assessment and management of flood risk of the development itself is vital it is also imperative to assess the impact of any water being diverted and received elsewhere.	There should be a full impact assessment of the water volume being distributed further down the pipeline.	Not reasonable policy wording	No action taken
			Policy 3. Paragraph d.	Commenting	The wording is too vague. Developers are notorious for weighting in favour of higher value, more profitable builds.	As Paragraph c., emphasis must be on affordable homes and not determined by 'regard to viability and other relevant factors.'	Not reasonable policy wording	No action taken
			Policy 4.	Supporting	Affordable housing is an integral part of the community.	Safeguarding this in perpetuity is essential.	Noted	No action taken
			Policy 8.	Objecting	Paragraph d. 'It is expected' is not definite.	This infrastructure must be in place and fully functioning before completion of the development.	Not reasonable policy wording	No action taken
			Policy 14.	Commenting	'....will be expected...' is not a definite requirement.	....must contribute.....	Not reasonable policy wording	No action taken
			Policy 15.	Objecting	Paragraphs a, b and c. It is difficult to envisage where the loss of any designated green space could be considered essential. Who will be designated to decide this?		When the NP is Made, the Local Authority will be in control of enforcing Policy	No action taken
			Policy 17.	Commenting	Words such as appropriate and mitigate are subjective so what criteria will be utilised to judge these by.		When the NP is Made, the Local Authority will be in control of enforcing Policy	No action taken
			Policy 18	Supporting	Absolutely essential to protect the uniqueness of the town		Noted	No action taken
			Policy 20.	Supporting	Active travel provision must be incorporated into new developments and developers should be obliged to contribute to the wider infrastructure of active travel plans to and within the town.		outside scope of Neighbourhood Plan	No action taken
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			Policy 15 Local Green Spaces	Commenting	I would like to strongly advocate the addition to the list of designated green spaces the "green" that runs in front of Cornish Houses along Evenlode Road. This area of grass and living hedgerow provides an area for children to play or others to relax, and creates a crucial break from what would otherwise be very dense housing - all of the terraces and houses on the other side of Evenlode road are very close to the highway. As development proposals for further housing along Evenlode Road are already in preparation, this local green area of grass and hedgerow is likely to be vulnerable to proposals for road widening and car parking unless suitably designated.	Please add an additional area of local green space as described above.	Noted	No action taken
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			Policy 15 3. Cotswold Gate public open space	Commenting	As you maybe aware this meadow has yet to adopted by either Moreton Town council or Cotswold Gate residents management company when offered by the the developer. This is a golden opportunity for the council to take over this public open parkland for the future of the whole of Moreton town residents. It is totally wrong for a small number of residents (Cotswold Gate residents) to pay to maintain this public park area. This land comes with a maintenance contribution from the developer and doing so should be accepted when offered to Moreton town council.	The future of Moreton need more open spaces for residents.	Noted	No action taken.
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			Houses and business development	Commenting	Whilst I am not entirely against development of new housing as I understand that eventually, each Town needs new development or else how would we thrive? What I am against in our town is opportunities for people and not just young. Let's take our library for example, its too small for the size of this town. The redesdale hall used to hold a few events like the cinema night and that seems to of disappeared. The Chipping Norton Town Hall has recently been hosting a prize money bingo night once a month and that has drawn alot of interest and they open their bar up which goes directly to the hall, the entertainment business who organises that could come to our town and do the same? Their seem to be plenty of busy bodies on the moreton Facebook page so why can't they be encouraged to start something up and be constructive instead of criticising every single thing as they are obviously bored so maybe give them something to get their teeth into and help the community.	Another public vote as the proposed amount of houses on this plan is alot less than the others I've seen so I'm sure the community would get behind this one rather than the others.	Housing numbers will be determined by CDC, not controlled by a Neighbourhood Plan	No action taken
					Blank			
					Blank			
			No more building..part	Objecting	No locals are able to buy, no downsize property for elderly people	Downsize bungalows..no need for a transport hub	Noted	No action taken
			All proposed housing	Objecting	I'm objecting on the basis that the existing infrastructure in the town is insufficient to support additional families. Until additional infrastructure is in place I will continue to object. The additional traffic involved will cause mayhem in the town, particularly with constant roadworks Being undertaken.	New school ie secondary and another Doctors surgery and NHS DENTIST.	Education & health outside scope of Neighbourhood Plan	No action taken
			Eventide Road house development	Objecting	Objection to more houses being built in Moreton-in-Marsh. There is no increase in basic infrastructure .... e.g doctors surgery, school & also the additional traffic this will create.	Do NOT build until basic infrastructure in in place.	Not reasonable policy wording	No action taken
			All	Objecting	Over the past 5 years I have watched moreton-in-marsh go from a pleasant place to live and work in to what is quite frankly a nightmare for me, my business and all other residents that I have spoken to. Huge traffic jams up the high street are now a daily occourance, even when there are no roadworks or temporary traffic lights. It has got so bad that we can no longer get tractors with trailers of straw through to cheltnham in the day without it costing us a fortune in delays so we have had to resort to moving straw overnight, representing a significant cost increase to our business. Like many other residents as a result of long traffic jams and a lack of parking IN THE TOWN CENTRE i now avoid moreton wherever possible and so am no longer able to support the local businesses there.i don't know how on earth you think it is a good idea to be building more homes or the idea of a "transport hub" is going to, in any way solve any of these problems, from what i can see it will make them significantly worse. Moreton-in-marsh simply isn't the place for these kind of new building projects which have been poorly thought through and have a very negative impact on local businesses.	Don't build any more homes.	Noted	No action taken
					Blank			
			1. Policy 4 Affordable Housing 2. Policy 15 Local Green Spaces This would relate to all the green spaces mentioned but in particular Item 22 (Glebe Field).	Supporting	It is important to protect as many local/town green spaces as possible especially with the speculative developments being proposed at the moment. The Glebe Field in particular seems to have had many speculations on it for designs of a carpark on it but would that not contradict the whole ethos of development and especially in AONB. The town already has one project with the Transport Hub, which is now underway, it hardly needs another at this present time and I understand that the council does not even own the land but the diocese and I cannot imagine they will pay to have ths made into a carpark. Please leave this space as is!!!!!		Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			2, 5, 10	Objecting	Sadly Moreton can not cope with any more residential development. This is ultimately driven by one factor, the lack of capacity on the road network in the town. The town has become unbearable for those currently working and living in it with the current traffic issues along all routes through the town and the current road network cannot cope with more residential development. There is no point adding houses to a saturated town with a failing road network. Individual affordable housing is welcome but large scale new build development with addressing the facilitation of a bypass. The reliance on a narrow railway bridge to access the town is unsustainable.	The only way Moreton can facilitate more development is with the construction of a by pass around the town. In addition more schooling, more social areas redevelopment of the cricket pavilion is needed.	outside scope of Neighbourhood Plan	No action taken
			Policy 12	Commenting	There is insufficient focus on local employment as local jobs for local residents is very focused on retail. With a growing population, the council needs to ensure there is an investment in jobs within the town. For example, if developers are so keen to build, should they not then be committed to employing local residents / local companies in the building work and also why should they not commit to having an office in town or a call center / service center that can then provide more office based roles for local residents rather than just retail		Neighbourhood Plan cannot stipulate employment rules for developers	No action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Hard Infrastructure	Objecting	More detail is required on how the council will ensure that that any house building is infrastructure first approach rather than a creep in new developments pending an Infrastructure review. This included road(not just a cycle lane and a new bus stop), schools, water flooding. We keep hearing Infrastructure first but I take little comfort from the plan that this is being being fully committed to.	More wording on the commitment and detail on how planning will be Infrastructure first.	Noted	No action taken.
			All	Commenting	The over development in Moreton-in-Marsh is unsustainable. Not objecting to new houses, as they are needed providing they are for LOCALS. Recent houses are obviously attracting outsiders who can afford £600k-£1m price tags. No strategy for improving infrastructure, roads, green spaces, GP or other services. Despite any opposition, CDC will rubber stamp and give ok. Pointless making any objection.	Build new towns with own amenities and infrastructure, don't just build onto existing towns, you will spoil the whole environment and well-being of towns.	Noted	No action taken.
					Blank			
				Supporting				
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				Supporting				
			Community Aspiration		If favour of residential permits could hospital road be considered as Keatley Place does not have sufficient parking for apartments and it is also impossible for residents to find a parking space near Keatley Place		Information re parking permits passed onto Town Council	No action taken
				commenting				
			Whole		Where's the plan of the areas which are potential development areas? How can we consider a plan, blind?		Neighbourhood Plan is not allocating any areas for development.	No action taken
			Objective 5, policies 2, 8 & 9	commenting	Not enough appropriate infrastructure in place to support proposed new development.		Noted	No action taken
			Objectives 9, 10, 11, Policies 13, 14, 15, 16, 17	commenting	The health needs of local people are not being met as it is, even BEFORE new development takes place. Moreton should be a walk into town but high level of traffice makes it impossible and unsafe		Outside scope of Neighbourhood Plan	No action taken
			Objective 13, Policy 17	commenting	We have already lost skylarks from fields behind this town-development needs to be reduced no increased to protect the little left		Noted	No action taken
			Objective 14, Policy 18	commenting	The exceptional views within the Parish are NOT being maintained if this amount of development goes ahead. Tourists will not want to come -the town will lose out economically		Noted	No action taken
			Objective 16, Policy 20	commenting	The health benefits of Moreton's residents will be damaged by the loss of green spaces. There needs to be more cycle lanes and walking routes to enable children to walk to school. Children living as close of Bourton-on-the-Hill cannot walk to St David's School because there is no footpath and traffic makes it dangerous. There is space for a footpath. Why is no footpath being created. This is simply adding to the burden on the NHS. People would walk more between villages if they could. Instead the traffic around Moreton is so bad, these country roads are being used as rat runs. There should be more responsibility in the Neighbourhood Plan towards the health of local people, especially children.		Noted	No action taken
			Community Aspiration	commenting	Could it be considered that residents could have a parking permit outside keatly place? As the development doesn't have enough parking for residents and it has become almost impossible to park near Keatley Place due to other people parking , who have holiday lets and some leave thier cars for days meaning some residents are forced to park on Batsford Road which isn't ideal for elderly people in the day or in the evening, which is unsatisfactory. Please could this be seriously considered. Hospital Road GL56 0DQ		Information re parking permits passed onto Town Council	No action taken
				commenting	Town has been allowed to get very scruffy. Good shops are leaving-we don't need anymore cafes!! Station used to be pretty (as it should for gateway to the Cotswolds)-now has turned into an eyesore of expensive unused bike rack & ugly waiting room and unpainted soffits fascias -used to have flower baskets!!! Way too much traffic (including heavy traffic) on high street. Nobody monitors car park-on Tuesdays people park on grass which is dangerous in a pedestrian area; never any ticket men around to deter bad parking! Too much new housing being built without any infrastructure!!! Need: New car park; new primary school; more facilities for residents more care over towns appearance. (I realise that as always the council won't listen to residents and this is all for show, as on previous occasions-but I need to 'vent'!! I have lived here for 12 years and moved here as it was a lovely market town-I wouldn't have moved here if it was today)		Noted	No action taken
				commenting	NO new homes should be built until the infrastructure issues are dealt with. Why a new primary school when we already have one, shoulnt it be a secondary school?		Noted	No action taken
				commenting	Local plan number of new homes proposed already well on the way to being fulfilled by 2026, give years easily.		Noted	No action taken
				commenting	The local need for housing seems to be missing from existing developments, one of which advertises their new build in Surrey as 'second homes in the Cotswolds'! This can't be right.		Noted	No action taken
				commenting	The design of new build need to be more tightly regulated, there are new houses which bear no resemblance as belonging in a Cotswold market town.		Noted	No action taken
				commenting	The phrase 'Transport Hub' gives the wrong impression of what we should be trying to achieve, better parking alongside the station was the initial plan, freeing up the side streets of all day parkers using the train, or going on holiday for 2 weeks. The town parking need an immediate phase up.		Noted	No action taken
				commenting	Overall I think it is an excellent Neighbourhood Plan and hope we can keep control without the government overiding locals decision, but using us as a place on the map which siuts their plans and not those of the residents. We live in Moreton and bes know what we need.		Noted	No action taken
				commenting	There are no cycleways at present. cycling in Moreton in dangerous. There seems to be no actual plan plan for cycleways on the plan and no diagram to show where they would go! The plan should show cycleways.		Noted	No action taken
			Policy 8 & 9	commenting	Developers build where they like-usually greenfields. They NEVER provide schools, more Doctor surgeries and do not contribut at all to local infrastructure-just bring more people and more traffic!		Noted	No action taken
				commenting	The outdoor gym is not publicised by the Council-they promise to put up a notice on the road to make it clear its for public use and free-still no notice!		Noted	No action taken
				commenting	Brownfield land should be prioritised! All development I've seen is on Greenfields-we should be using greenfields for producing food-we need food security not more buildings.		Noted	No action taken
				commenting	50% increase in growth of Moreton in 10 years has radically changed the character of what was an attractive market town-it is very noticably much more urban and not so friendly because of the demographic changes.		Noted	No action taken
				commenting	The huge increase in houses is spoiling the very nature of Moreton soon the pretty market town will be lost in a sea of new houses. Residents have had enough of new houses.		Noted	No action taken
				commenting	Transport hub completely inadequate parking and bike racks that are hardly ever used.		Noted	No action taken
				commenting	We need a car park so the Glebe land must be used for this not a green space. We need a large car park. We need a large car park		Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			Vision & Objectives		Economic challenges-housing (Bloor Homes) development proposed for site adjacent to 'Cotswold Business Park' obvious location for business units. ASB & Crime: No police station since 2012. No regular 'police' office.		Noted	No action taken
			Policy 6 Parking in Residential Developments	commenting	Garages: dimension given are not representative of increased/increasing size of 'cars' especially electric powered. Update based on each years best-selling car model.		Noted	No action taken
			Policy 14 Infrastructure Investment Priorities	commenting	No mention of dangerous bridge (Fosseway over rail line) to north of town. Not fit-for-purpose; frequent repairs lead to town congestion . Pedestrian access/use does not meet latest 'highway Code'.		Noted	No action taken
			Policy 15 Local Green Spaces	commenting	5. Buffer between Moreton Park and FSC: Nature Reserve has not been officially recognised, ownership unclear between Capita (FSC) and developers and their management companies. FSC originally conducted ecological survey and placed signage around the area. Now only one sign standing.		Noted	No action taken
			Policy 19 Development Boundary	commenting	Map 2: Doesn't show GCN Nature Reserve or adjacent pathway.		Noted	No action taken
			Policy 20 Transport & Active travel	commenting	Moreton-in-Marsh is well served by pathways but routes need to be promoted to households and tourists. There's no need to walk along the London Road. London Road is unsafe due to traffic and speeding.		Noted	No action taken
			Appendix F Biodiversity data search	commenting	Wolford Woods is a 'SSSI Site' adjacent to fire service college and with access within council boundary. Nature migrates through woodland into Moreton Park/Cotswold Gate developments e.g. Woodpeckers, Red Kites, Buzzards.		Noted	No action taken
			Map	commenting	Distribution doesn't show the 'GCN of priority nature reserve' grasslands, habitabts adjacent to FSC/Pathway		Noted	No action taken

Name (Redacted)	Are you acting as an Agent for someone else?	Clients Details (Redacted)	To which part of the neighbourhood plan does this representation relate?	Is your representation Objecting/ Supporting/ Commenting	Please say why you are supporting or objecting to the plan, or make your comments here.	Please suggest any change(s) you consider necessary to enable the plan to proceed. Please say why you are suggesting this change. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.	SG response	Action taken
			Local Green Spaces	Objecting	I write on behalf of , the landowner of the site identified as Location 22 in the Moreton-in-Marsh Draft Neighbourhood Development Plan (NDP) currently under Regulation 14 consultation. We wish to formally object to the proposed designation of this land as a Local Green Space (LGS). The National Planning Policy Framework (NPPF) is clear that LGS designation is only appropriate where the land is: *In reasonable proximity to the community it serves.* *Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreation value (including as a playing field), tranquillity or richness of its wildlife.* *Local in character and not an extensive tract of land.* None of these criteria apply to the Glebe land in question. The site is not publicly accessible, not does it possess any recognised ecological, recreational or heritage value that would justify such a designation. It is not demonstrably special to the local community in the sense required by the NPPF. Indeed, in 2018, GDBF facilitated a public consultation on a proposal to develop the sites as a car and coach park to address the town's well-document parking challenges. Of the 210 responses received, 87% supported the proposal. While the scheme did not proceed, the consultation results provide compelling evidence that the community does not view this land as a tranquil green space to be preserved, but rather as a site with potential to meet pressing local infrastructure needs. We are concerned that the proposed designation appears inconsistent with the evidence base and may undermine the ability of the town to respond flexibly to future development needs. The NPPF cautions against using LGS designation in a way that would unduly constrain sustainable development. GDBF reserves the right to make further representations as subsequent stages of the plan-making process, including at examination.	We therefore respectfully request that the proposed designation of Location 22 as a Local Green Space be withdrawn from the draft NDP.	Glebe Field has consistently been identified by the community as an important Local Green Space and has been included in the Neighbourhood Plan for this reason.	No action taken
			Ecology		Comments should be provided by the district ecologist. However, as the Responsible Authority for Gloucestershire's Local Nature Recovery Strategy (LNRS), GCC officers advise that any policies will need to consider the LNRS once adopted in January 2026 (expected date).		Noted	No action taken
			Planning		GCC officers welcome the draft plan's vision of creating a low-carbon and a safe town. In addition to priorities identified by colleagues in Transport Planning and Public Rights of Way (PROW) towards developer contributions, GCC officers also advise to consider how everyday activities such as education, recreation, and work can be accessible by a safe active travel network or a combination of active travel and public transportation network. This can contribute to reducing the community's carbon footprint and make the town more liveable.		Noted	No action taken
			Public Rights of Way		GCC officers welcome and support the aspirations outlined in Policy Twenty on Transport & Active Travel, particularly the emphasis on promoting safe, non vehicular routes and encouraging active travel. However, officers feel it is important to highlight some practical considerations to ensure proposals are both realistic and deliverable. A few examples are mentioned below. The Public Rights of Way (PROW) network around the Moreton-in-Marsh is predominantly made up of public footpaths. While these are legally accessible to pedestrians, they are not available for use by cyclists or horse riders. Despite this, we have noted frequent references to cycling and horse riding in relation to this network – this may inadvertently mislead developers and the public. The only bridleways in the area are located some distance from the Moreton-in-Marsh town centre and do not currently facilitate direct access into the town. GCC officers are increasingly seeing planning applications from developers proposing links from new estates to existing footpaths, often promoting cycling.While well-intentioned, these proposals can be problematic if they do not acknowledge the legal limitations of footpath use. There is a concern that such suggestions are being made to enhance the appeal of developments without a full understanding of the legal status of the routes. GCC officers fully support the development of multi-user paths that accommodate walkers, cyclists, and horse riders. However, it must be stressed that such routes can only be created with the agreement of landowners and must respect the legal status of existing paths. Upgrading footpaths to bridleways or creating new multiuser routes requires careful negotiation and planning.		Although routes for use by horse riders have been mentioned in the body of the plan and in Reasoned justification, but have not been mentioned in policy wording. The MMNPSG recognise the limitations of PRWO, but believe horse riders to be a reasonable consideration when planning movement routes throughout the parish.	No action taken
			Public Rights of Way		GCC officers also commend the ambition of the draft plan to provide safe routes to schools, including St. David's. However, it is important to consider the physical constraints of the area. For example, the railway line bordering St. David's School presents a significant barrier to east-west movement, requiring a lengthy detour south to access the school from the eastern side. These kinds of practical limitations should be considered to manage expectations and ensure proposals are feasible.		Noted	No action taken
			Public Rights of Way		Finally, GCC officers would welcome any Community Infrastructure Levy (CIL) contributions that could support improvements to the existing PROW network. Officers are keen to work collaboratively with Moreton-in-Marsh Town Council to explore opportunities for enhancing connectivity and accessibility for all users.		Noted	Information passed on to Town Council
			Transport Planning		GCC officers welcome the variety of aspirations outlined in the draft Moreton-in Marsh Neighbourhood Development Plan. The coherence of the document, between policies, projects, and funding will be critical for the plan's implementation. Our recommendations are laid out in themes as below:			
					A. Make policy ambitions more specific GCC officers feel, current ambitions could benefit from being more specific to support implementation and monitoring. For example, the draft plan should reference the Countywide Cycling Infrastructure Plan (LCWIP) to: o Highlight strategic cycling corridors o Identify priority areas for improved access This will help align local goals with county-level strategies and funding opportunities.		Noted	Policy 20 (Transport & Active Travel) BP (e) reworded 'Proposals should seek, where possible, to create cycle paths so as to provide safe and effective routes across the Neighbourhood Area, and where possible join up with the Local Cycle and Walking Infrastructure Plan (LCWIP) and National Cycle Network Ways.'
					B. Highway Improvements and Developer Contributions On funding opportunities, where developer contributions are discussed in relation to local transport infrastructure, it is essential to make specific reference to the Gloucestershire Local Transport Plan (LTP) 2020-2041, and its strategic objectives. In particular, contributions should support schemes that address key pinch points and severance issues which hinder active travel and connectivity, to ensure that development supports wider transport and environmental goals. Two priority schemes identified within the LTP include: • A429/A44 Mini Roundabout Improvements: This junction is a known congestion hotspot and a barrier to safe pedestrian and cycle movement. • A429 Rail Bridge Pinch Point: This location presents a critical severance issue for active travel modes. Investment in improvements here would facilitate safer and more direct walking and cycling routes, supporting modal shift and reducing car dependency.		Noted	Wording added to objective explaination after Policy 20 (Transport & Active Travel) *' It is intended to build on the Gloucestershire Local Transport Plan 2020-2041 at a more local level.'*
					C. Consider practicalities of parking proposals The ambition to remove overnight parking from the town centre is reasonable, but is there a viable alternative location near the train or bus station for long-term parking? A few further suggestions: o Explore options for EV (electric vehicle) parking o Consider introducing car clubs to reduce reliance on private vehicles and support sustainable travel choices o Highlight the opportunity for Interchange Hubs such as at the rail station and on the high street		Noted	No action taken
					D. Improve linkage between Aspirations, Objectives, and Policies To enhance clarity and coherence, GCC officers recommend clarifying the connections between aspirations, objectives, and policies. For example, in the current draft: • Objective P becomes Objective 16 under the Policy Twenty on Transport & Active Travel (page 58), which may confuse readers. • The Active Travel policy is followed by Aspiration 3, which relates to public transport, but there is no clear aspiration for active travel. With respect to the above, officers recommend to clearly identify the origin and purpose of each aspiration. Consider aligning the numbering and naming conventions to improve readability. Officers also suggest introducing a dedicated policy for public transport or referencing it in the active travel policy, especially if aspirations already support this		Noted	Objective references amended to all be numbered.

Name	Reference	Comment	SG Response	Amendments to NP
Marrons on behalf of Catesby Estates	Policy One – Climate Adaption and Energy Efficiency in Developments	5. Draft Submission Policy One seeks for new developments to be energy efficient and climate adaptive. 6. Criteria (d) details that an energy assessment which minimises carbon footprint and energy requirements should be conditioned for new developments this needs removing from the plan as it is considered to be unduly onerous. 7. Criterion (e) considers the impact of electric vehicles use, this is considered to be unnecessary given that it is now a requirement of building regulations for the provision of electric charging points with new residential properties. Therefore, this requirement should be removed from the policy.	5/6 This Policy is compatible with Policy INF10 in the Local Plan, and builds on this by introducing a higher level of climate related components 7) It is a requirement of all new builds to have EV charging points, however this is only if they have associated parking spaces. This policy requires ALL new builds to have an EV charging point regardless of whether they have associated parking space.	BP (d) reworded to: '*Where relevant and appropriate, energy assessment showing how new developments minimises carbon footprint and energy requirements should be submitted as part of the planning application*' BP (e) reworded to: *Provision of electric vehicle charging, to account for current and projected future need, should be incorporated in relevant planning applications whether domestic, commercial or industrial uses.*
Marrons on behalf of Catesby Estates	Policy Two – Managing Flood Risk	8. Draft Submission Policy Two of the MMNP seeks to minimise flooding events and investment in sewage capacity by ensuring that the capacity and capability to the local water management infrastructure is able to supply any new development. 9. Catesby Estates agree with part (a) of Policy Two, which follows NPPF guidance in diverting development towards areas with lower probability of flooding. Catesby also agree with the majority of part (b) of the policy in stating where site-specific Flood Fisk Assessments (FRA) are required. 10. However, they object to part of Policy Two part (b), which requires FRAs to use 'appropriate calculations based on the highest expected groundwater levels for the area (200 year maximum).'. There is no national policy behind this requirement, and it would be unreasonable to ask developers to assess on this basis. FRAs usually design around 100 year flood events, rather than 200 years. Moreover, groundwater data is not available for a 200 year period. 11. Catesby Estates	8/9 The community of M in M have strongly indicated its concern regarding flooding, and this policy seeks to minimise these concerns.	BP (b) wording added '..outlined in footnote 63 of paragraph 181 of the December 2024 NPPF *(or subsequent NPPF iterations),* will require a Flood Risk Assessment (FRA)..'

		therefore request the following text is removed from Policy Two part (b) of the MMNP: "using appropriate calculations based on the highest expected groundwater levels for the area (200 year maximum)."		
Marrons on behalf of Catesby Estates	Policy Three – Housing Mix	12. The MMNP provides details of the housing needed in Moreton-in-Marsh in Policy Three. 13. Criterion (a) of Policy Three states that proposals for more than six dwellings should show how it meets needs in line with the Moreon-in-Marsh Housing Needs Analysis. The Moreton-in-Marsh Housing Needs Analysis was produced in May 2021. This is considered to be out of date by virtue of time and does not include the latest Official National Statistics. 14. The National Planning Policy Guidance (NPPG) 'Neighbourhood Planning' also says that neighbourhood plans that contain policies relevant to housing supply should take account of the latest and up-to-date evidence of housing need (Paragraph: 040 Reference ID: 41-040-20160211). Therefore, this policy is not in compliance with the basic condition (a) - to be in compliance with national policy and guidance. 15. Criterion (b) of the policy also states that at least 25% of dwellings should meet Lifetime Home Standards. Evidence will need to be provided to support this requirement, which there currently is not. 16. Criterion (c) of the policy details the types of houses that should be provided. There are 5 different types of housing detailed in this policy, of which none are evidenced for the need for. Therefore, robust evidence is needed to support the provided types of housing. 17. Therefore, the policy should be reviewed and amended to only include requirements where up-to-date evidence of needs to support those requirements is available and can be referenced, as per Paragraph 040 (Reference: Reference ID: 41-040 20160211) for the NPPG 'Neighbourhood Plans'.	sufficiently current to be considered reference for this policy. A Local Authority is required to update their HNA every 15 years with a review every five. Therefore an HNA which is only four years old can be deemed to be current for a Neighbourhood Plan . This Policy is in compliance with national policy and therefore meets the Basic conditions. 15 Noted 16 The MiMNPSG believe this evidence is shown in the reasoned justification 17 Noted	HNA added as Appendix and reference to HNA added to BP (a). BP (a) Wording amened '~~Proposals for more than six dwellings~~ *Any proposal which results in a net gain in dwellings* should demonstrate..' BP (b) reference to Lifetime Home Standards removed.

Marrons on behalf of Catesby Estates	Policy Four – Affordable housing	18. This policy sets out a local connection criterion to which affordable housing should be given, to meet local needs. The allocation of affordable housing should be made by the local authority as the housing authority. Therefore, this policy should be removed.	It is reasonable to ask for people with a local connection to be taken into account in the first instance with the recognition that the Local Authority will be the ultimate arbiters.	BP (a2) wording added '*tenure blind, i.e.* built using the same materials and in the same style as any market housing on the site. Wording removed from BP(b): ~~In all new housing developments providing~~ affordable housing ~~the first occupancy of all affordable homes~~ will be prioritised for households with a strong local connection with the parish of Moreton-in-Marsh, as defined in figure P4(a) below and any relevant planning policy guidance. Reference to HomeSeeker Plus added to Local Connection Criteria. BP (C) wording added '..Cotswold Strategic Housing Market Assessment 2015 (or subsequent updates) *or any local objectively assessed need.*'
Marrons on behalf of Catesby Estates	Policy Five – Well Designed Housing and Places	19. This draft policy aims to ensure that housing meets local needs and that they are design to a high-quality. 20. Part (j) of this policy details the requirement for a minimum of 10% of new dwellings to provide space for allotments. There is no evidence or justification for this requirement. Therefore, this part of the policy needs to be reviewed and amended. It should be noted that Catesby ran a public consultation and feedback from locals suggested that there was a surplus of allotments.	It is nationally recognised that allotments bring a huge number of benefits to both individuals and local communities. There is no space to expand current allotments and it has been noted by the Town Council that there are no allotments on east side of town.	Wording added to BP (h) '*If the development site is not within a reasonable distance (3/4 mile) of existing allotments,* sufficient space should be identified…'
Marrons on behalf of	Policy Eight – Hard Infrastructure	21. This draft policy aims to ensure appropriate hard infrastructure is in place to support new development prior to completion of the project.	It is reasonable to ask for infrastructure to be in place for any new development in order	No action taken

Catesby Estates		22. Catesby object to criteria c and d of this policy. The delivery of certain infrastructure can sometimes be outside of a developer's control, such as works to the highway by the Highway Authority, funded by a developer through a Section 106 Agreement. As such, the requirement to ensure that the infrastructure is in place no later than the completion of the development is therefore considered unreasonable, and should be deleted	to avoid putting undue pressure on existing infrastructure.	
Marrons on behalf of Catesby Estates	Policy Nine – Soft Infrastructure	23. Policy Nine seeks to ensure appropriate soft infrastructure is in place to support new development. 24. Catesby object to part c of this policy. The delivery of certain infrastructure can sometimes be outside of a developer's control. The requirement to ensure that the infrastructure is in place no later than the completion of the development is therefore considered unreasonable.	It is reasonable for the Policy to ask for decisions to be made on a case-by-case basis.	No action taken
Marrons on behalf of Catesby Estates	Policy Ten – Principal Residence Housing	25. Policy Ten of the MMNP seeks to combat properties being bought as second homes in Moreton-in-Marsh. 26. This policy states that new open market will be supported where there is a restriction to ensure its occupancy as a principal residence and sets out some examples of what proof of entitlement would be. 27. It is considered that this policy in not in compliance with the NPPF. It does not meet paragraph 16 of the NPPF, as it has not been prepared positively in a way that is aspirational and deliverable and is ambiguous of what is considered appropriate evidence that can be used to demonstrate someone is a principal resident. 28. There is also no evidence to support or justify this policy as required in the NPPG 'Neighbourhood Planning' that neighbourhood plans that contain policies relevant to housing supply should take account of the latest and up-to-date evidence of housing need (Paragraph: 040 Reference ID: 41-040-20160211). Therefore, this policy in not in compliance with the basic condition as it does not comply with national policy and guidance. 29. This policy is also contrary to meeting the housing needs in the district and will restrict people being able to	Throughout community consultation second home ownership has been a constant issue raised by respondents. Although the MiMNPSG have asked CDC for information relating to second home ownership in MiM, they have been told there is no specific breakdown of numbers available. Unfortunately, the TC and SG do not have the resources to acquire this information out themselves. As this is an important issue with the community, the MiMNPSG wish to keep this policy in the Neighbourhood Plan.	No action taken

		access housing when there is a significant need. Therefore, it should be removed.		
Marrons on behalf of Catesby Estates	Policy Eighteen – Important views	30. Draft submission Policy Eighteen aims to preserve important views within the parish. Clarification is required on the inserts provided for this policy. As the list of proposed views does not match with the photos taken in the area. For example, view 18 on the list "From Evenlode Road (National Cycle Network Route Number 48) NNE, is view 23 on the images. Therefore, making it hard to match up views. 31. Furthermore, the explanations given for the reasons for protecting these specific views is considered to not be robust and clear. Therefore, we object to policy eighteen because of the lack of clear reasoning and details.	MiMNPSG has reviewed and refined all Important Views Tourism is a valued part of the economic well being of Moreton-in Marsh and the exceptional views it enjoys contribute in no small part to this successful income stream. Therefore, it is considered crucial that the views identified remain unspoilt. None of the views mentioned in this policy has any impact on the Development Boundary as set out in the Local Plan The objective of this policy is to ensure that the town maintains its links to the surrounding countryside which is important to its residents.	Policy wording amended: "*Protected Views*" references amended to read "*Important Views*" Amend BP (c) wording '~~Development proposals which would have an unacceptable impact on a Protected View will not be supported.~~ *Development proposals throughout the Neighbourhood Area must be sensitive to the importance of maintaining key views'*
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions.	Description of land owned by GCC	3 Gloucestershire County Council own a parcel of land approximately 3ha in size, in the south-eastern part of Moreton in Marsh. 4 This land is on the edge of the settlement in an area characterised by a mix of residential, employment and agricultural uses. Adjacent land formed part of the allocation M12A in the local plan. That site now has planning permission for 67 dwellings and has recently been developed by Backhouse Housing Limited. 5 The land is located outside the National Landscape designation and outside of but adjacent to the Moreton-in-Marsh settlement boundary. It is also outside the Moreton-in-Marsh conservation area. There are a	Moreton in Marsh Neighbourhood Plan is not allocating sites for development	

		number of listed buildings within Moreton in Marsh, but none are directly affected by the site. The site is also in flood zone 1, with a small amount of surface water flooding in the northern part which would be avoided by development. A public right of way crosses the land. 6. The land is within walking distance of a bus stop with regular services to Cheltenham and Bourton on the Water. There are an array of services and facilities in Moreton-in-Marsh which are also within walking distance of the site including the train station 0.9 miles away.		
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	**Housing in Cotswold District**	7. The NDP is clear that it has been written in accordance with the currently adopted Cotswold Local Plan (2018) which sets out that 8400 homes needed to be delivered before the end of the plan period (in simple terms this was an average of 390 and 475 homes per year although there were some slight discrepancies and alterations to this). This means that the NDP does not contain any housing allocations beyond mentioning the allocations in the 2018 Local Plan (all of which have been completed). 8. Whilst the Cotswold Local Plan 2018 remains part of the development plan for the area, the District Council has confirmed that in light of the changes to the standard method (see below), an update is required, and they have commenced work on a new local plan. Therefore, the emphasis on the 2018 local plan and the reliance on 203 houses being allocated for Moreton in March between 2011 and 2031 on page 15 of the NDP does not take account of the full set of circumstances and this housing figure is not up to date. 9. Our understanding therefore is that that the NDP will not help to meet the demands being placed on Cotswold District Council by the new standard method for calculating housing need in the 2024 NPPF, which confirms that the Council's requirement has increased to 1036 homes per year. This places considerable pressure on the District Council in an area which is	No Neighbourhood Plan is obliged to identify sites for allocation. Moreton in Marsh NP identifies generic policies as it has chosen to allow CDC to identify the sites required for housing in the Moreton in Marsh Parish. In addition, CDC responded through Regulation 14 consultation: 'To note, the housing allocations in the supporting text are from the Local Plan – no new allocations are made. There is no requirement for Neighbourhood Plans to allocate housing sites.'	No action taken

		heavily constrained by the National Landscape designation. 10. Paragraph 69 of the NPPF confirms that in most circumstances, once strategic policies have been adopted, housing figures will not need to be re-tested at a neighbourhood plan examination, “unless there has been a significant change in circumstances that affects the requirement”. 11. The changes to the standard method and the resulting housing requirement increases within the district do represent a significant change in circumstances since the 2018 local plan was adopted. Moreton-in-Marsh Town Council should therefore, in accordance with paragraph 70 of the NPPF, have been supplied with an indicative housing requirement to reflect the latest housing needs. None of the NDP consultation materials appear to confirm what that indicative housing requirement is. If no such requirement has been provided, we ask that the Town Council engages with the District Council on this point, to ensure that the neighbourhood plan is sound and fit for purpose. 12. The District Council has produced a proposed development strategy in its papers for cabinet meeting on 16 October 2025. This will form the basis of the next regulation 18 consultation on the emerging local plan. This document indicates an increase of potentially 420 homes in Moreton in Marsh across the plan period with a further circa 1700 homes via a strategic extension to the town. The indicative information suggests that the site could fall into either category at present (the consultation document is not intended to show precise locations for housing at this point). Whilst cabinet need to consider the report and it needs to be consulted upon; this would appear to provide a good starting point which is realistic based on data produced by RPS1. 13. Meeting housing requirements has other implications. The Town Council will be keen to limit ‘unplanned’ development (i.e. development which is not		

		advocated for in the local or neighbourhood plan). Councillors and those preparing the plan may be aware of the effect of paragraph 11d) of the NPPF which confirms that where the Council cannot demonstrate a five-year supply of deliverable housing sites (as is the case at present), the so-called 'tilted balance' applies where there is a presumption to permit development notwithstanding a conflict with local plan policies, unless there are strong reasons to refuse or the adverse impacts significantly and demonstrably outweigh the benefits. The 'Cotswold District Housing Land Supply Report' released in June 2025, paragraph 5.3, confirms that Cotswold District Council can only demonstrate a housing land supply of 1.8 years when the supply is measured against the government's revised 'standard methodology'. If the Council does not allocate sufficient sites (including via neighbourhood plans where appropriate), this can have a significant impact on housing land supply. 14. With this in mind, we note paragraph 14 of the NPPF which states that: "In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply: a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 69-70)." 15. We consider that if the draft NDP stays as it is currently drafted (with no allocation to meet identified need) then by the time it is 'made' then criterion b) of paragraph 14 of the NPPF will not be met, and any possible conflict associated with the NDP's lack of allocations will not be an adverse impact which would significantly and demonstrably outweigh the benefits.		

		16. Our client is discussing the prospect of bringing the site forward via a planning application, however, given the timescales involved in getting the various technical reports together, it may be that this neighbourhood plan is made prior to a planning application being determined. 17. It may also be preferable for the Town Council to draft a policy shaping development at this site to ensure that the scheme aligns with the needs of the neighbourhood to the greatest possible extent. Whilst a planning application would involve local engagement, the neighbourhood plan may be the best forum for these discussions to ensure that all parties are on the same page from the outset.		
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	**Suitability of the site and key benefits**	18. It is clear that this site could contribute towards meeting the housing target above in a sustainable way with a small scale, proportionate addition to Moreton-in-Marsh. Growing existing settlements will be an important part of meeting district housing requirements. 19. The sustainability of Moreton in Marsh as a settlement is established above. The site is appropriately located, adjacent to an existing settlement boundary for one of the larger settlements in Cotswold District, which is also noted as having one of the main employment centres in the district in the draft NDP (paragraph 52). 20. The January 2016 SHELAA report identifies the site as suitable, available, and achievable for both employment and residential uses. Additionally, the most recent SHELAA produced by the District Council in 2021 recognises the site as a 'candidate for further consideration for allocation in the Local Plan'. The conclusions of the assessment (provided at Appendix A) were favourable; *"It would make best use of available land to develop the whole of this field, rather than just the part of it that has planning permission for 67 dwellings. In so doing, there would be an opportunity to improve the southern edge of the settlement and deliver biodiversity enhancements and tree planting." "This site*	Moreton in Marsh Neighbourhood Plan is not allocating sites for development	No action taken

		is a candidate for further consideration for allocation within the Local Plan, subject to overcoming highway issues on Evenlode Road and that necessary infrastructure that is needed to support the development can be delivered." 21. Any development at the site would follow the following parameters as outlined in the SHELAA: • *no housing development should be located within the area which has higher than accepted levels of odour from the adjacent sewage treatment works;* • *the design should include a substantial amount of additional tree planting to screen the adjacent highways depot, the sewage treatment works, and the industrial estate;* • *the proposal should retain and enhance the existing hedgerows with a more diverse range of native species; and* • *the proposal should deliver the ecological enhancements identified in the Biodiversity section above."* 22. The land had a draft allocation in the earlier versions of the 2018 Cotswold Local Plan (MOR_E11). Due to lack of access via the employment site to the north, this was removed from the local plan (access to employment land through the residential site was not considered appropriate). However, it demonstrates that the District Council has been comfortable with the proposed allocation of the site in terms of landscape impact (the employment allocation as it was would've arguably had a more substantial landscape impact than dwellings). 23. Paragraph 69 of the Framework confirms that small and medium sites can make an important contribution to meeting the housing requirement of an area, in a manner that can be built-out relatively quickly. 24. The site is not 'isolated' (as defined at NPPF paragraph 84) as it is sustainably located adjacent to the Backhouse residential area in Moreton-in-Marsh, which offers a number of existing everyday services. Any future		

		occupants will only serve to further support these local services and facilities. It is a key theme throughout the draft NDP that the town should continue to thrive and build on its commercial offering. Businesses are more likely to invest in towns (thus creating jobs) where they can see growth in the number of households. Conversely, businesses may risk closure if they become less viable, including where there is no growth in profits. New housing can help to prevent this, or to reduce the risk. 25. The residents survey report published with the consultation documents confirms that a greater number of apprenticeships are sought in the town. These types of job opportunities are usually likely to be taken up by younger people. However, young people may be priced out of the area if housing supply remains low and demand remains high. 26. The report makes it clear that more employment sites are supported by the majority of respondents. The report also identifies traffic concerns. However, unless houses are built in Moreton in Marsh, there will need to be some commuting to the new employment sites which runs the risk of exacerbating the traffic issue. The allocation of the site for housing therefore aligns with the growth strategy for Moreton in Marsh advocated in the draft neighbourhood plan. 27. Additional benefits which may come forward include provision of 40% affordable housing (this requirement can be drafted into the policy), s106 funding as appropriate, CIL contributions, Biodiversity net gain and economic benefits during construction and from the occupants. 28. A sensitively designed scheme together with ecological, landscape and visual enhancements appropriate to the location of the site on the edge of the village are considered achievable and these matters do not represent a barrier to allocation. The public right of way would be retained if the site were to come forward.		

		All of the above can be secured through appropriate policy wording and the development management process. 6 29. In respect of the sewerage works, the Council has already undertaken assessments which confirm that the site should not be unduly affected. Below is a diagram from an odour constraints assessment prepared in respect of the local plan review (July 2017)2. The purple area shows the modelled dispersion of odours (as a 98th percentile of 1-hour mean concentrations) from the standard operation of the Moreton-in-Marsh WwTW. The site is shown edged approximately with a purple line. The allocated site is to the west labelled 12a. We understand that the operations at the sewage treatment works have not changed since 2017. 30. Initial feasibility investigations have confirmed that the site can comfortably accommodate up to 53 dwellings. This is what we believe the proposed allocation should be based on. An indicative masterplan is produced with this submission but it should be noted that we expect this to evolve as our client considers various issues and discusses with stakeholders.		
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Policy 5 Paragraph e) and Paragraph j)	e) states "layouts must retain important trees and hedgerows. The planting of new trees and shrubs of similar species to those already evident in the immediate surroundings is required." j) states "Sufficient space should be identified to provide allotments for a minimum of 10% of the new dwellings unless credible evidence shows this not possible". Whilst we can understand the rationale behind these policies: e) should consider taking into account the fact that there are mitigation measures which can be used to offset the impact such as a payment for the amenity value of the tree being removed (via s106), or replacement planting. j) may cause some practicality issues for example a development of 10 houses would need to provide just 1 allotment which may make management difficult and	e) it is more important to the community that the existing flora and fauna is preserved where possible and where not, it should be replaced with similar species. Mitigation measures in the form of financial contributions are not what is wanted by the community. j) It is nationally recognised that allotments bring a huge number of benefits to both individuals and local communities.	BP (B) removed BP (C) removed BP (h) now (f) 'Where appropriate' wording removed Wording added to BP (j) now (h) '*If the development site is not within a reasonable distance (3/4 mile) of existing allotments,* sufficient space should be identified…' Wording added to BP (k) now (i) '..open space with the opportunity for recreation and physical activity

		result in piecemeal placement of allotments across the town. This policy could potentially enhance a sense of community by requiring sites to contribute financially to provision on a designated site owned or managed by the community. The neighbourhood plan could allocate that site.	There is no space to expand current allotments and it has been noted by the Town Council that there are no allotments on east side of town.	*proportionate to the development* is expected..'
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Policy 8, paragraph d) and Policy 9, paragraph c)	The Town Council will need to ensure that policies meet the tests for s106 agreements which is likely to be the tool used by the Council to achieve the necessary infrastructure. Often the trigger for obligations like this would be "prior to occupation" so it may be worth aligning the policy wording with this.	Noted	No action taken
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Policy 14	Although we do not have any specific concerns with the infrastructure investment priorities outlined in policy 14, it may be preferable to use the policy to highlight the priorities and then suggest that contributions will be sought for these where appropriate and in accordance with CIL regulations. This slightly shifts the emphasis of the policy to confirm the degree of flexibility, whilst still making local priorities clear. We note that Cotswold District Council completes an infrastructure funding statement each year, where priorities for CIL spending are identified. The neighbourhood plan should align with this list.	Noted	No action taken
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at	Policy 18	There appears to be a discrepancy with the numbering and/or errors on the important views map which are outlined below.	Noted	MiMNPSG has reviewed and refined all Important Views

Evenlode, Moreton in Marsh and not in respect of any of their administrative functions				
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Policy 19	It is unclear whether or not this policy is referring to the 2018 Cotswold Local Plan (we suspect it is). As outlined above, the standard method housing requirement is now being used by Cotswold District Council after a significant change in circumstances. It may be worth considering something along the following lines: *Additional development which would result in Moreton-in Marsh growing by significantly more than the minimum number of dwellings required by the standard method or the latest Cotswold District Local Plan over this period (whichever is being used by the District Council to identify housing requirement at the time a decision is made), will not be supported.*	Yes, the development boundary map is taken from the 2018 Cotswold Local Plan.	BP (B) reworded: ~~Additional development which would result in Moreton-in-Marsh growing by significantly more than the minimum number of dwellings required by the Cotswold District Local Plan over this period, will not be supported~~ '*Development within the development boundary which delivers the number of dwellings required by the Cotswold District Local Plan will be supported'*
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Policy 20 paragraph f)	As with policy 14, the drafting may benefit from ensuring that any required contributions meet the relevant legal tests. Additionally, 'all developments' is incredibly broad and could mean anything from an extension to 100 homes. A caveat could be introduced to indicate that the contributions will be sought where appropriate and subject to the relevant legal tests.	Noted	BP (B) wording added: 'Larger residential schemes *(100 dwellings or more)* should promote non-car use..' BP (C,6) removed BP (e) reworded 'Proposals should seek, where possible, to create cycle paths so as to provide safe and effective routes across the Neighbourhood Area, and where possible join up with *the Local Cycle and Walking Infrastructure Plan (LCWIP)*

				and National Cycle *Network* ~~Ways~~.'
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Minor amendments and comments	• Policy 2, paragraph a) – should potentially refer to National planning policy and planning practice guidance rather than 'NPPF guidance' for clarity and accuracy.	Noted	BP (a) wording added: '..in accordance with NPPF *and PPG* guidance.'
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Minor amendments and comments	• Policy 3, paragraph a) - This policy refers to the "Moreton-in-Marsh Housing Needs Analysis". However, it is not clear what this document is. There is a housing need survey report published with the consultation, but it isn't clear whether this is what the policy refers to.	Housing Needs Analysis (HNA) prepared by Gloucestershire Rural Community Council (GRCC) in 2021.	HNA added as Appendix and reference to HNA added to BP (a).
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of	Minor amendments and comments	• Page 22 – this refers again to the 203 houses for Moreton in Marsh during the plan period, we consider that this figure will need to be updated as outlined above.	Noted	The most up-to-date figure will be inserted when the plan is submitted for examination.

any of their administrative functions				
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Minor amendments and comments	• View #18 is described as "Diamond Way footpath (HMM15) looking along River Evenlode". However, the River Evenlode runs north to south on the opposite side of Evenlode Road to where the view 'triangle' is shown on the important views map. HMM15 is also on the opposite side of the road. It is difficult to identify any of the viewpoint images which would fit where #18 is shown so we cannot see that #18 as shown on the map is fully justified. There appear to be similar errors with other view points (for example #21 which states it is looking from Evenlode Road but is actually from the A44). If the reference numbers have been mixed up or shown incorrectly on the map, the Town Council may consider it appropriate to hold a consultation specifically on the views to allow meaningful comment.	noted	MiMNPSG has reviewed and refined all Important Views
SF Planning on behalf of Gloucestershire County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions	Availability and Achievability	33. A site is considered to be appropriate for allocation where it is suitable, available and achievable. Above, the site is confirmed as being suitable given the current context. 34. In terms of both availability and achievability, the site is presently available for residential development, and there is no impediment to its delivery within the next five years. 35. The scheme on the adjacent allocated site was designed to enable future links to this site should it come forward for housing in the future and rights of access have been retained. 36. The site could be advanced quickly following the grant of permission and therefore could aid with housing supply in the short to medium term, thereby helping to sustain a five-year housing land supply of deliverable sites.	Moreton in Marsh Neighbourhood Plan is not allocating sites	No action taken
SF Planning on behalf of Gloucestershire	Conclusion	37. We consider, for reasons outlined in this submission that it would be appropriate for the NDP to allocate some sites to meet its housing needs.	Moreton in Marsh Neighbourhood Plan is not allocating sites	No action taken

County Council (as landowners of Land at Evenlode, Moreton in Marsh and not in respect of any of their administrative functions		38. The site should be one of those allocated for housing as it is ideal for residential development due to its sustainable location. It is available for development to be achieved in the short to medium term. 39. Development at the site would enable Moreton-in-Marsh to grow proportionately in a well-managed way and perform its functions as a principal settlement. This growth will in turn allow local businesses and services to grow too.		

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Moreton in Marsh Neighbourhood Plan 2018-2043 **Regulation 14 responses from Cotswold District Council**			**MiMNP Moreton-in-Marsh Neighbourhood Plan** **MiMNPSG Moreton-in-Marsh Neighbourhood Plan Steering Group** **CDC Cotswold District Council** **MiM Moreton-in-Marsh**	
Policy No.	**Policy Name**	**CDC Comments**	**SG Comments**	**Amendments made to Neighbourhood Plan**
	General Comment	For clarity include the Policy number, title and text within a single box, excluding the objective.	Noted	
	Housing Allocation	To note, the housing allocations in the supporting text are from the Local Plan – no new allocations are made. There is no requirement for Neighbourhood Plans to allocate housing sites.	Noted	
1	**Climate Adaptation and Energy Efficiency in Developments** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.*	This policy is compatible with Local Plan Policy INF10. It introduces new criteria on topics such as householder/ domestic renewable energy generation, car charging and energy assessments, which makes it a useful addition in tandem with the Local Plan. i. At criterion (a) it refers to land allocations without making any. Proposals would be a more appropriate word, as they would refer to any planning applications/proposals. ii. Criterion (b) is set out in Local Plan Policy INF10 1(b) and duplication is not required. iii. Criteria (c) and (f) could be moved to supporting text. They express encouragement for such development	i. Noted ii. As CDC Local Plan is undergoing an update, MiMNPSG wish to keep this BP in the interest of longevity. iii. The MiMNPSG are keen to show they positively support steps being taken to achieve zero carbon and focus energy use from renewable sources. iv. Noted v. Noted vi. MiMNPSG believe this should be considered on a case-by-case basis.	i.BP (a) reworded to '~~Land allocations and management~~ *proposals* which..' ii.No action iii.No action iv.BP (d) reworded to: *Where relevant and appropriate, energy assessment showing how new developments minimises carbon footprint and energy requirements should be submitted as part of the planning application.* *vii.* BP (e) reworded to: *Provision of electric vehicle charging, to account for current and projected future need, should be incorporated in relevant planning applications whether domestic, commercial or industrial uses.* v.No action

		but do not effectively change policy position. iv. Or they could be moved into the requirements of criterion (d); which should also be more specific on which new development this applies to, or state: where relevant or appropriate. In criterion (d) the term "conditional" should be changed and make it clear that an energy assessment should be submitted as part of a planning application. v. Criterion (e) could be worded more simply e.g. Provision of electric vehicle charging, to account for current and projected future need, should be incorporated in relevant planning applications whether domestic, commercial or industrial uses. vi. Consider whether there is evidence to make a requirement e.g. 10% or 20% of spaces.		
2	**Managing Flood Risk** *Jo Corbett – Senior Planning Policy Officer has been consulted on this policy and comments embedded.*	i. This policy duplicates much of Local Plan Policy EN14 and the NPPF. It is suggested that this policy is deleted unless it can be enhanced by anything specific, particular to Moreton. ii. Criterion (a) should also refer to PPG as well as NPPF. ii. Criterion (b) should refer to current NPPF or future iterations otherwise this will become outdated.	i. Community engagement showed very strong concern regarding flooding in MiM. Therefore the MiMNPSG want to keep this policy in. ii. Noted iii. Noted	i. No action ii. BP (a) wording added: '..in accordance with NPPF *and PPG* guidance.' iii. BP (b) wording added '..outlined in footnote 63 of paragraph 181 of the December 2024 NPPF *(or subsequent NPPF iterations),* will require a Flood Risk Assessment (FRA)..'

	Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.			
3	**Housing Mix** *Fin McEwan – Strategic Housing Specialist has been consulted on this policy and comments embedded. Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.*	i. The specific number of six dwellings in Criterion (a) is queried. Evidence would be required for this number. Suggest this is removed and all development delivering net new dwellings should show how they meet local need. ii. Alternatively, Local Plan Policy H2 Affordable Housing applies to 11 or more dwellings, or 6-10 in rural areas. iii. It is queried whether the Housing Needs Analysis was available for this consultation and if so, who it was prepared by? iv. Criterion (b) 25% Lifetime Home Standards – this has been superseded by M4(2) building regulations. Ideally all properties will be built to M4(2) standards to be accessible and adaptable. A criterion could be inserted to exclude developments where the applicant can provide viability evidence. v. To be more ambitions a certain proportion could be at M4(3) standard to be fully wheelchair accessible. However, 25% would seem high; query over	i. Noted ii. Noted iii. Housing Needs Analysis (HNA) prepared by Gloucestershire Rural Community Council (GRCC) in 2021. iv. Noted v. MiMNPSG wish to keep this BP in the interest of longevity of the community. vi. SG wish to provide options for smaller homes and also those wishing to find a smaller number of bedrooms but retain reception rooms. vii. Due to BP (a) being amended as above, SG believe BP (B, 5) can remain as currently worded. viii. Noted	i. BP (a) Wording amened '~~Proposals for more than six dwellings~~ *Any proposal which results in a net gain in dwellings* should demonstrate..' ii. Wording amened as above. iii. HNA added as Appendix and reference to HNA added to BP (a). iv. BP (b) reference to Lifetime Home Standards removed. v. No action taken vi. No action taken vii. No action taken viii. BP (b) amended to reflect CDC comment (iv) above.

		whether the Housing Needs Assessment provides evidence for this? vi. Criterion (c)(3) is this evidenced by the HNA in criterion (a). Could (c)(1) and (3) be merged? vii. Query over whether criterion (c)(5) could provide for "fully serviced" land? e.g. power grid, water, sewage connections. However, Local Plan Policy H1 requires 5% of plots are made available for custom build on developments of 20 dwellings or more. We understand the need to be satisfied by permissions district-wide. Is Moreton able to evidence a greater or unmet need at a local level to increase the % or lower the threshold? viii. Clarity between (b) and (c)[2] required.		
4	**Affordable Housing** *Fin McEwan – Strategic Housing Specialist has been consulted on this policy and comments embedded. Harrison Bowley – Head of Planning Services was consulted on*	i. Criterion (a)[2] could add that an affordable home should not be distinguishable from market homes in the same development i.e. "tenure blind". ii. Criterion (b)– remove as follows: ~~in all new housing developments providing affordable housing the first occupancy of all~~ affordable homes will be prioritised for households with… This should refer to the HomeSeeker Plus (or any subsequent) policy. It should be clear that the Local Connection Criteria (white box) is supplementary to the HomeSeeker Plus policy enabled by para 34.1 of their policy document. As such, the white box should also indicate what	i. Noted ii. Noted iii. Noted iv. The aim of the BP is to ensure affordable homes remain 'affordable'. Wording amended for clarity.	i. BP (a2) wording added '*tenure blind, i.e.* built using the same materials and in the same style as any market housing on the site. ii. Wording removed from BP(b) as recommended, Reference to HomeSeeker Plus added to Local Connection Criteria (white box). iii. BP (C) wording added '..Cotswold Strategic Housing Market Assessment 2015 (or subsequent updates) *or any local objectively assessed need*.' iv. BP wording amended 'Development proposals which safeguard a proportion of the affordable homes

	this policy and comments embedded.	the 'area' constitutes and the 'surrounding parishes' mentioned in para 34.1. iii. Criterion (c) as written this applies to all proposals, should it be only proposals that include affordable housing? Add: … Strategic Housing Market Assessment or any local objectively assessed need. iv. Criterion (d) our understanding is this would contradict national legislation. Could instead propose Discounted Market Sale (DMS) which can tie a perpetual discount to the land.		~~from future sale~~ and maintain affordability of the homes in perpetuity will be supported.'
5	**Well Designed Housing & Places** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded*.	i. Criterion (b) seems superfluous to (a). ii. Criterion (c) - Appendix A is not a Design Guide, and is labelled a Community Design Statement. It largely contains information on the national context of design guidance. The rest is information on heritage assets which can be separated if relevant to the Neighbourhood Plan iii. Criterion (g) whilst earthwork barriers can be appropriate alongside busy/ main roads, it can segregate the development from the current built form and lose the opportunity of good streetscape. iv. Criterion (h) what proposals would be appropriate; examples could be made in the supporting text. v. Criterion (j) has an appraisal of allotment supply in Moreton been undertaken? Would extending current sites be better	i. Noted ii. Noted iii. Noted. It is felt that the wording 'where these are in keeping with the existing streetscape. allows for interpretation to create a good streetscape. iv. Noted v. There is no space to expand current allotments. There are currently empty plots in the existing allotments. However, there are no allotments on east side of town. vi. Noted	i. BP (B) removed ii. BP (C) removed iii. No action taken iv. BP (h) now (f) 'Where appropriate' wording removed v. Wording added to BP (h) '*If the development site is not within a reasonable distance (3/4 mile) of existing allotments,* sufficient space should be identified…' vi. Wording added to BP (k) '..open space with the opportunity for recreation and physical activity *proportionate to the development* is expected..'

<table>
<tr>
<td></td>
<td></td>
<td>than smaller allotments on each development site? What size of development triggers this requirement?
vi. Criterion (k) best where these can be centralised to the development e.g. village green concept. Perhaps mention proportionate to the development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Parking in Residential Developments

Sarah Williams – Principal Transport Planner at Gloucestershire County Council has been consulted on this policy and comments embedded.
Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.</td>
<td>i. Criterion (a) the current parking provision is set out in the Gloucestershire County Council Manual for Gloucestershire Streets (July 2020) (MFGS), page 48, see excerpt below:
<table>
<tr><td>Urban (Rural)</td><td colspan="5">No. of bedrooms</td></tr>
<tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr>
<tr><td>Spaces</td><td>1 (1)</td><td>2 (1)</td><td>2 (2)</td><td>3 (2)</td><td>3 (3)</td></tr>
</table>
The policy proposes an additional space for 5+ bed houses. Is there justification or evidence e.g. surveys for this?
ii. The MFGS also has different criteria for rural dwellings. Unsure why less spaces would be needed in more car-dependent rural areas. Nonetheless, should a distinction be made in this policy too e.g. inside or outside the development boundary?
iii. Criterion (b) Query over whether the overall ratio needs to be maintained?
iv. Criterion (d) as garages are often used for storage, our understanding is GCC Highways do not accept garages in the count parking spaces, even if built to</td>
<td>i. As shown in the evidence, parking is an ongoing issue for MiM. The higher requirement reflects this and the concern for parking becoming worse in the future. SG understand MFGS gives recommendations and cross referencing against local evidence is encouraged.
ii. Unable to find reference to rural dwellings in MFGS
iii. Noted
iv. Noted
v. Due to MiM being a tourist destination, and the high number of holiday/short term lets, the SG believe the need for a higher ratio of visitor parking is needed to accommodate this.</td>
<td>i. No action taken
ii. No action taken
iii. BP (b) removed
iv. BP (c) wording removed: ‘~~Where garages are to be counted as an off-street parking space~~ the following minimum internal…’
v. No action taken</td>
</tr>
</table>

		appropriate minimum internal standards. v. Criterion (e) MFGS states visitor parking should be at 1 space per 5 residential units. Is there evidence for a significantly more onerous 1:2 ratio.		
7	**Brownfield First** *Fin McEwan – Strategic Housing Specialist has been consulted on this policy and comments embedded.*	Whilst this is a good objective, the policy criteria would not make any change to the determination of planning applications. Are there any sites that could be identified which could add to this policy? Or could consideration be given to lowering the affordable housing contribution on brownfield sites to increase their viability.	MiMNPSG have chosen not to identify brownfield sites through the Neighbourhood Plan. Affordable housing contribution is an important aspect of the MiMNP and therefore the SG do not want to decrease the contribution.	No action taken
8	**Hard Infrastructure**	No Comment		
9	**Soft Infrastructure** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.*	Criterion (b) Advise adding: 'or where capacity can be increased through the new development'. May need to consider how developers would contribute; is there a preference hierarchy e.g. on-site, s106 etc.?	The SG do not want to limit options for how the contributions can be made and would prefer the decision to be made on a case-by-case basis.	No action taken
10	**Principle Residence Housing**	i. Reasoned justification needs to be specific to Moreton and evidence should	i/ii/iii The MiMNPSG have asked CDC for information relating to MiM, but have been told there is no specific breakdown of numbers that are available. The TC and	i/ii/iii No action taken.

	Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.	show the % of households as second homes/ holiday lets. ii. Some authorities may have a minimum threshold of second/ holiday homes (e.g. 20%) before they would consider a principal residency policy. Cotswold District Council does not have such a threshold but the % should be evidenced as significant to take this policy forwards. iii. This restriction could also undermine viability and the delivery of affordable housing or local infrastructure.	SG do not have the resources to acquire this information out themselves.	
11	**Employment Land**	Could the supporting text outline the largest employment locations in the parish please?	SG have been unable to find out this information, please could CDC assist?	No action taken
12	**Small Business Units** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.*	Query over what constitutes "small"? Does this apply up to a certain floorspace or number of employees?	Small businesses, which in turn refers to small floorspaces.	Wording added to reasoned justification for clarification
13	**Retail Provision** *Harrison Bowley – Head of Planning Services was consulted on*	i. Moreton is designated as a Key Retail Centre in the retail hierarchy of Local Plan Policy EC7. ii. The policy proposes a Core Retail Area. The Steering Group could propose to alter the Key Retail Centre boundary, which	i. Noted ii. SG believe the LP Key Retail Centre map does not include the entire retail area, and not wish to alter the Local Plan map. iii. Noted iv. Noted.	i. No action taken ii. No action taken iii. No action taken iv. No action taken

	this policy and comments embedded.	would be clearer, and ensure LP Policy EC7 still applies. iii. However, there needs to be clear evidence for either and there is not enough justification for the location of the boundary. iv. Could also mention retaining a retail/ shopfront appearance even if e.g. converted to holiday let.		
14	**Infrastructure Investment Priorities** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded*.	i. There is some overlap with Policy 9. These policies could be merged or at least ensure they are compatible. ii. For example, if viability only allows a certain amount, would the priorities of Policy 9 or 14 come first? How are these to be delivered, s106 or CIL? iii. As currently worded the policy implies that all developments of 10 or more are expected to contribute to this fixed list of infrastructure priorities, regardless of whether the development creates a need or is related to those improvements.	i. Policy 9 is aimed at housing infrastructure, Policy 14 is aimed at CIL/S106 contributions to benefit the community. ii. As above. iii. This is correct	i/ii/iii. No action taken.
15	**Local Green Spaces** *Lesley Davis – Planning Policy officer has been consulted on this policy and comments embedded*.	i. A separate paper could be provided (to save making the NP too long), as more evidence is required to show how the proposed sites meet the high threshold for designation as Local Green Space; particularly around the special qualities: beauty, historic significance, recreational value, tranquillity, richness of wildlife.	i. Noted ii. Thank you! iii. Noted iv. Noted v. This is an important part of the criteria for the MiMNPSG	i. Additional information added ii. advice taken from Mark Harrision (CDC) iii. No action taken iv. Meeting between Mark Harrison (CDC) & SG 07/11/2025 to discuss all LGS designations v. No action taken

		ii. Cotswold District Council can support the production of this with methodologies, templates and advice. iii. Unable to support or resist designation of any of the proposed Local Green Spaces until more understanding of their qualities is brought forward. iv. Cotswold District Council to cooperate on Local Green Space prior to next consultation. v. Criterion (b) not required as all other relevant policies in the development framework would still apply?		
16	**Non-designated Heritage Assets** *Danielle Berry – Natural, Built and Historic Environment Team Manager was consulted but opted to defer response to NP Officer Harrison Bowley – Head of Planning Services was consulted on this policy and*	i. Could remove criteria (b) and (c) as already set out in Local Plan Policy EN12. Neighbourhood Plans generally just identify which Non designated Heritage Assets apply to the Local Plan policy. ii. Criterion (c) should be more specific on the types of development e.g. changes of use with no physical alterations could apply to this policy as written. iii. A list of Non-designated Heritage Assets is provided in Appendix D but there is no justification/ evidence for each. iv. Cotswold District Council can support the production of this with methodologies, templates and advice. v. There is also a list of historic assets starting on page 71 of the Neighbourhood Plan document – can these be consolidated to one list? Listed buildings	i. Noted ii. Noted iii. Noted iv. Noted v. Noted vi. Noted	i. BP (B) & (C) removed & evidence referring to Local Plan & NPPF added ii. BP C removed. iii. No action taken iv. As above v. As above

	comments embedded.	do not need to be included as they have protection at a national level.		
17	**Biodiversity** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded*.	i. Policy numbering/ lettering needs reordering. ii. Generally supportive of this policy, but criteria could be streamlined, duplicate wording in many places. iii. Criterion (f) are any Biodiversity Opportunity Areas proposed in the Neighbourhood Plan or exist in the parish? Parts that are replicating Biodiversity Net Gain (BNG) should be removed. iv. Criterion (h) other relevant policies in the development framework will apply regardless. v. Criterion (g) how would an applicant "ensure the viability of the surrounding Cotswold National Landscape"? Refers to both SLA and CNL in the same sentence.	i. Noted ii. Noted iii. No Biodiversity Opportunity Areas identified within the Parish. iv. MiMNPSG would like to keep this in. v. By producing reports showing how the surrounding CNL has been considered. SLA & CNL are equally important to the MiMNPSG, which is why they are both mentioned in the policy wording.	i. Numbering/lettering amended ii. Reword BP (f) (see below) iii. Reference to Biodiversity Opportunity Areas removed from BP (F). iv. No action taken v. No action taken
18	**Important Views**	i. The policy text refers to Protected Views, whereas the policy title is Important Views. Suggest the use of Important or Key Views, as difficult to "protect" views in the English planning system. ii. Criterion (c) is too strong. See this adopted wording from Hauxley Neighbourhood Plan (Sep 2024): Development proposals throughout the Neighbourhood Area must be sensitive to the importance of maintaining key views.	i. Noted ii. Noted iii-iv MiMNPSG has reviewed and refined all Important Views	i. Amend policy wording to refer to Important Views ii. Amend BP (c) wording '~~Development proposals which would have an unacceptable impact on a Protected View will not be supported.~~ *Development proposals throughout the Neighbourhood Area must be sensitive to the importance of maintaining key views*. The objective of this policy is to ensure that the

		iii. Better where possible to consider how design policies on specific streets/ buildings could be used to maintain the built form in a way that protects the key views in regards streetscape. iv. Or in more open settings, could a view form part of a Local Green Space or Protected Open Space designation, which would give stronger protection. v. For example, in Appendix D View #8 Western Entrance to Town Centre … "demonstrating how important the trees and grass verges are". Perhaps better to protect those verges and trees as Local Green Space, in turn protecting the view.		town maintains its links to the surrounding countryside which is important to its residents. iii-iv Important Views list condensed
19	**Development Boundary** *Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.*	i. The policy does not appear to alter the Development Boundary already set out in the Local Plan. ii. Criterion (b) is not positively worded and does not support the principle of sustainable development, suggest removing.	i. The policy is not altering the development boundary; it is identifying it for the purpose of the policy. ii. Moreton on Marsh has accepted a lot of development and want to acknowledge this.	i. No action taken ii. BP (B) reworded: ~~Additional development which would result in Moreton-in-Marsh growing by significantly more than the minimum number of dwellings required by the Cotswold District Local Plan over this period, will not be supported~~ '*Development within the development boundary which delivers the number of dwellings required by the Cotswold District Local Plan will be supported'*
20	**Transport & Active Travel** *Sarah Williams – Principal*	i. Criterion (a) is compatible with the additional parking requirements of Policy 6, by taking parked cars off the street and making streets more accessible for non-car users.	i. Noted ii. Noted iii. Noted iv. Noted	i. No action taken ii. BP (B) wording added: 'Larger residential schemes *(100 dwellings or more)* should promote non-car use..'

	Transport Planner at Gloucestershire County Council has been consulted on this policy and comments embedded. Harrison Bowley – Head of Planning Services was consulted on this policy and comments embedded.	ii. Criterion (b) clarification on what constitutes a larger residential scheme is required. iii. The numbered list in part (d) are the core design principles from the Cycle Infrastructure Guidance LTN1/20 However, 3 is Coherence and 5 is Comfort. This is also referenced by Active Travel England. 6 is superfluous and protection of trees/hedgerows are elsewhere both in the plan and the Local Plan. iv. Criterion (e) should also refer to the Local Cycle and Walking Infrastructure Plan (LCWIP) which has a corridor running north from Stow-on-the Wold to Moreton train station. Also, replace Ways with Network please.		iii. BP (C,6) removed iv. BP (e) reworded 'Proposals should seek, where possible, to create cycle paths so as to provide safe and effective routes across the Neighbourhood Area, and where possible join up with *the Local Cycle and Walking Infrastructure Plan (LCWIP) and* National Cycle *Network* ~~Ways~~.'

Additional Amendments to Neighbourhood Plan

Reference	**Amendment**
Plan period	Amended from 2017-2031 to 2017-2043 as per recommendation from Mark Harrison, CDC
Policy 15-Local Green Space	LGS renumbered & maps amended for clarity
Policy 18-Important Views	Number of Important Views reduced from 40 to 12
Policy 13-Retail Provision	Objective 9 added to policy
Para 102, Pg 57	Sentence added at beginning of BP to explain development boundary: 'Policy DS2 of the Cotswold District Local Plan defines a Development Boundary around the town, within which development will be permissible in principle'
Pg 26: Housing Allocations in Cotswold Local Plan	Wording added: *Note: The Cotswold District Local Plan Update Consultation*[1] *Moreton-in-Marsh is identified as a potential strategic growth area with a suggestion of 1,500 additional homes by 2041*.
References to Areas of Outstanding Beauty (AONB)	References amened to the Cotswold National Landscape to reflect National rebranding of AONB's

[1] Folder: Local Plan Update Consultation | Cotswold District Council

Cirencester Neighbourhood Plan
Submission Version

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Cirencester
Neighbourhood Plan

JANUARY 2026

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 Feria 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.

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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*
- *Policy Maps*

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 Dobunnorum, 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 burgage 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.

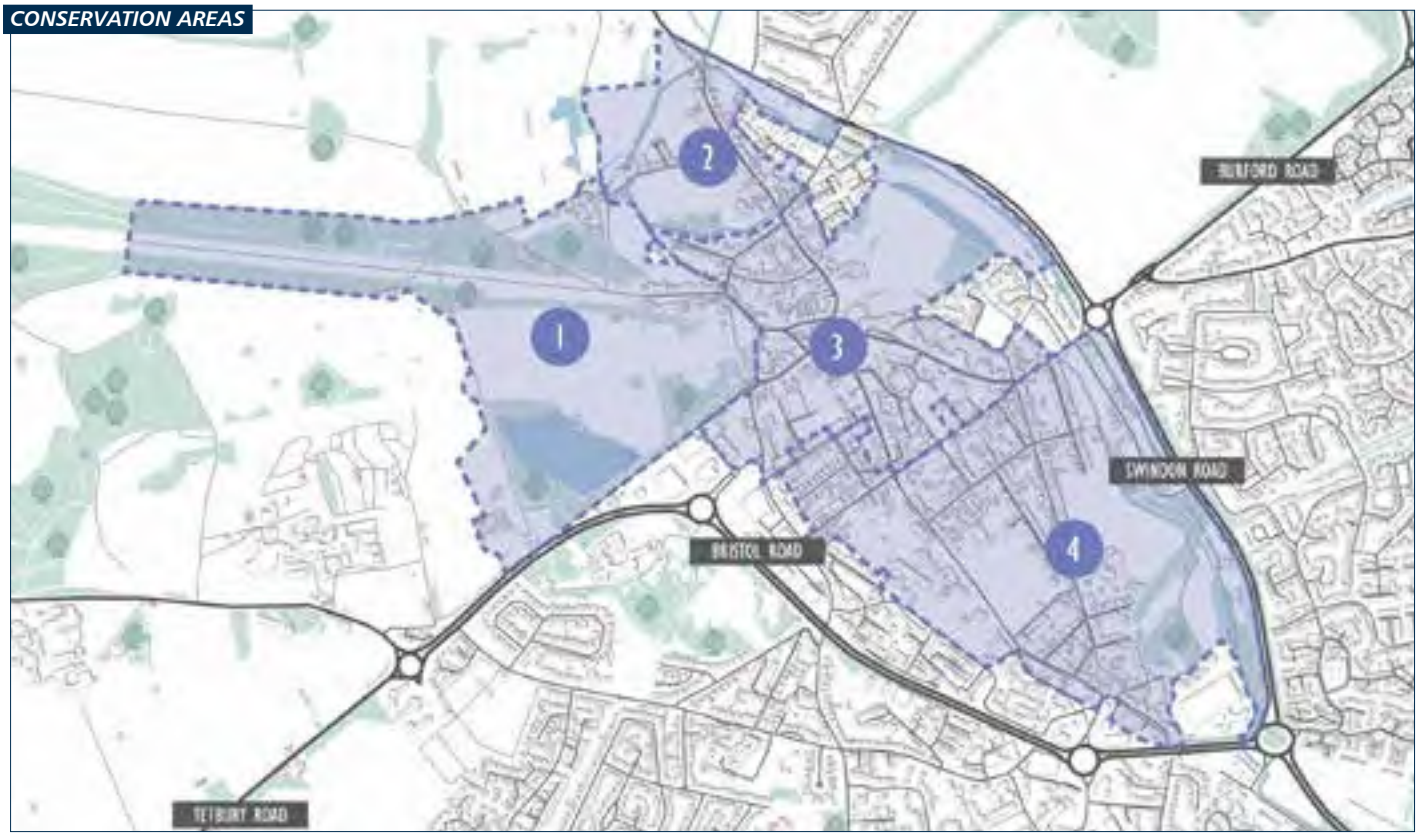
1.18 The 17th Century was a time of conflict with Civil War. Cirencester was on the Parliamentary side and in 1642 the coach of Lord Chandos arriving in the town to enlist men for the King's service was destroyed, the first overt act of Civil War violence. In 1643 the town was stormed by Royalist troops 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.



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.

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.

24 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 nolocal 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.

ECONOMIC DEVELOPMENT AND SKILLS RETENTION

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

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 alocal 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.

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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.

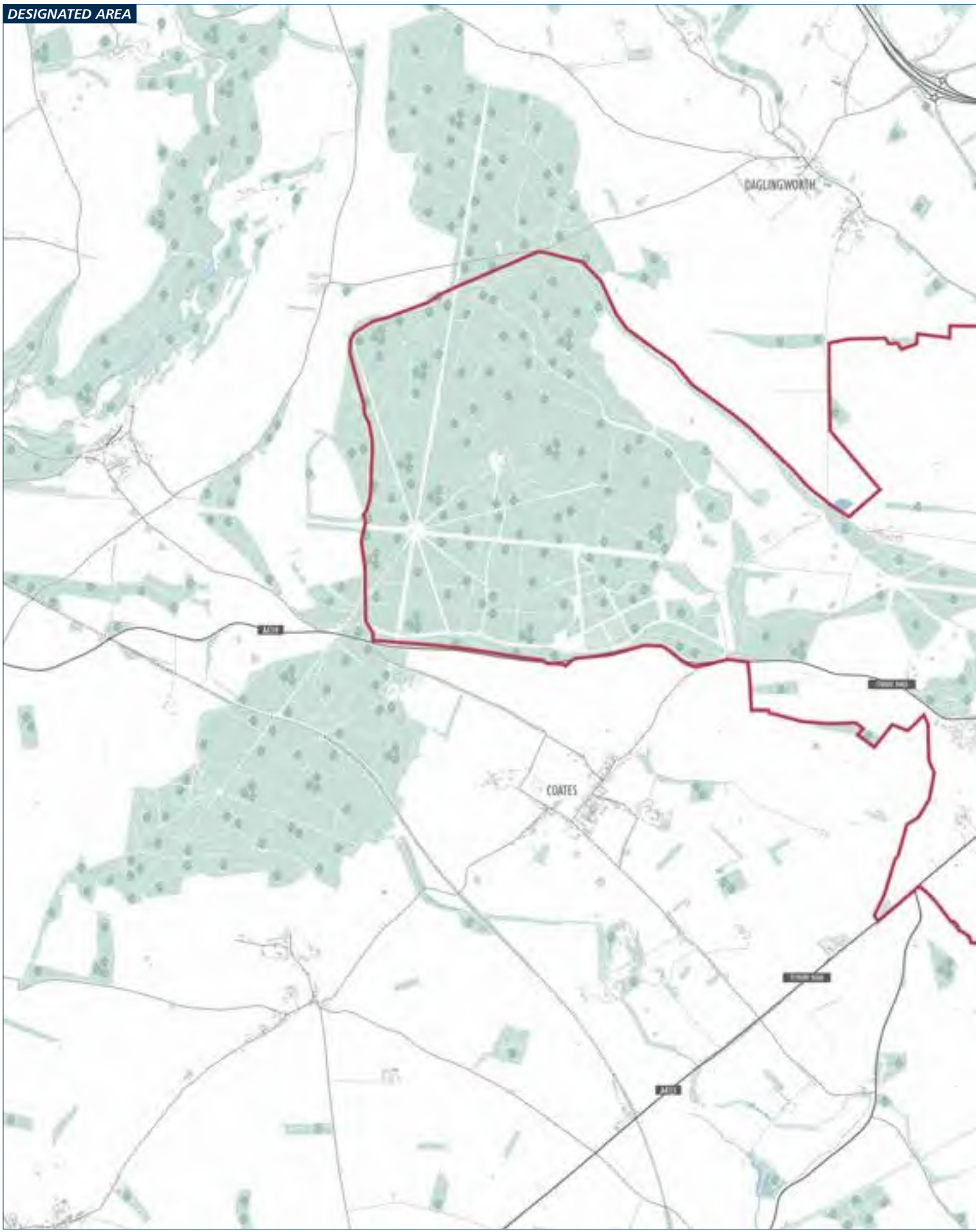
3.15 The feedback and comments from the public and statutory consultees were collated and presented to the Steering Group in May 2024 and further analysis undertaken.

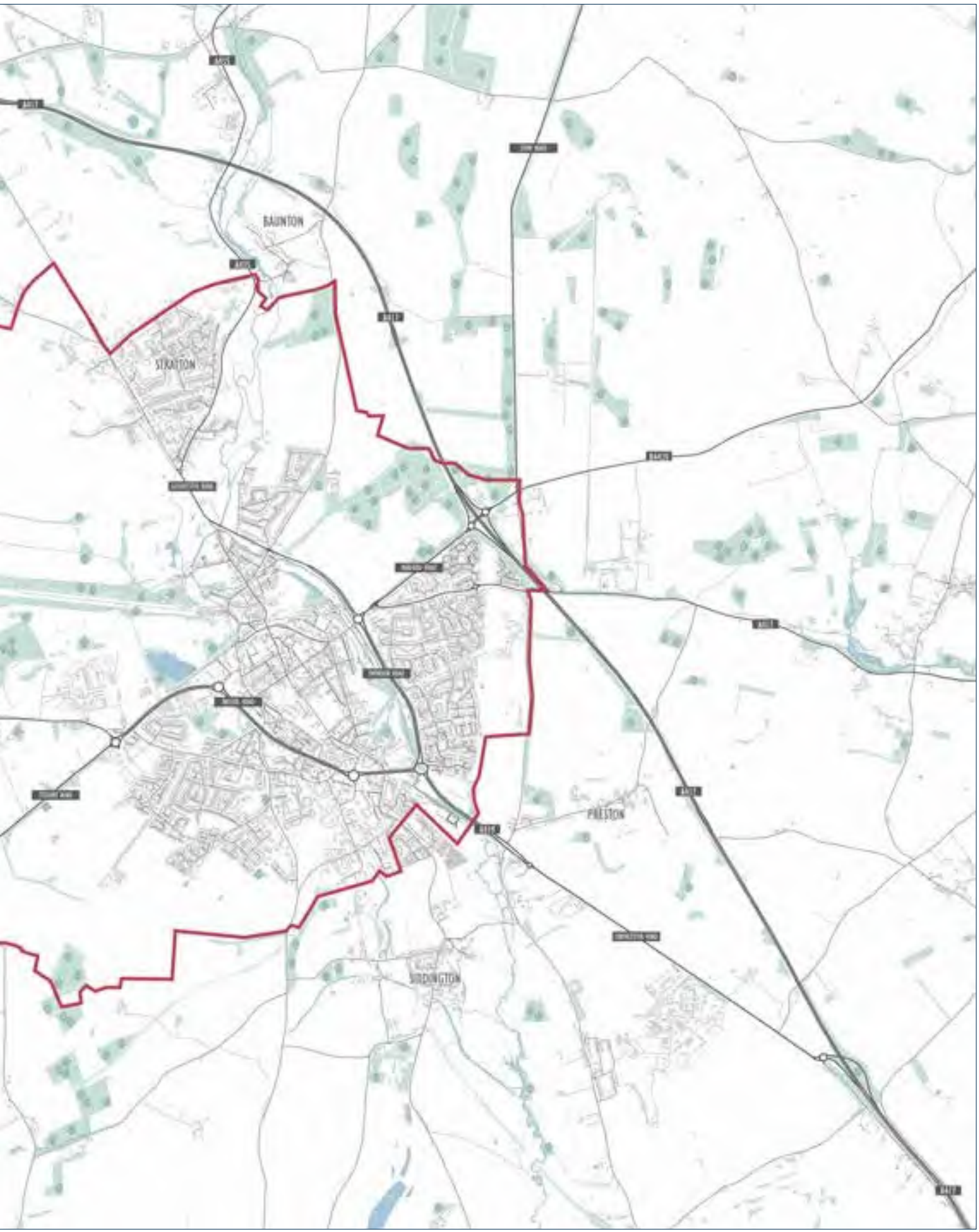
3.16 In consultation with Feria Urbanism and the Steering Group the Reg 14 document was revised between August and October 2024 and the Reg 16 Neighbourhood Plan was drafted.

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
DAGLINGWORTH
COATES


BAUNTON
STRATTON
PRESTON

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.

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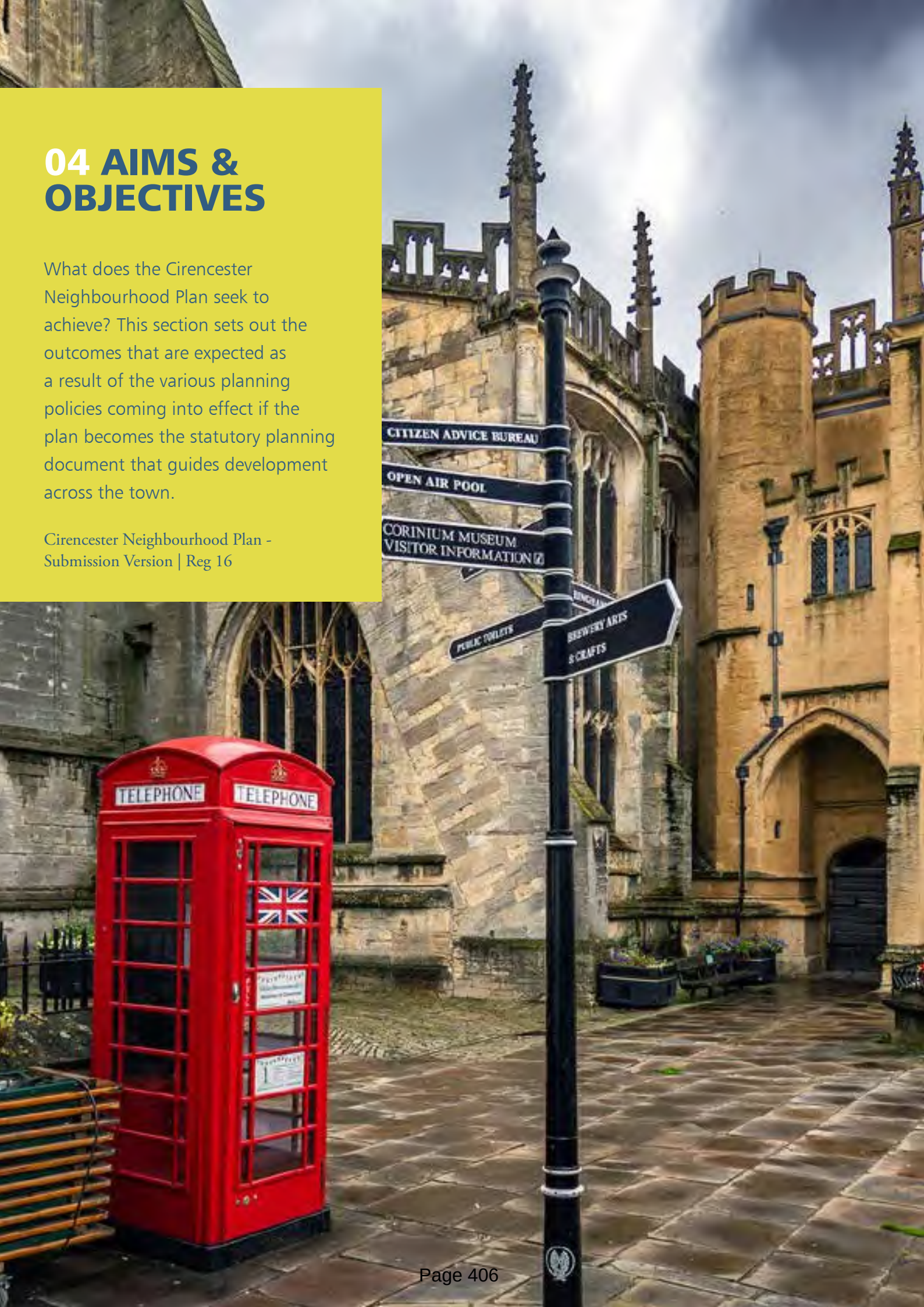

04

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. [Polices 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.

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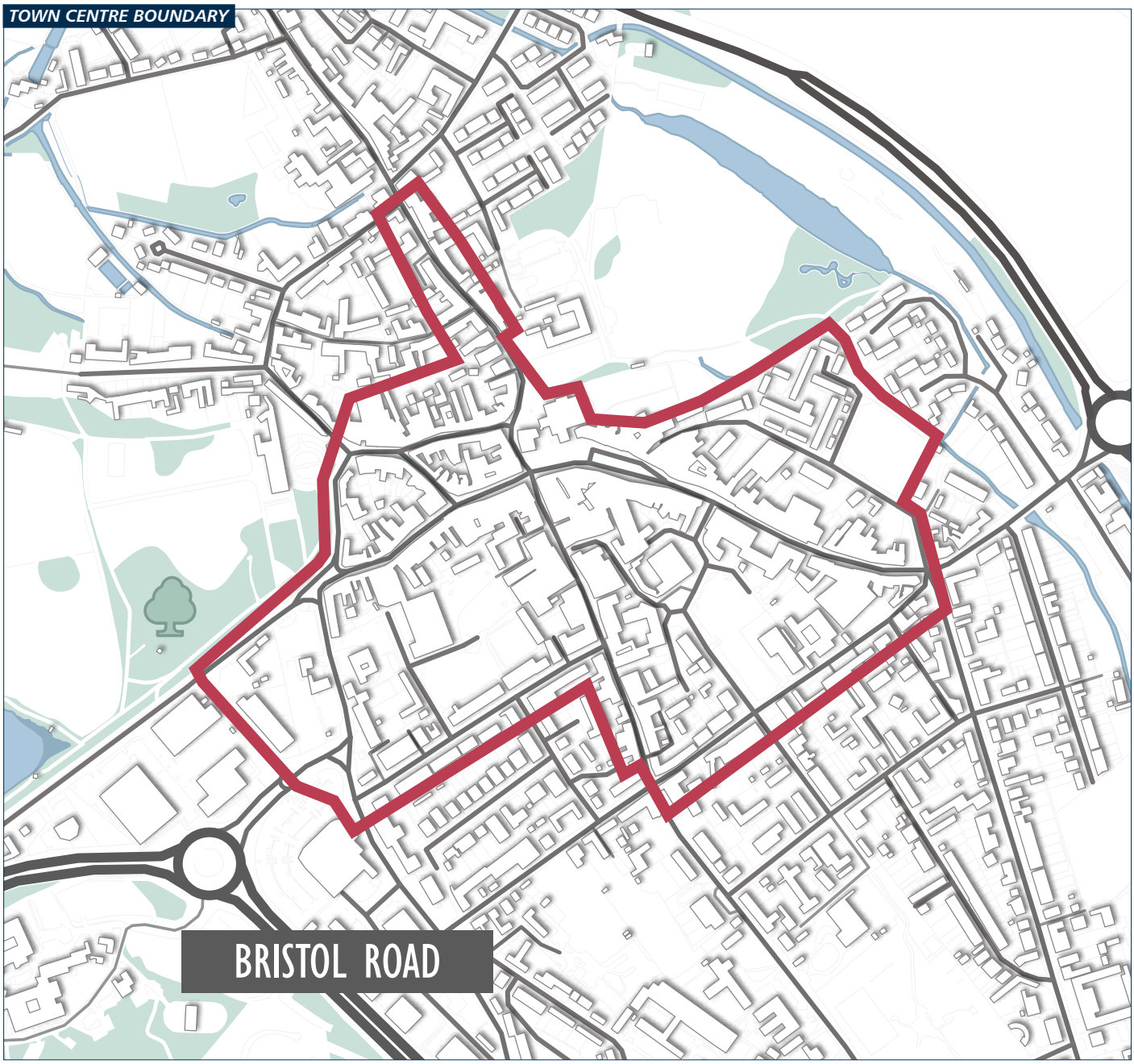
POLICY TC1 – TOWN CENTRE AND AREAS OF DISTINCTIVE CHARACTER

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.

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.

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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).

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

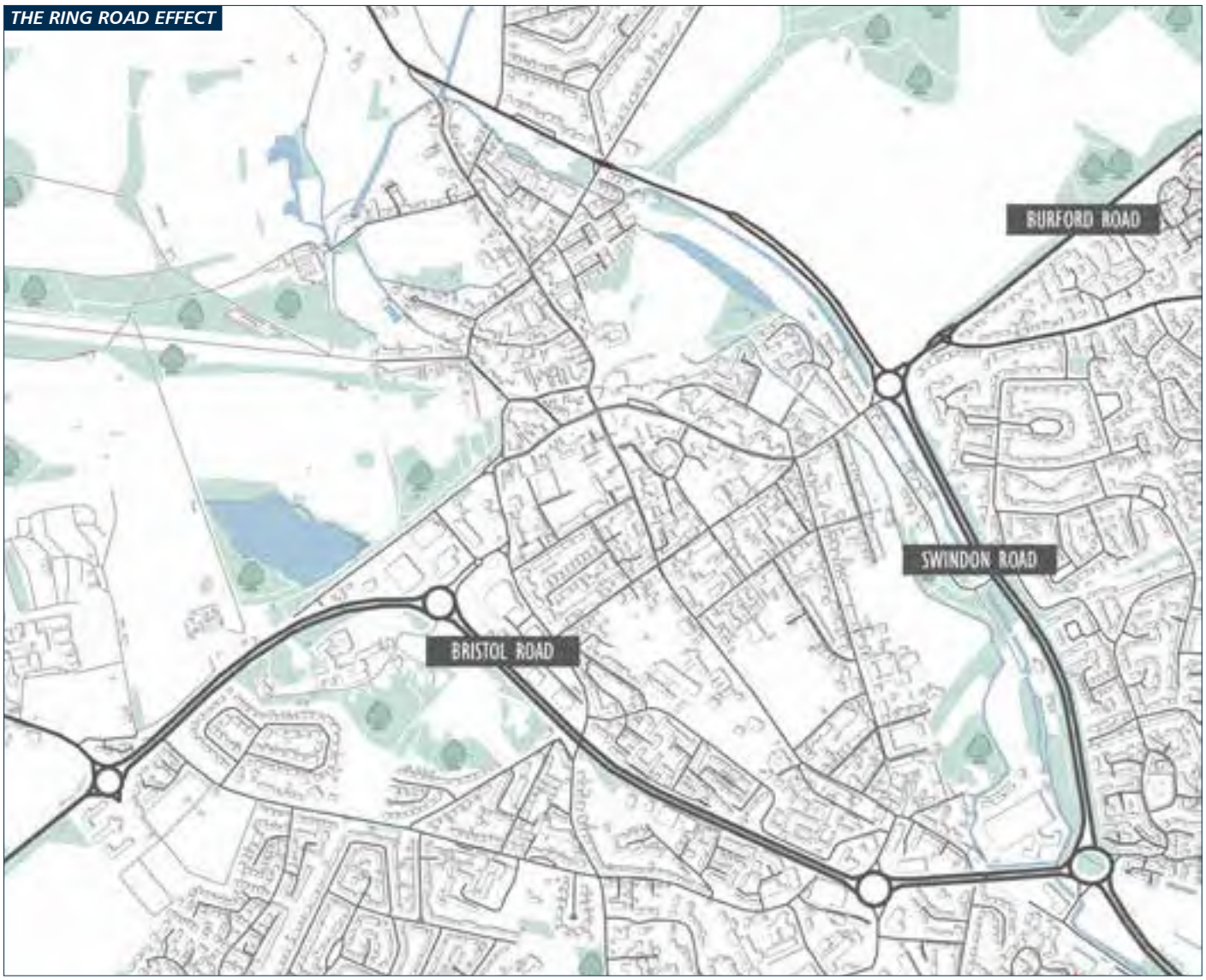
Support will be given for the development of an integrated mobility hub that includes ease of access to, and accommodation of:

a) local buses;

b) regional and national coaches;

c) very light rail, including other emerging transport modes;

d) taxis;



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.

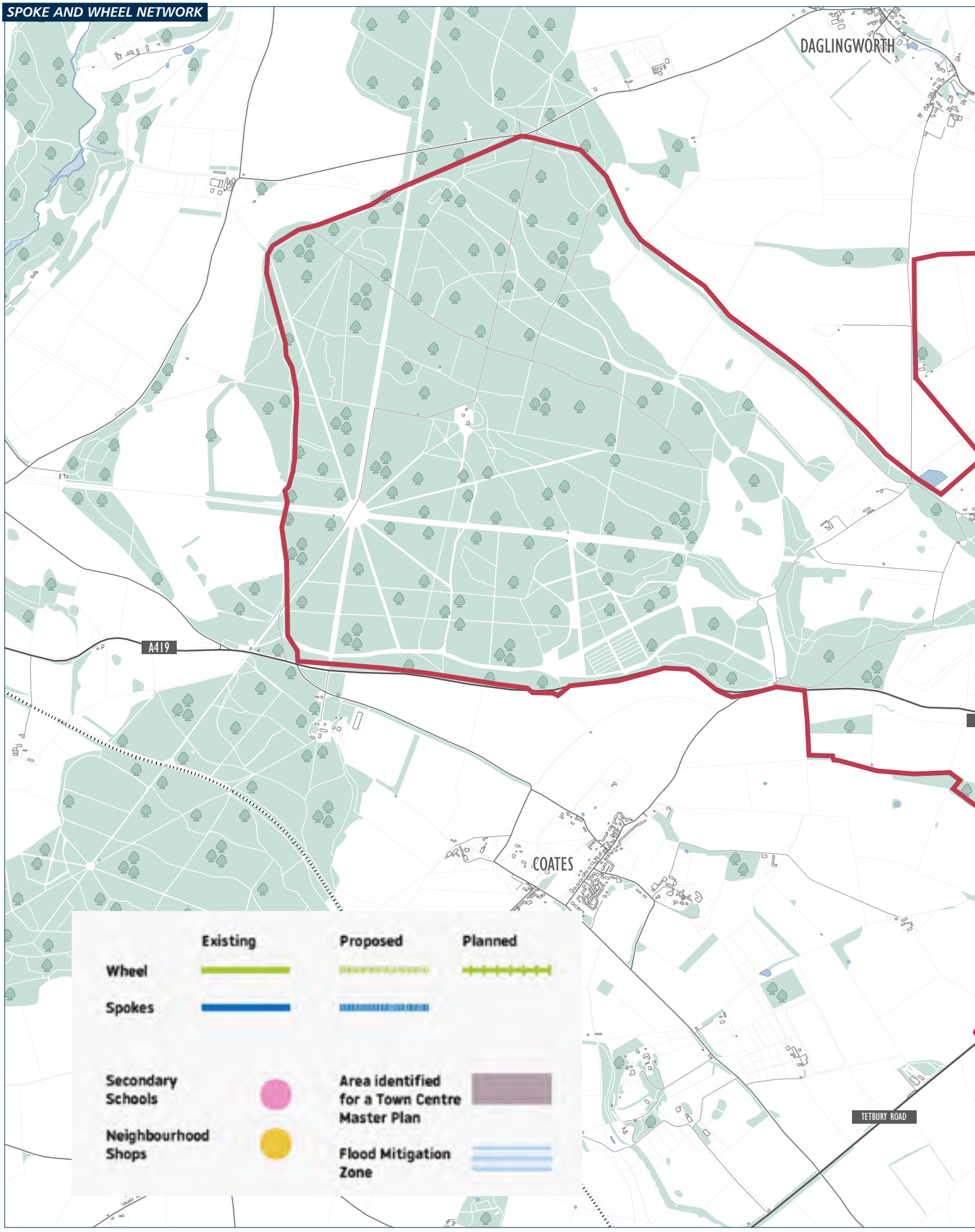
POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS

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
DAGLINGWORTH
A419
COATES
TETBURY ROAD
Existing
Proposed
Planned
Wheel
Spokes
Secondary Schools
Neighbourhood Shops
Area identified for a Town Centre Master Plan
Flood Mitigation Zone

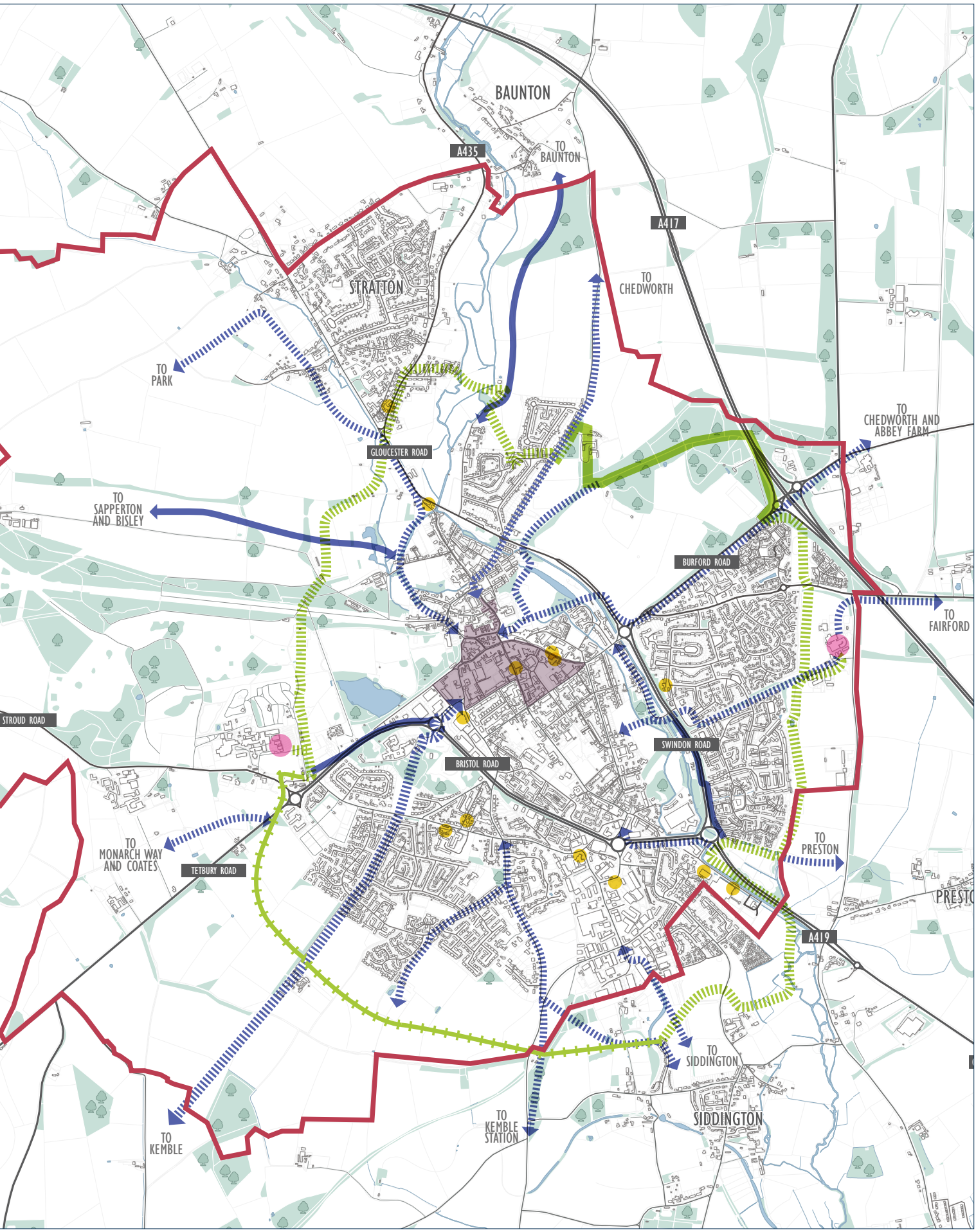

BAUNTON
A435
TO BAUNTON
A417
STRATTON
TO CHEDWORTH
TO PARK
TO CHEDWORTH AND ABBEY FARM
GLOUCESTER ROAD
TO SAPPERTON AND BISLEY
BURFORD ROAD
TO FAIRFORD
STROUD ROAD
SWINDON ROAD
BRISTOL ROAD
TO MONARCH WAY AND COATES
TETBURY ROAD
TO PRESTON
A419
TO SIDDINGTON
SIDDINGTON
TO KEMBLE STATION
TO KEMBLE

Table 1 – Proposed Connections between Town & Countryside

Connection	Description
Connectivity to Kemble Station	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. 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. Today, this station is not fully utilised because of a poor bus service connection and no safe at-grade cycle routes. Improved connections need to be established through the week including early morning and late evening and weekends.
Cotswold Water Park & South Cerney	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. 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".
North up the Churn	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.
West via the Old Bisley Road	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.
East to Fairford and the Eastern Cotswold Water Park	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.
Monarch's Way	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. North to Chedworth via Old Railway Line 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.

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 supported 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.

6.19.3EASE 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;

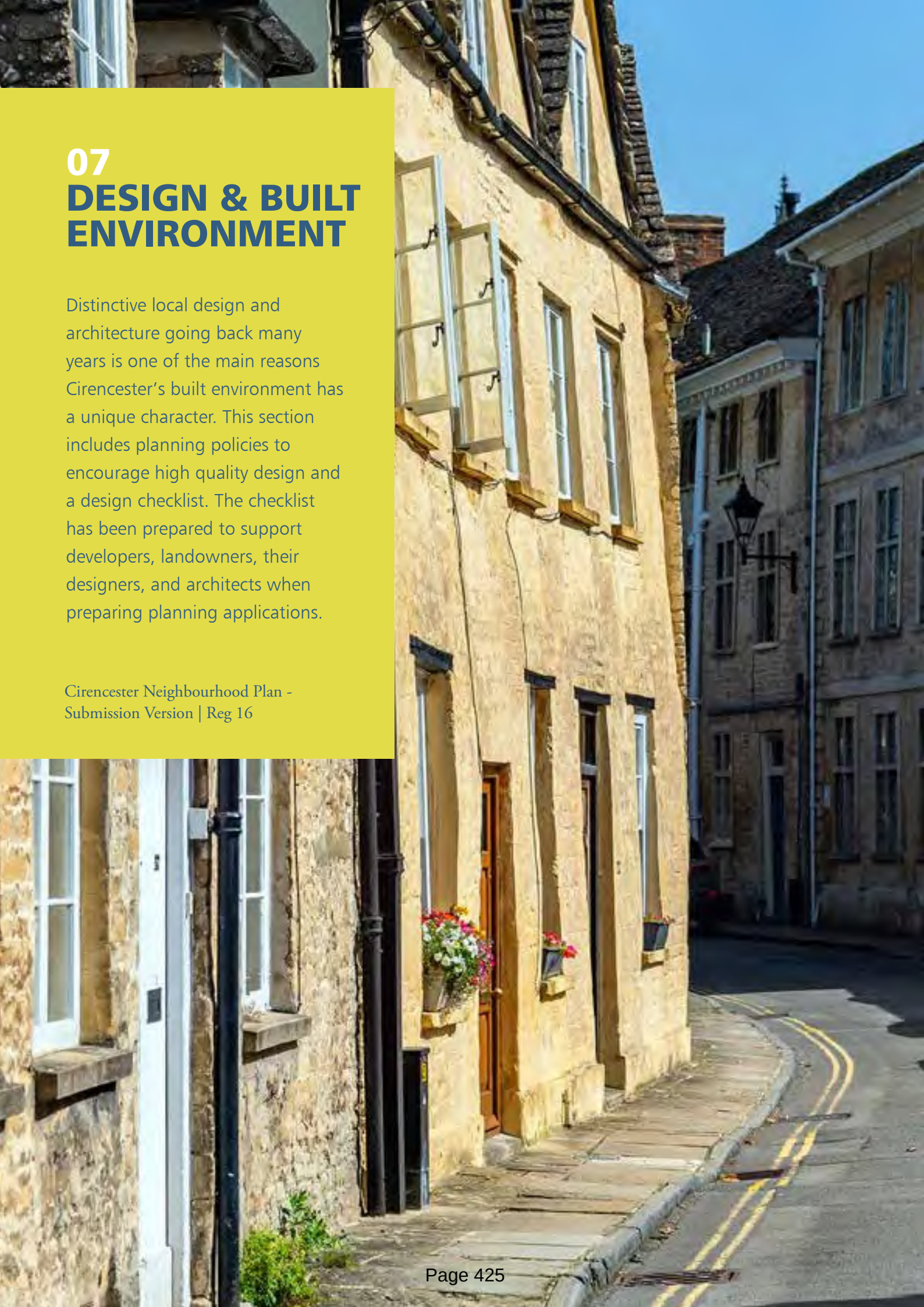
6.24.4 public transport, including tourist buses, and a plan for access to public transport;

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.



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. (Location: Trinity Road and Watermoor Road)

b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also a valued green space. (Location: Whiteway View and Bowling Green Lane)

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. (Location: Tower Street)

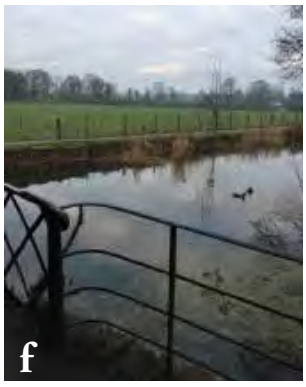
d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the St John Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building. (Location: 29 - 35 Market Place)

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. (Location: Somerford Road)

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. (Location: Gloucester Street and Park Street/Thomas Street)

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. (Location: Barton Lane)

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. (Location: Gloucester Road)



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 200m^2 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/m^2/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/m^2/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/m^2/year (subject to building use) and a space heating demand of less than 15 kWh/m^2/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

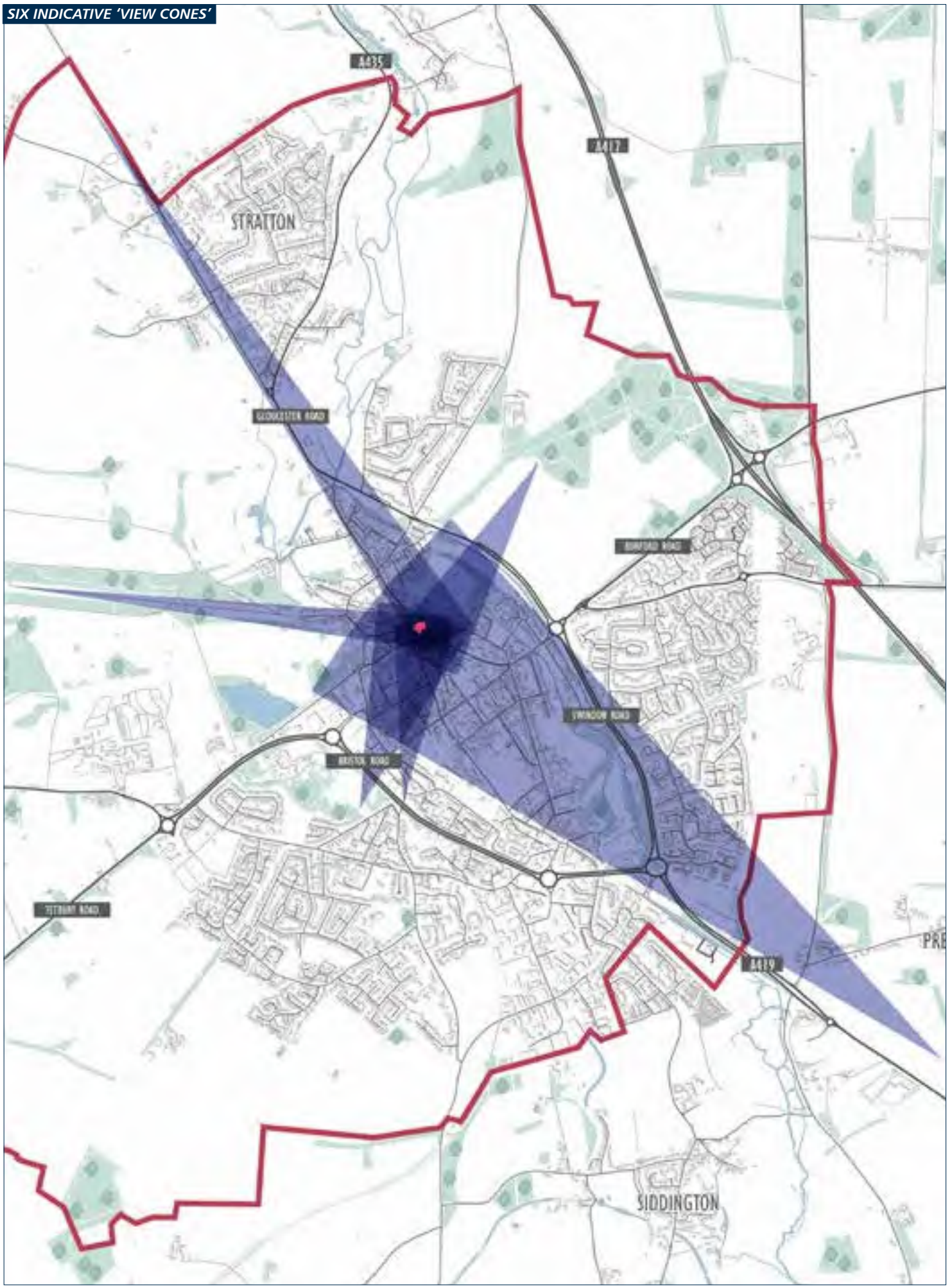
Amphitheatre - Cotswold Avenue

Preston - Kingshill Lane

Cirencester Park - Cecily Hill

Gloucester Road

Tar Barrow - Grove Lane


SIX INDICATIVE 'VIEW CONES'
A435
A417
STRATTON
SIDDINGTON

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.

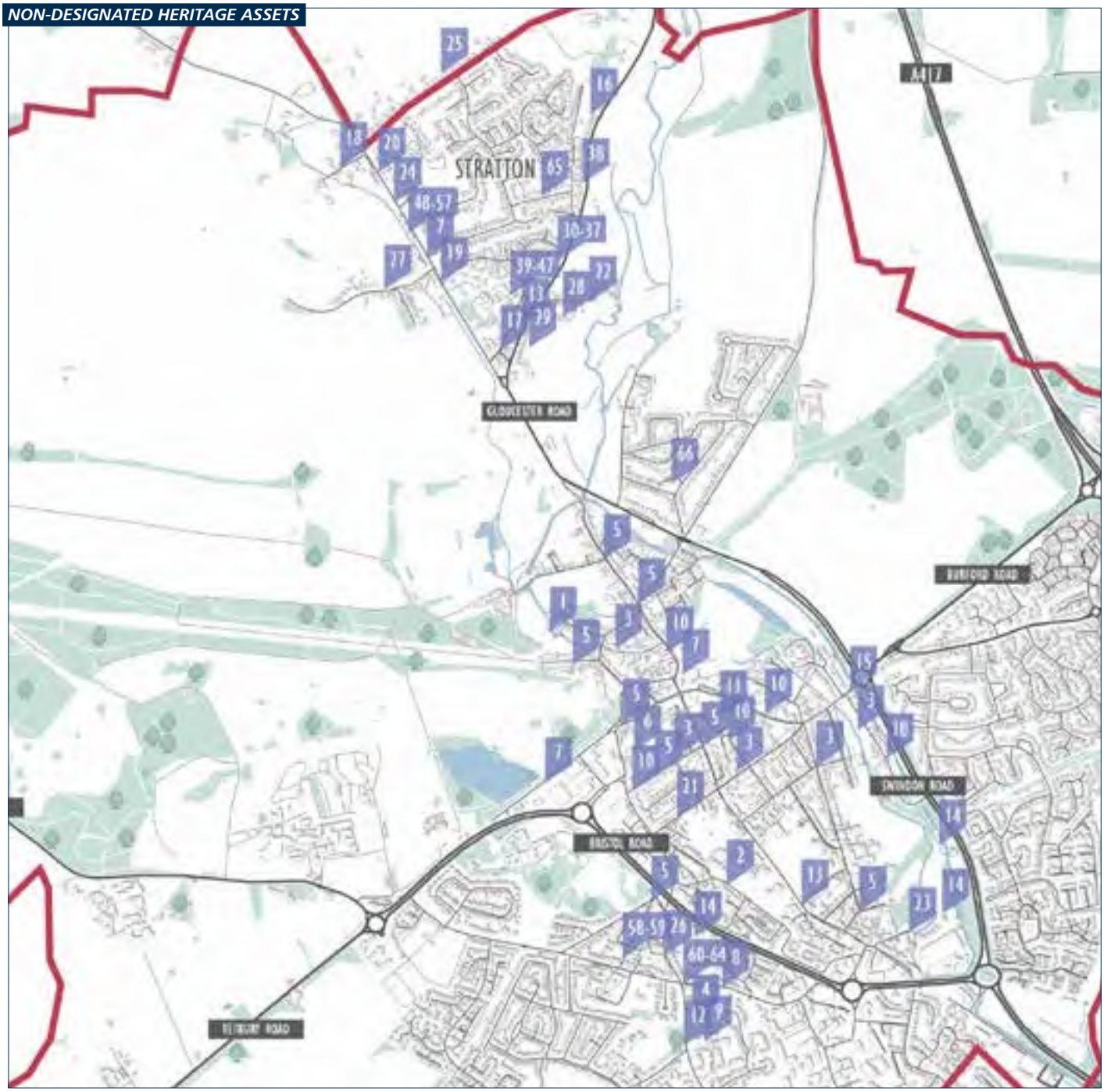
7.12 The critically important views of the St John Baptist church tower are categorised into three types – glimpsed, framed, and panoramic. Streets such as Dollar Street, Black Jack Street, and The Waterloo all benefit from glimpses of the tower rising above the contextual rooflines whereas South Way, 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 toThe 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 Apendix 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 onto 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 fromthe 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, sub-division 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.

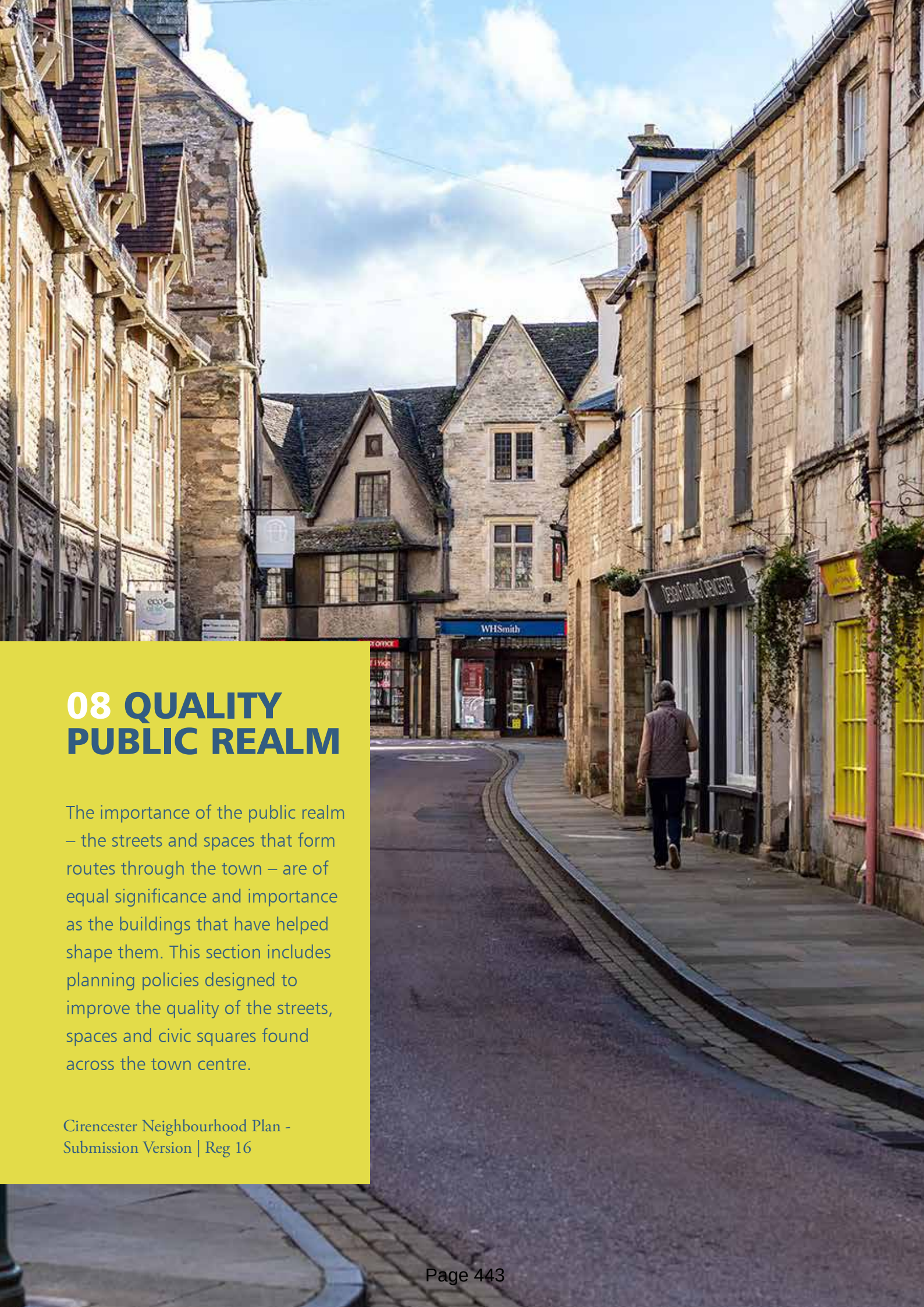
7.82.10 External public street lighting should ensure the safety and security of pedestrians and cyclists. It should be as unobtrusive as possible and integrated into the landscape. Doors and windows facing the street, when lit at night, can reduce the need for external lighting and ensure that people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

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 Areas of Distinctive Character which include a network of historic streets, parks, gardens, and public open spaces 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.

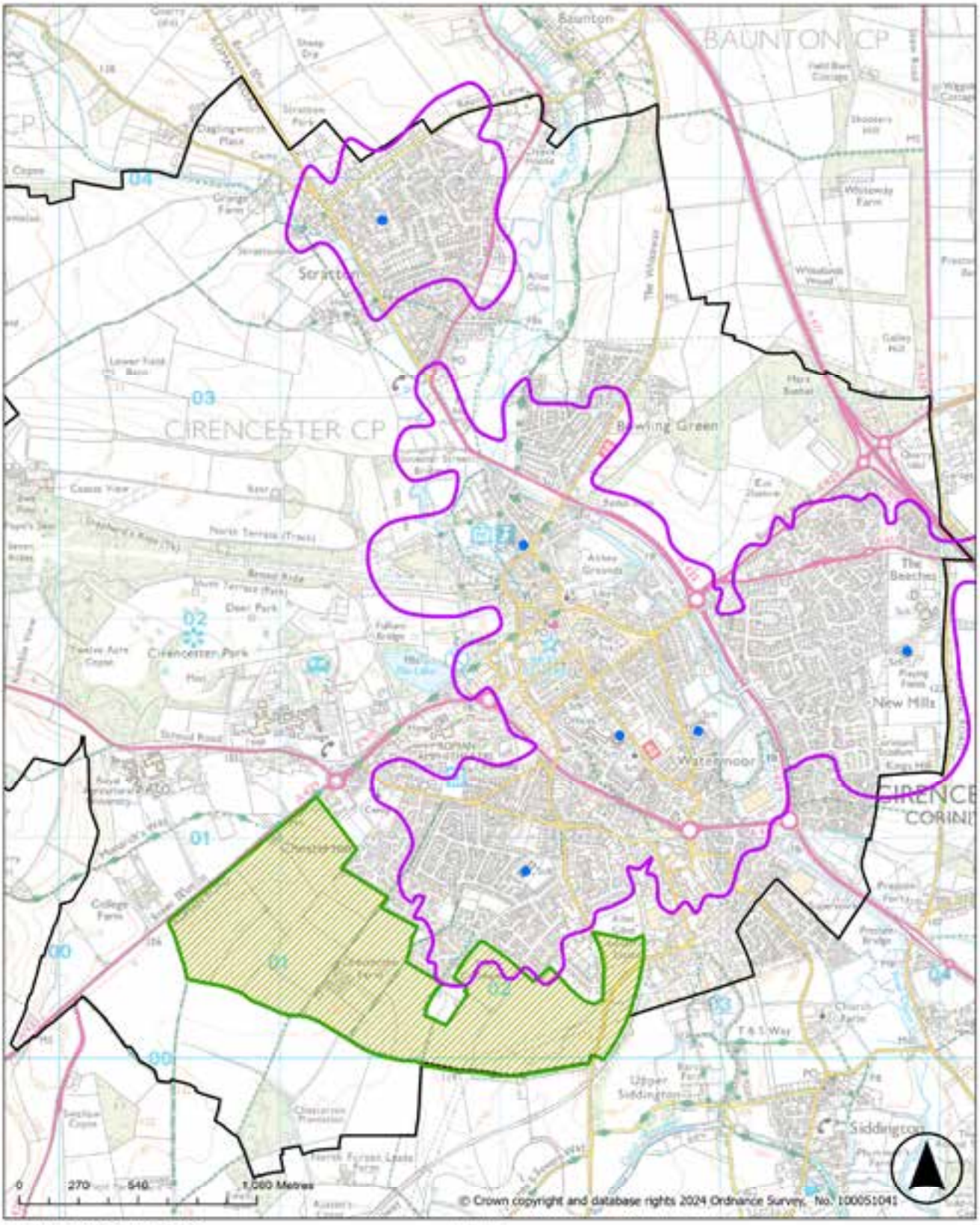
9.13 Other funding to support and strengthen the 20 Minute Neighbourhood model should also be actively sought and/or allocated by Cirencester Town Council and Cotswold District Council.

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.

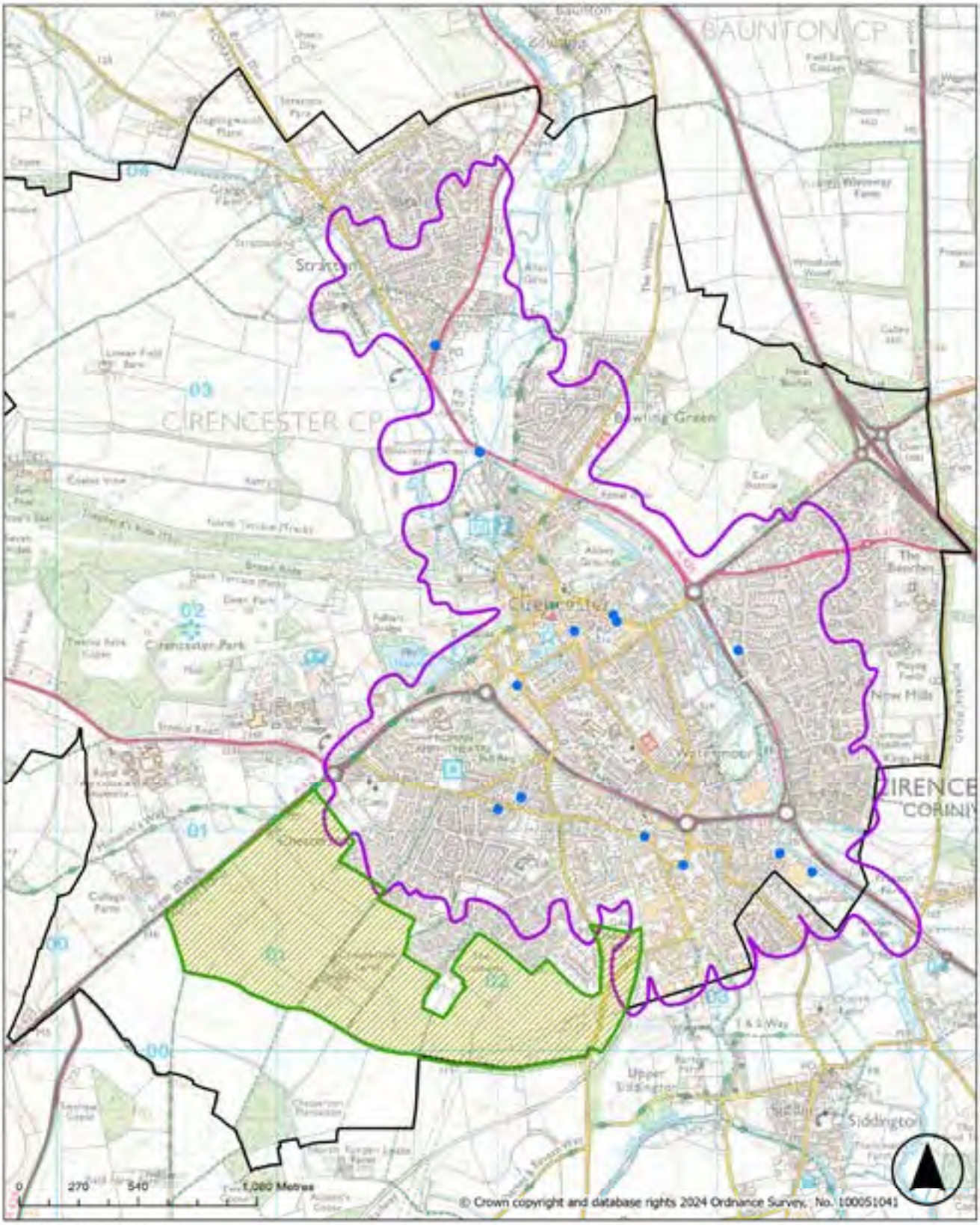
9.17 Most of the outlying residential neighbourhoods of Cirencester are not within a 10-minute walk of the town centre to enable everyday use. Improving the



PRIMARY SCHOOLS

Legend

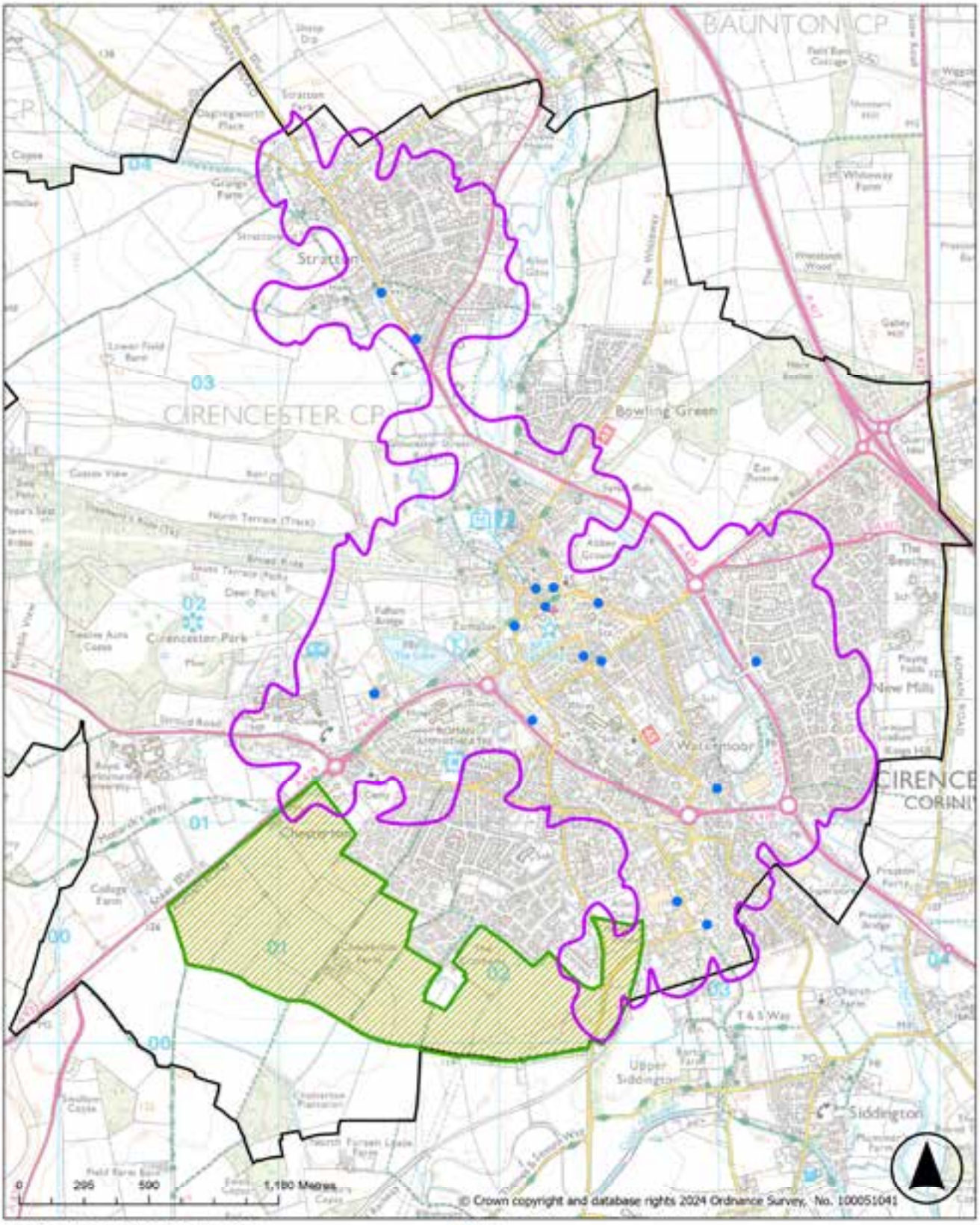
- Primary Schools
- Steadings Strategic Development site
- Area covered within a 10 minute walking speed of 5km per hour to a primary School
- Cirencester Parish



GROCERY SHOPS

Legend

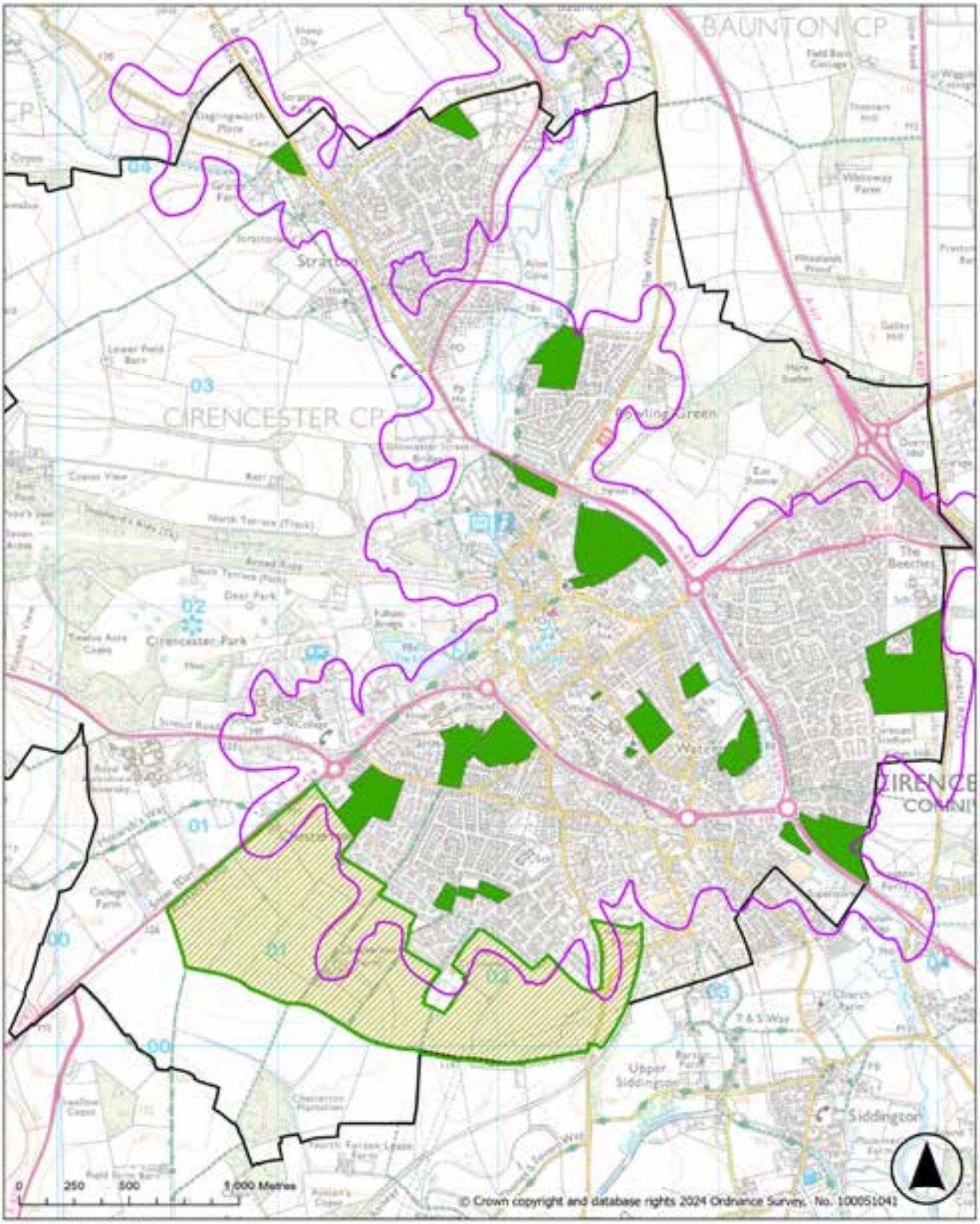
- Grocery Shops
- Steadings Strategic Development site
- Area covered within a 10 minute walking speed of 5km per hour to a Grocery Shop
- Cirencester Parish



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.

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 undeveloped land between Cirencester and its neighbouring parishes 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.

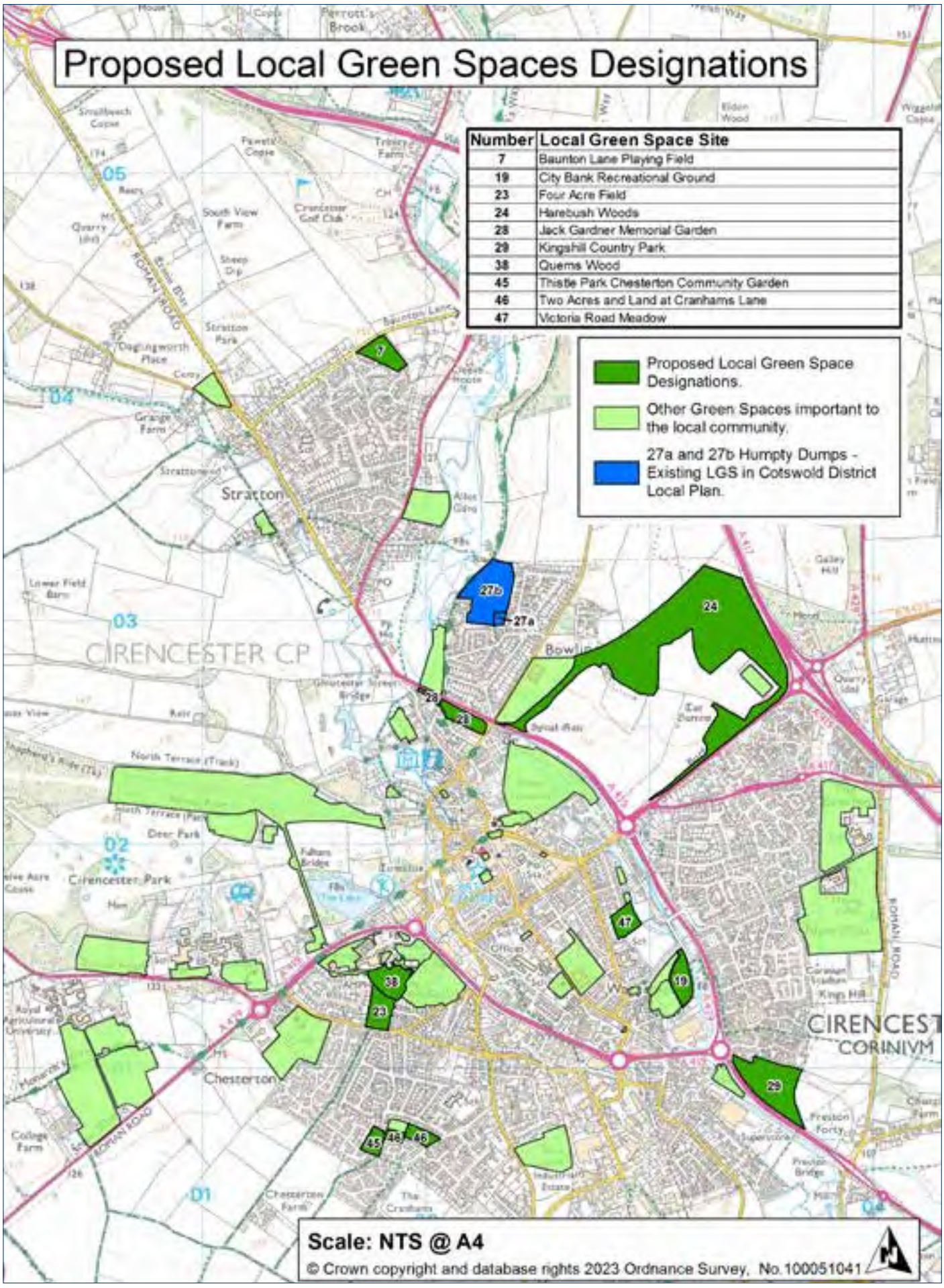

Proposed Local Green Spaces Designations
Number | Local Green Space Site
7 | Baunton Lane Playing Field
19 | City Bank Recreational Ground
23 | Four Acre Field
24 | Harebush Woods
28 | Jack Gardner Memorial Garden
29 | Kingshill Country Park
38 | Querns Wood
45 | Thistle Park Chesterton Community Garden
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.
Stratton
CIRENCESTER CP
Cirencester Park
Chesterton
CIRENCEST
CORINIVM
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, Shorncote 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.

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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 2 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.

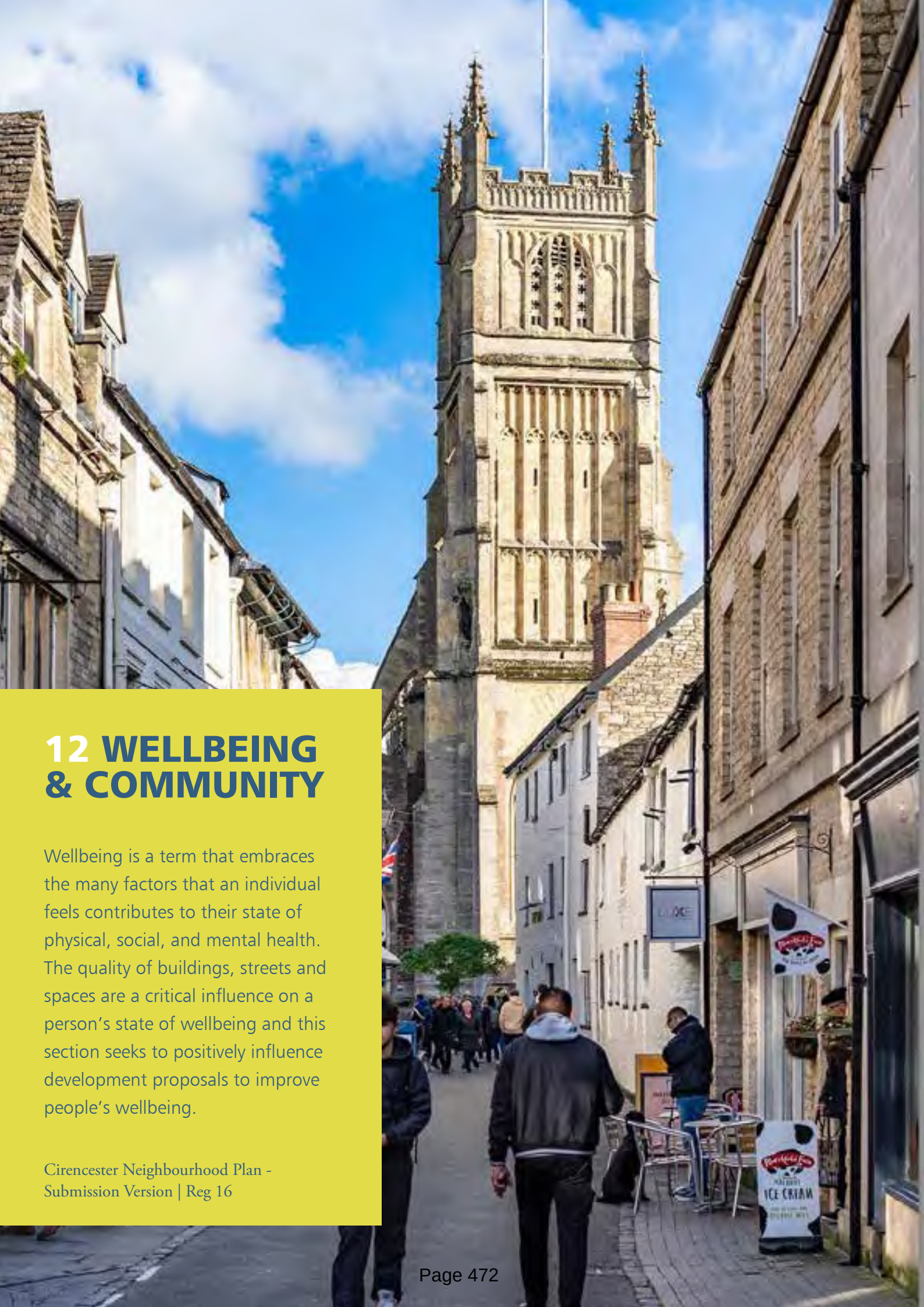
11.12 Plans and policies are needed to ensure the vitality of the town centre with proactive measures to support business, retail and hospitality.

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.

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 healthimpacts 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 nosier 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.

VISITOR ECONOMY, CULTURE & SKILLS

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.

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

2.7 Tesco Express, Chesterton Lane, GL7 1XQ

2.8 Budgens Store, Shell Garage, Chesterton Lane, GL7 1YD

2.9 Lidl Store, Midland Road, GL7 1YG

2.10 Aldi Store, Cricklade Road, GL7 1NP

2.11 Tesco Extra Store, Cricklade Road, GL7 1NP

2.12 The Beeches Premier Store, Upper Churnside, GL7 1AP

2.13 Mounties Store, Mount Street, GL7 1TJ

3. Green Spaces:

3.1 Abbey Grounds

3.2 Amphitheatre

3.3 Baunton Lane Playing Field

3.4 Chesterton Cemetery

3.5 City Bank Nature Reserve

3.6 City Bank Recreational Ground

3.7 Cricklade Road Picnic Site

3.8 Cranhams Lane Field

3.9 Four Acres Field

3.10 Holy Trinity Watermoor Garden of Remembrance

3.11 Humpty Dumps

3.12 Jack Gardner Memorial Garden

3.13 Kingshill Country Park

3.14 Kingshill Playing Field

3.15 Querns Wood

3.16 St John's Closed Churchyard

3.17 St Michael's Park

3.18 Stratton Cemetery

3.19 Thistle Park

3.20 Two Acres Field

3.21 Watermoor Road Cemetery

3.22 Victoria Road Meadow

4. Public Meeting Places

4.1 The Plough Inn, Gloucester Road, GL7 27B

4.2 Drillman's Arms, Gloucester Road, GL7 2JY

4.3 The Marlborough Arms, Sheep Street, GL7 1QW

4.4 Black Horse, Castle Street, GL7 1QD

4.5 The Brewers Arms, Cricklade Street, GL7 1HY

4.6 The Twelve Bells, Lewis Lane, GL7 1EA

4.7 The Golden Farm, Upper Churnside, GL7 1AR

4.8 The Bear, Dyer Street, GL7 2PF

4.9 The Bees Knees, Watermoor Road, GL7 1LF

4.10 The Golden Cross, Black Jack Street, GL7 2AA

4.11 The Crown, West Market Place, GL7 2NH

4.12 Odd Socks Café, Elliot Road, GL7 1YS

4.13 Gilo's Café, Love Lane, GL7 1YG

4.14 Roots and Seeds, The Old Kennels, GL7 1UR

4.15 Rave, Phoenix Way, GL7 1YG

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 Lilias 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 NDHA's 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 ARCHAELOGICAL – 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

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

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

A B C D E F G H I J K

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 Six Locations [examples illustrated above]

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

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
- Thomas Street
- Gloucester Street

4. Army Reserve Centre at 55 Somerford Road

A B C D E F G H I J K

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 B C D E F G H I J K

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:

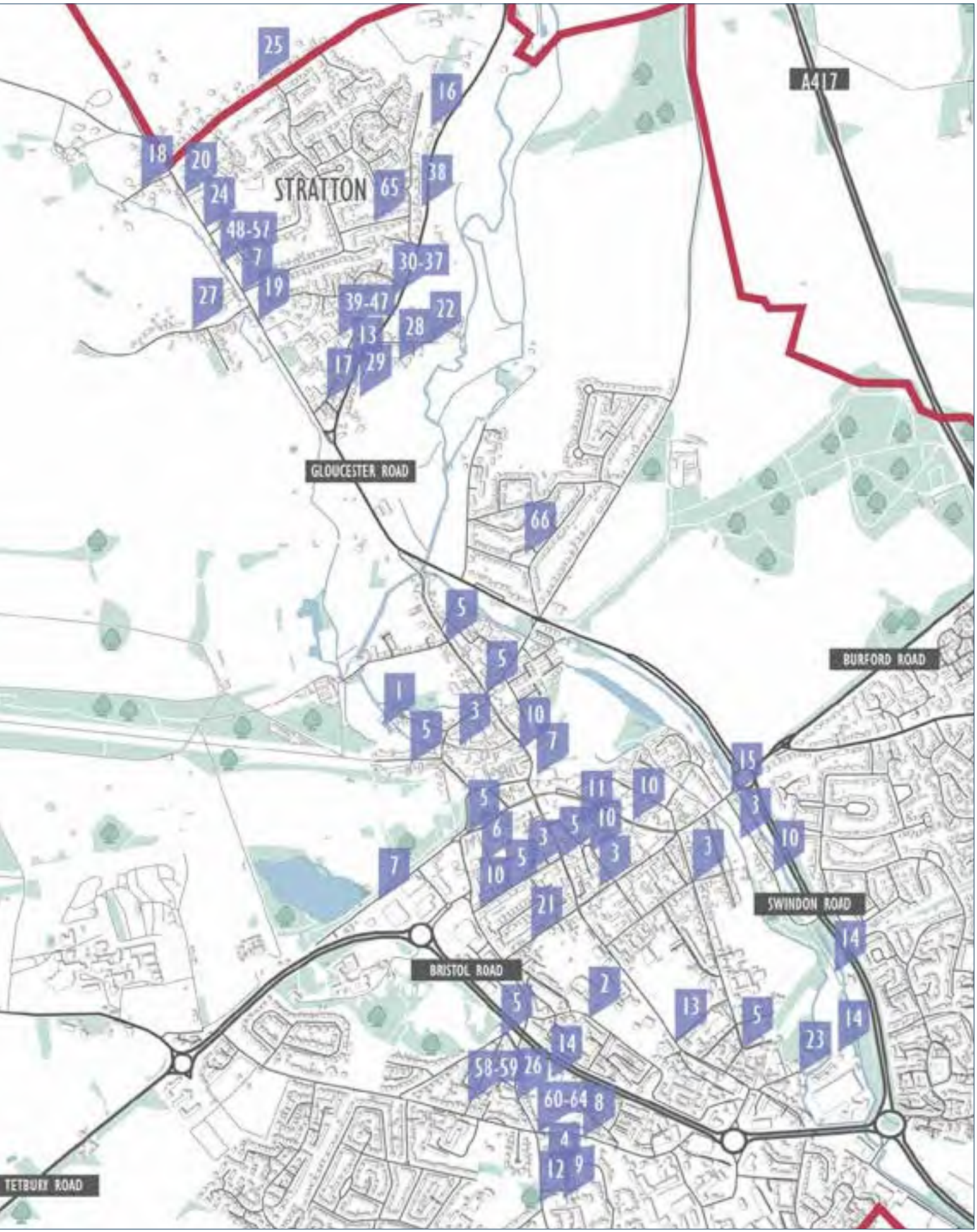
- Ashcroft Road and Cricklade Street junction
- Gloucester Street and Barton Lane junction
- Castle Street and Park Lane junction
- Cecily Hill
- Spitalgate Lane and Dollar Street junction
- Lewis Lane and Cricklade Street junction
- Queen's Street and Victoria Road
- Mount Street and Somerford Road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

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

A B C D E F G H I J K

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
STROUD ROAD


STRATTON
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BURFORD ROAD
SWINDON ROAD
BRISTOL ROAD
TETBURY ROAD
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7. Commemorative Enamel Street Benches in Three Locations

A B C D E F G H I J K

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

A B C D E F G H I J K

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

A B C D E F G H I J K

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

A B C D E F G H I J K

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

A B C D E F G H I J K

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

12. Chesterton House Gate on Somerford Road

A B C D E F G H I J K

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 around St. Michael's Park

A B C D E F G H I J K

Historic boundary dry stone walls of Cotswold stone, indicating the original garden boundary of Watermoor House (18²7).

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

14. GWR Railway Track Beds and Bridge

A B C D E F G H I J K

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

A B C D E F G H I J K

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. a) Number 143 and 16. b) 145 Cheltenham Road

A B C D E F G H I J K

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

A B C D E F G H I J K

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

18. The Old Schoolhouse School Lane Stratton

A B C D E F G H I J K

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

A B C D E F G H I J K

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. Barnway

A B C D E F G H I J K

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

A B C D E F G H I J K

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

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. 2-6 Mount Street

59. 1-17 Mount Street

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. 30-36 Somerford Road

62. 20 Somerford Road

63. 21 and 23 Somerford Road

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

A B C D E F G H I J K

67. Cirencester Waterworks, former Brewery and boundary walls

Cirencester Waterworks Company in 1882 converted the Cirencester Brewery Company premises in Lewis Lane into a water works.

Cirencester Neighbourhood Plan

cirencester
· town council ·

Cirencester

Key

- Cirencester Neighbourhood Area
- Policy DBE2: Protection of landscape & Townscape Views
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets
- Policy LE4: Employment Land
- Policy NE4: Local Green Spaces
- Policy QPR1: Illuminated Signage
- Policy TC1: Areas of Distinctive Character
- Policy TC1: Town Centre Boundary

0 0.5 1 2 Miles

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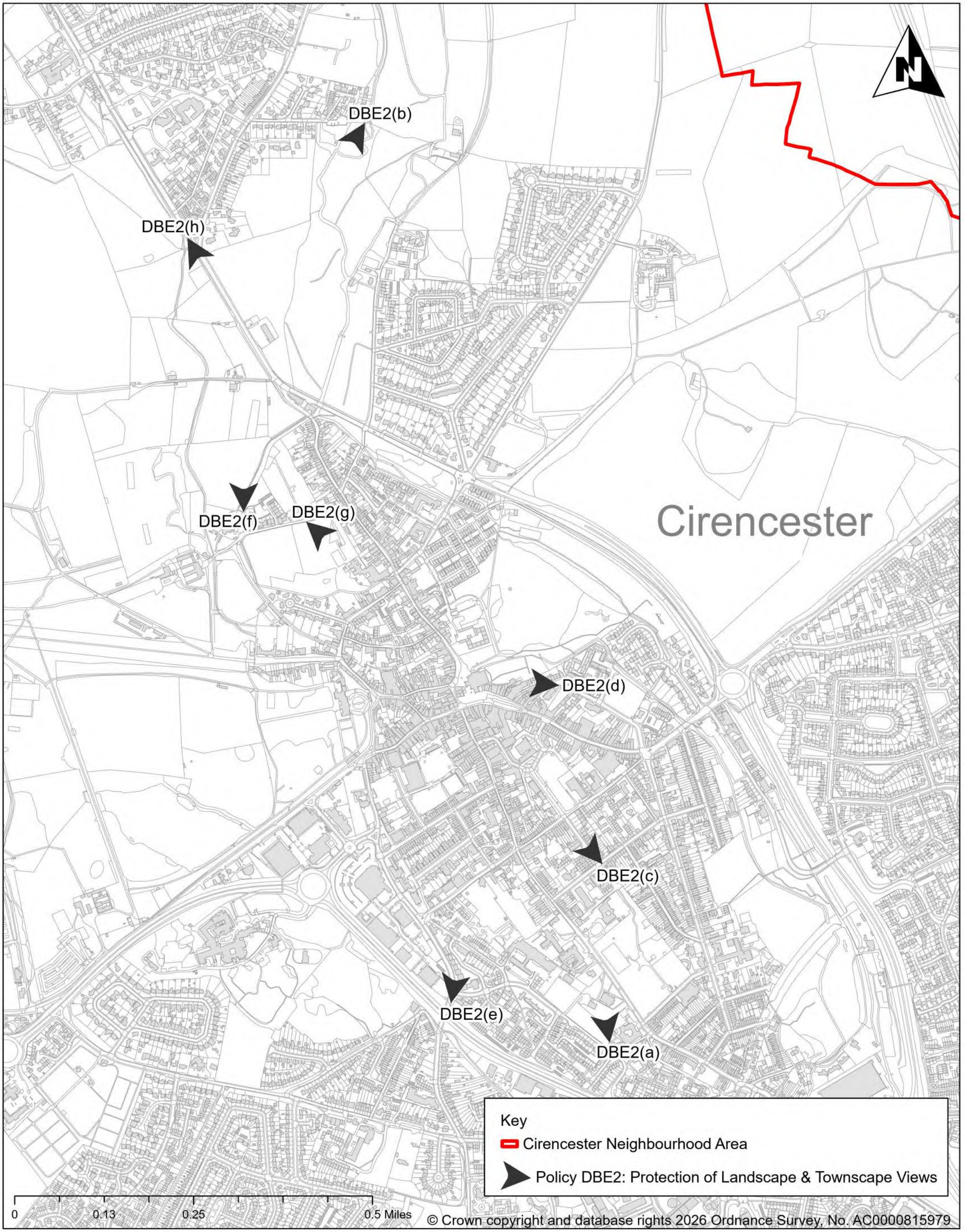
Cirencester Parish Neighbourhood Development Plan

Policies Overview Map

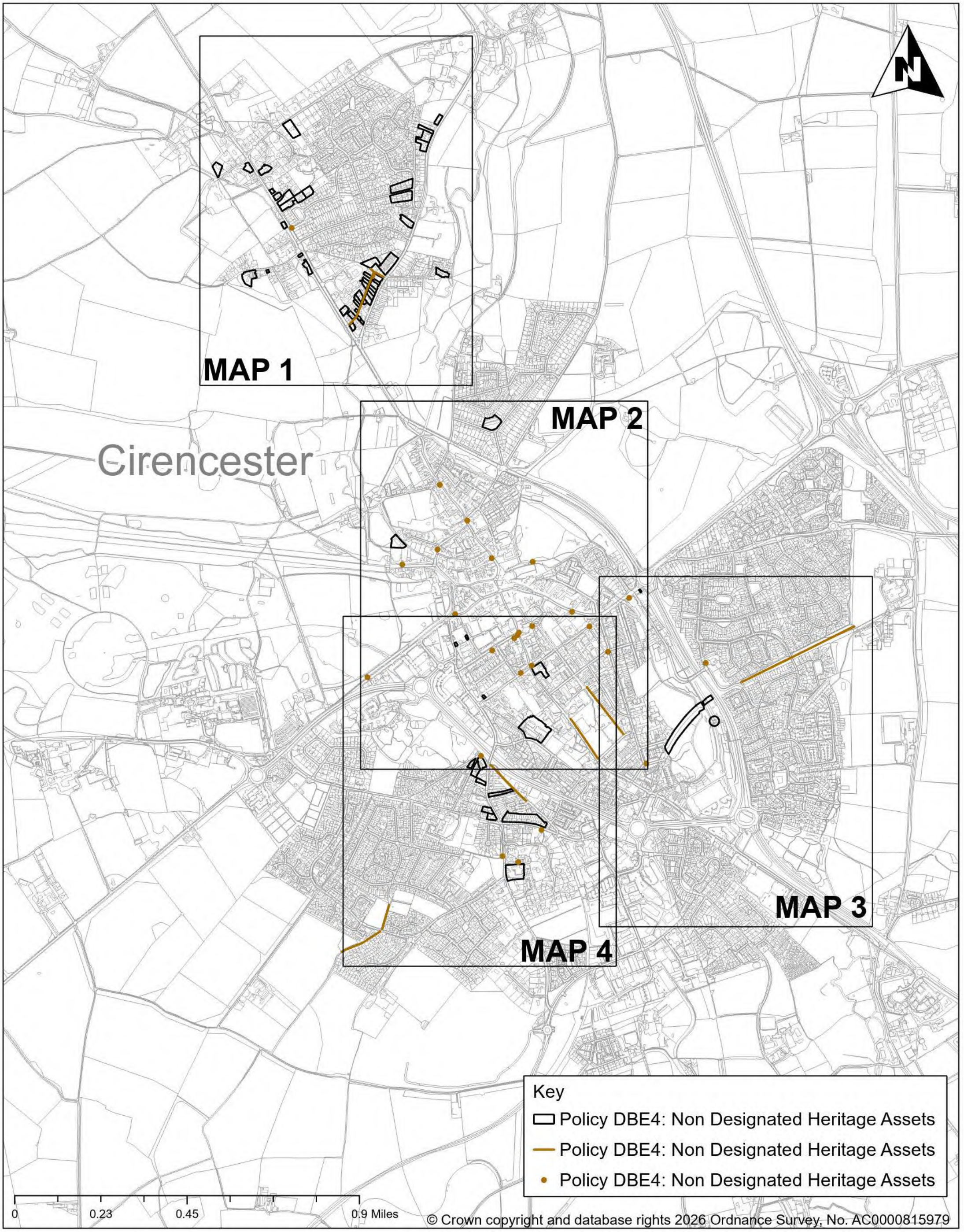
COTSWOLD District Council



Cirencester Parish Neighbourhood Development Plan

Policy DBE2: Protection of Landscape & Townscape Views

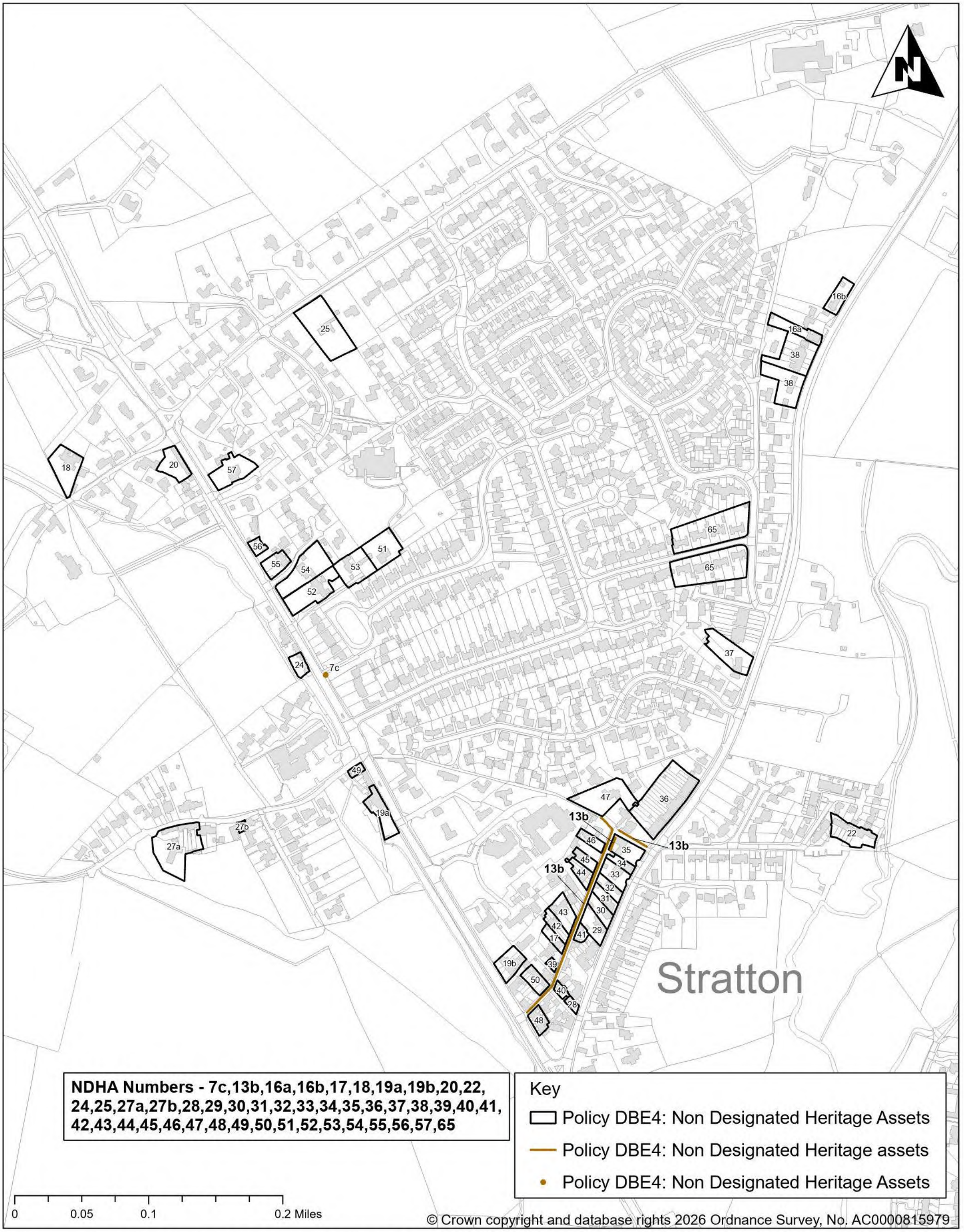
COTSWOLD District Council



Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - OVERVIEW MAP

COTSWOLD District Council



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Key

- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage assets
- Policy DBE4: Non Designated Heritage Assets

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Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP1

COTSWOLD District Council

Key

Cirencester Neighbourhood Area

Policy DBE4: Non Designated Heritage Assets

Policy DBE4: Non Designated Heritage Assets

Policy DBE4: Non Designated Heritage Assets

NDHA Numbers - 1,2,3a,3b,3c,3d,3e,5a,5b,5c,5d,5e,5f,5h, 6,7a,7b,10a,10b,10c,10d,10e,11,13,15,21,58,60,66,67

Cirencester

0 0.05 0.1 0.2 Miles

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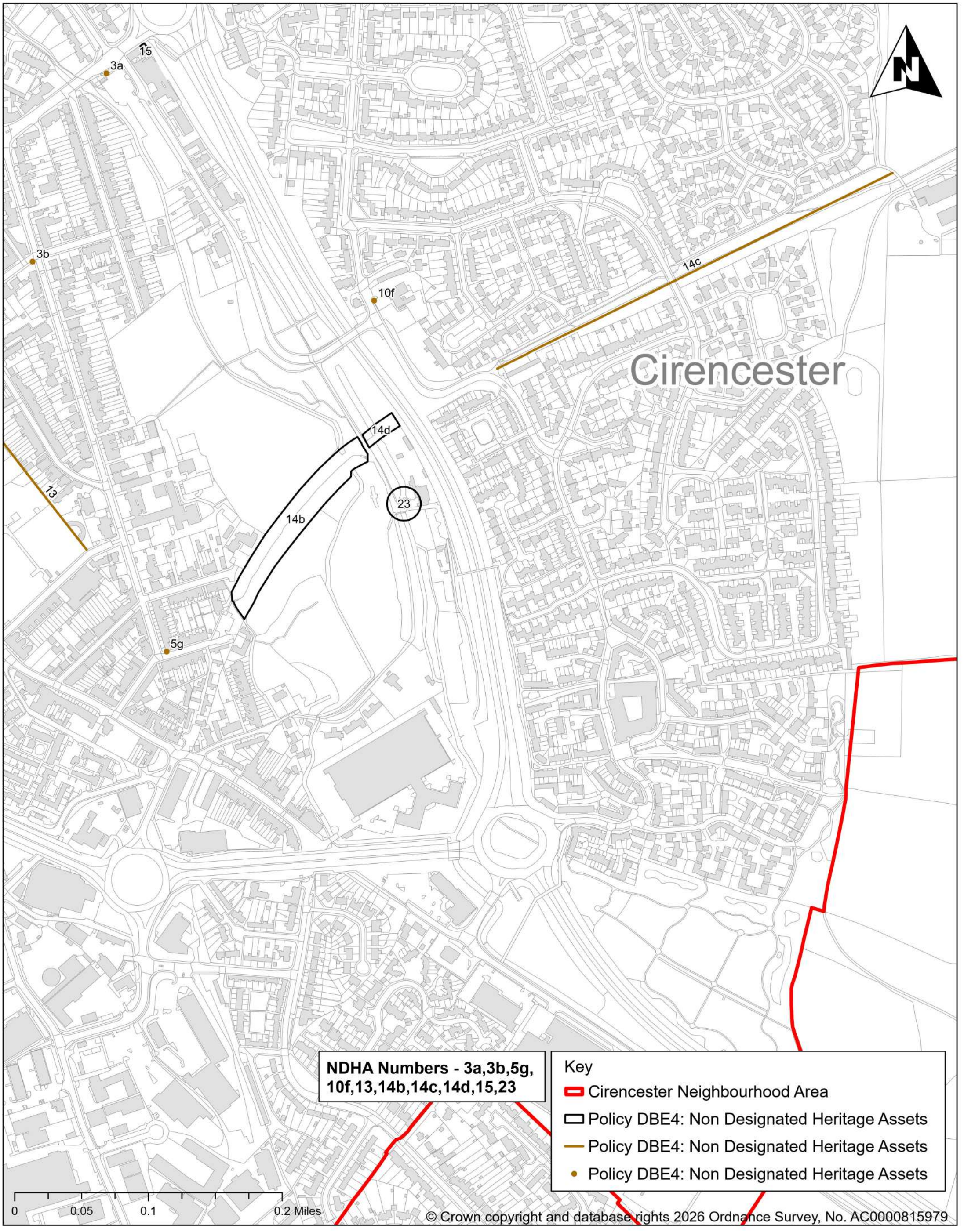
Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP2

COTSWOLD District Council



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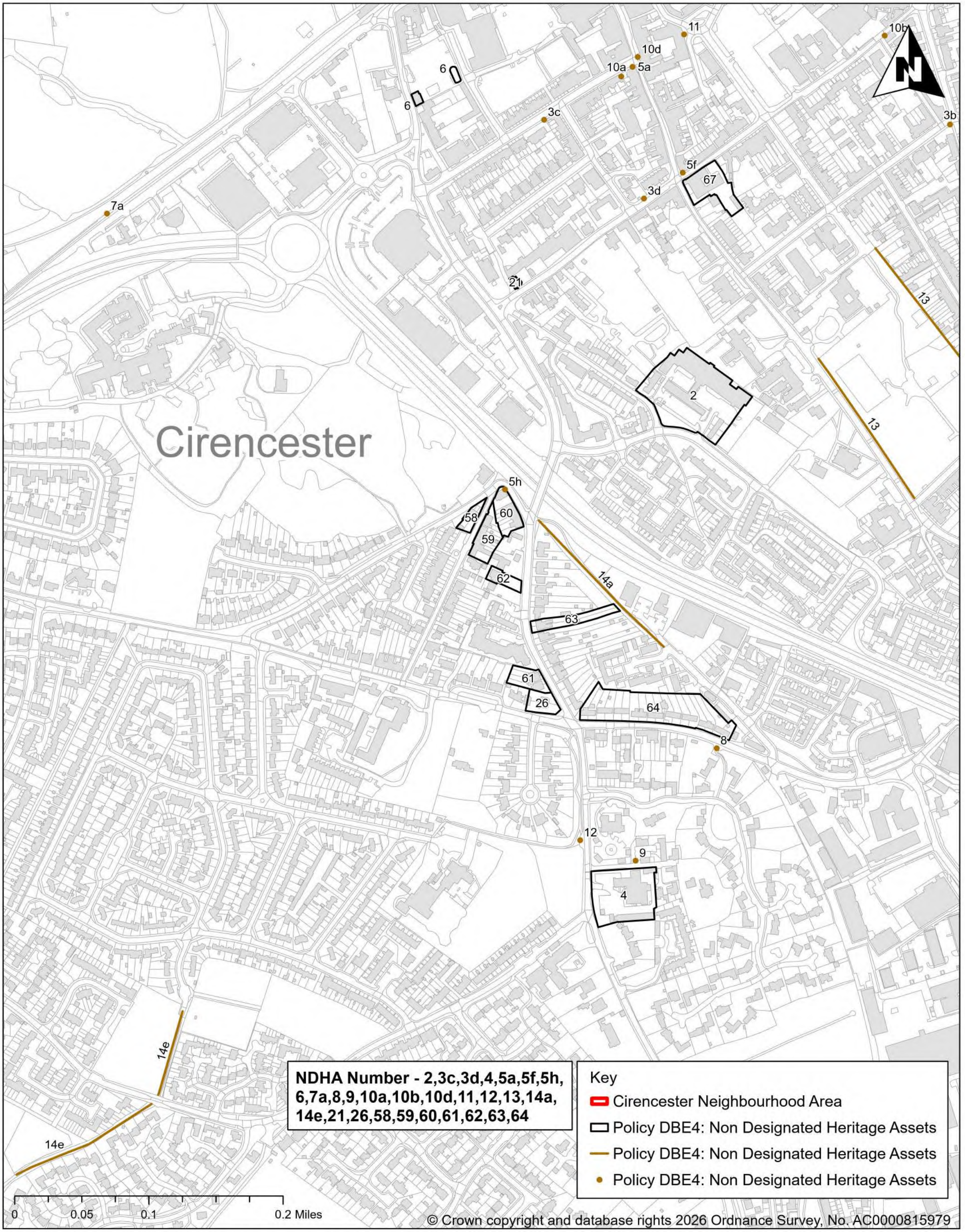
Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP3

COTSWOLD District Council

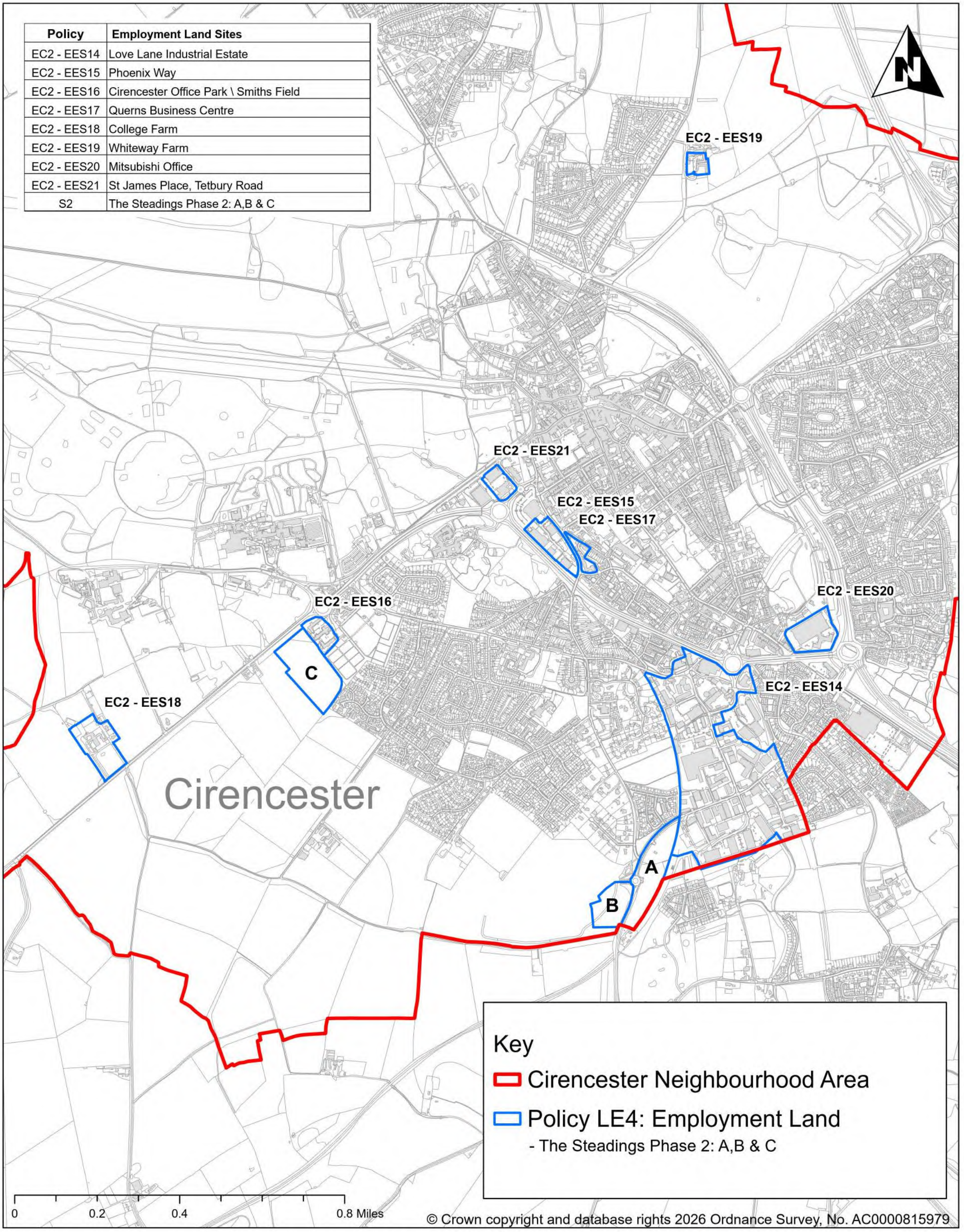


Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP4

COTSWOLD District Council

Policy	Employment Land Sites
EC2 - EES14	Love Lane Industrial Estate
EC2 - EES15	Phoenix Way
EC2 - EES16	Cirencester Office Park \ Smiths Field
EC2 - EES17	Querns Business Centre
EC2 - EES18	College Farm
EC2 - EES19	Whiteway Farm
EC2 - EES20	Mitsubishi Office
EC2 - EES21	St James Place, Tetbury Road
S2	The Steadings Phase 2: A,B & C



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Cirencester Parish Neighbourhood Development Plan

Policy LE4: Employment Land

COTSWOLD District Council

Cirencester

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No.	Local Green Spaces
7	Baunton Lane Playing Field
19	City Bank Recreational Ground
23	Four Acre Field
24	Harebush Woods
28	Jack Gardner Memorial Garden, Grove Lane
29	Kingshill Country Park
38	Querns Wood
45	Thistle Park Chesterton Community Garden
46	Two Acres
47	Victoria Road Meadow

Key

Cirencester Neighbourhood Area

Policy NE4: Local Green Spaces

0 0.23 0.45 0.9 Miles

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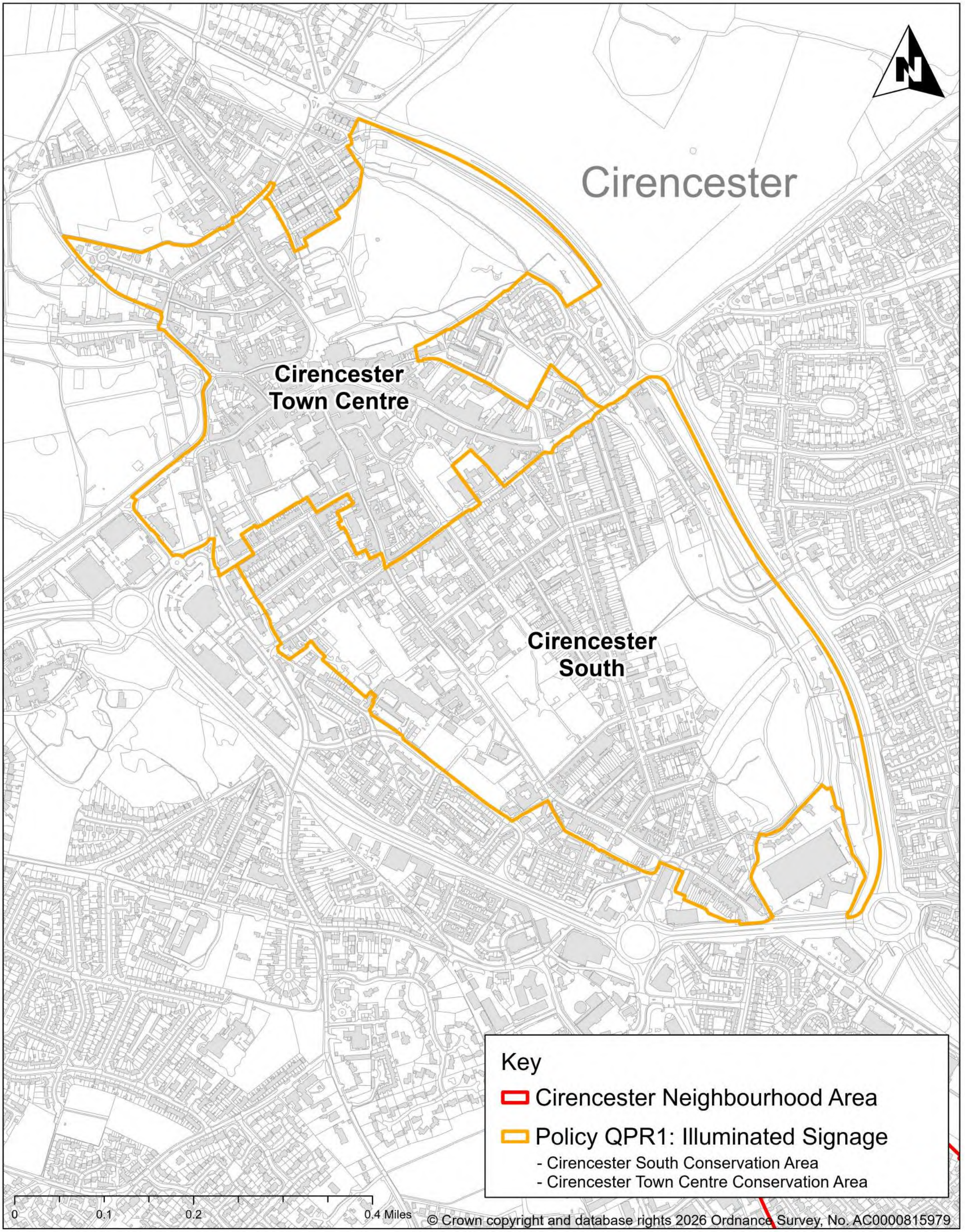
Cirencester Parish Neighbourhood Development Plan

Policy NE4: Local Green Spaces

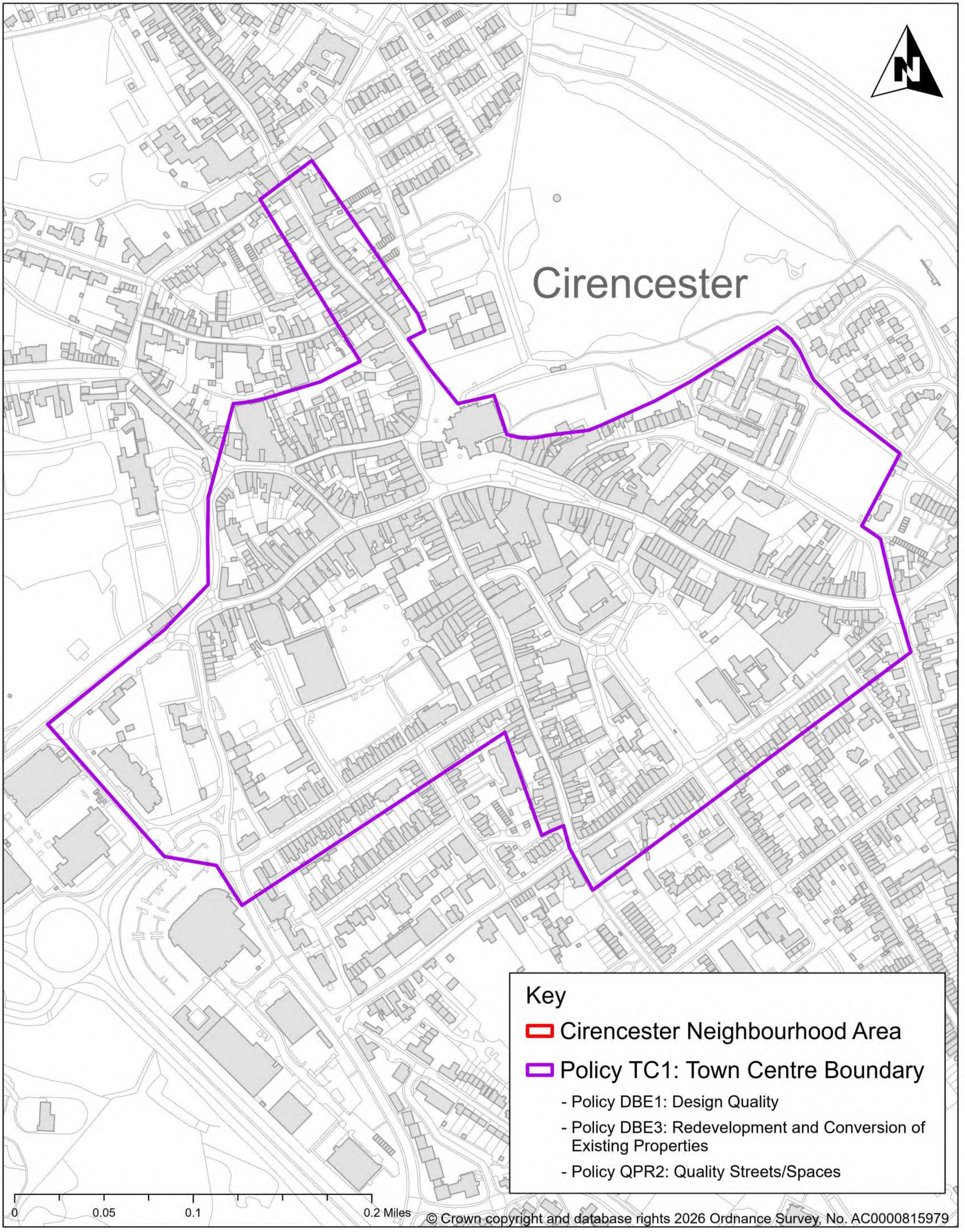
COTSWOLD District Council



Cirencester Parish Neighbourhood Development Plan

Policy QPR1: Illuminated Signage

COTSWOLD District Council



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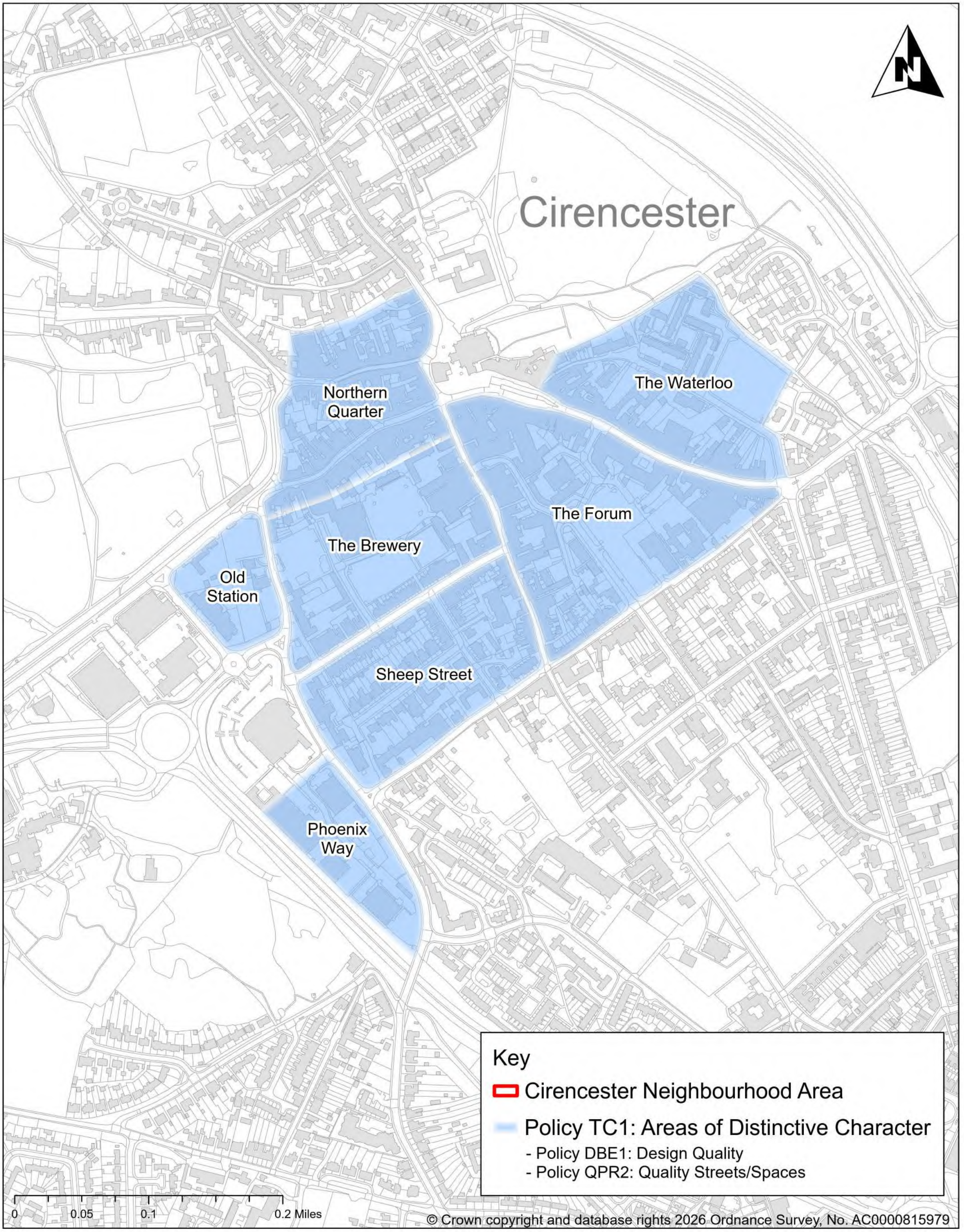
Cirencester Parish Neighbourhood Development Plan

Policy TC1: Town Centre Boundary

COTSWOLD District Council



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Cirencester Parish Neighbourhood Development Plan

Policy TC1: Areas of Distinctive Character

COTSWOLD District Council

Cirencester

Key

- Cirencester Neighbourhood Area
- Policy DBE2: Protection of landscape & Townscape Views
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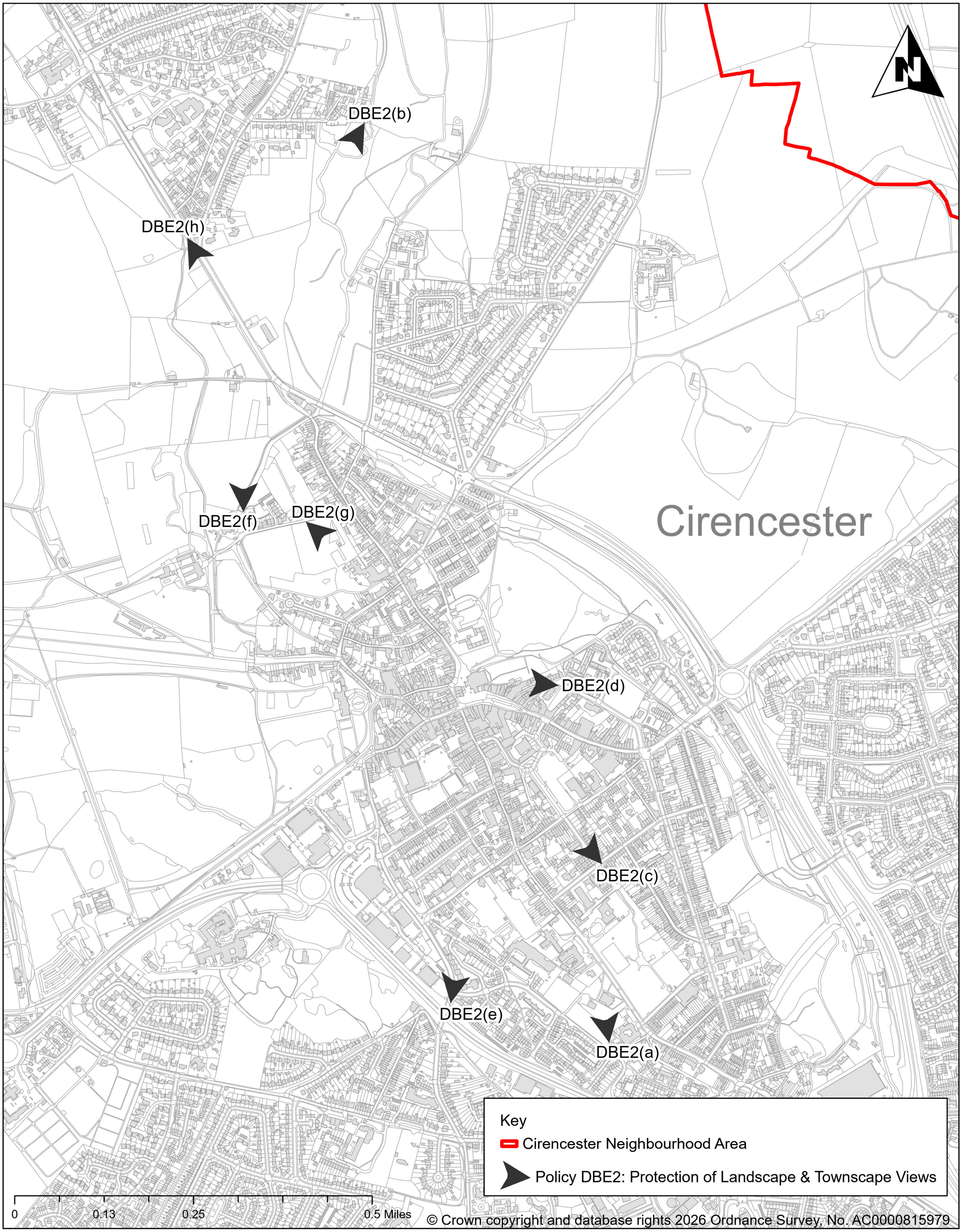
Cirencester Parish Neighbourhood Development Plan

Policies Overview Map

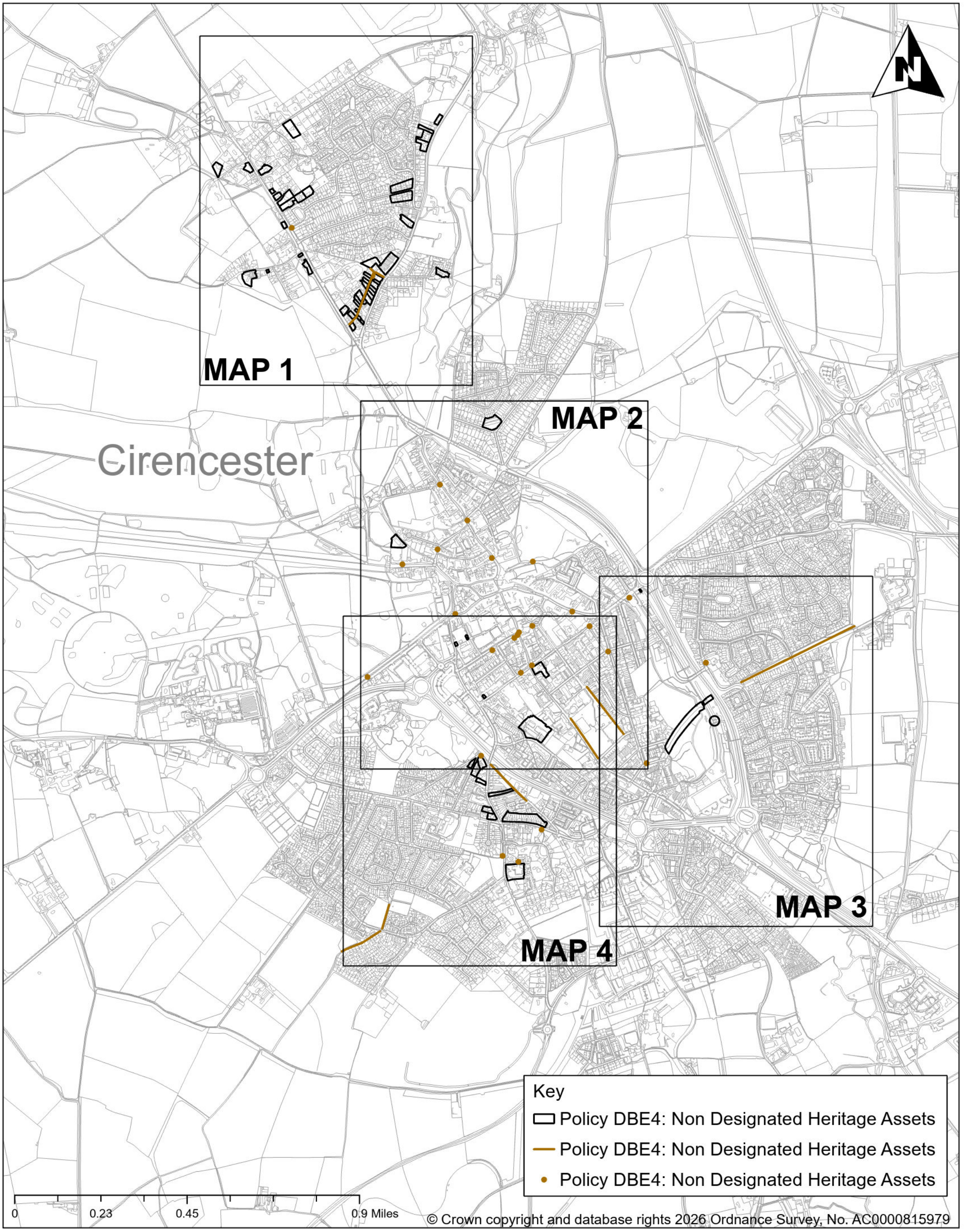
COTSWOLD District Council



Cirencester Parish Neighbourhood Development Plan

Policy DBE2: Protection of Landscape & Townscape Views

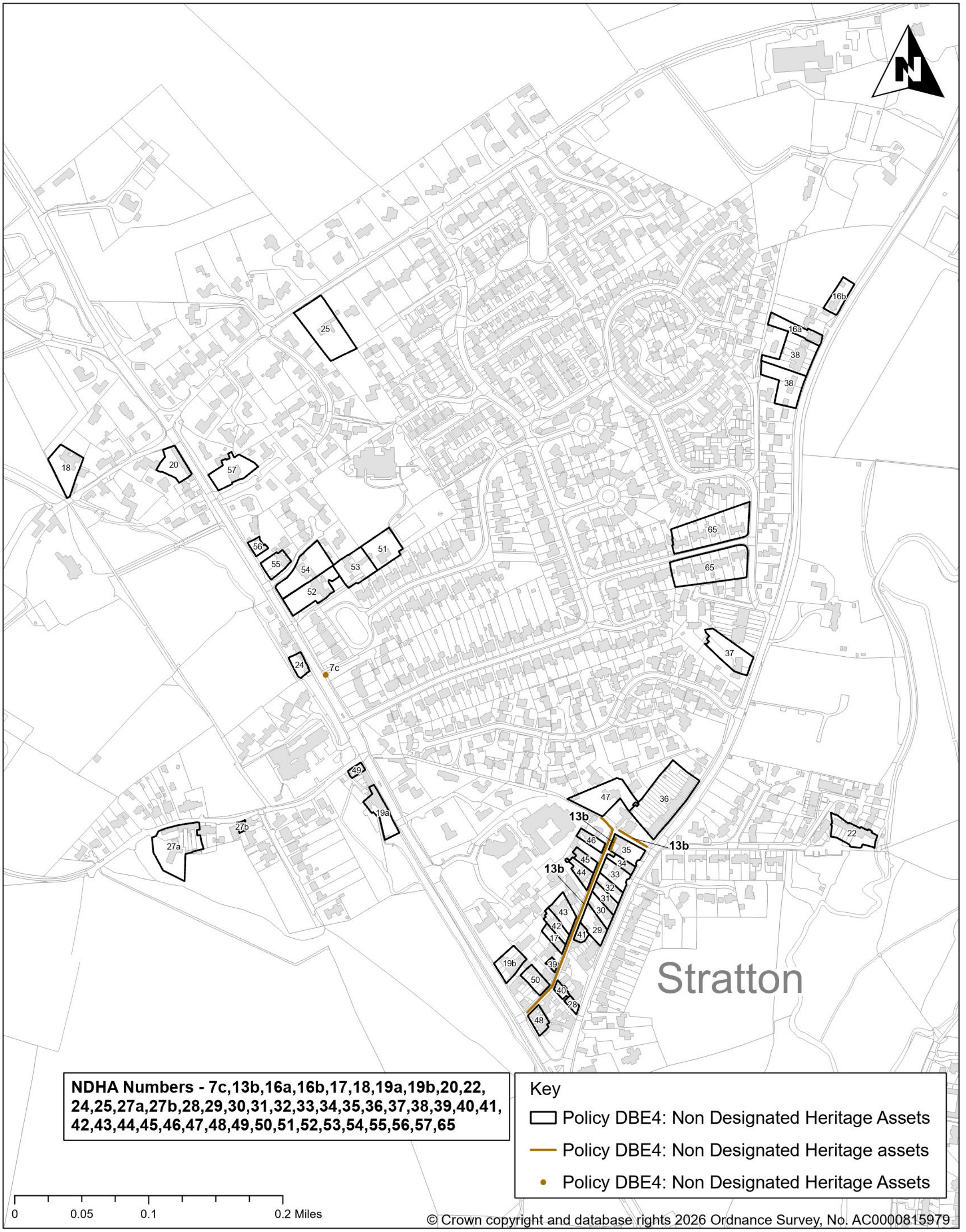
COTSWOLD District Council



Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - OVERVIEW MAP

COTSWOLD District Council



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Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP1

COTSWOLD District Council

Key

Cirencester Neighbourhood Area

Policy DBE4: Non Designated Heritage Assets

Policy DBE4: Non Designated Heritage Assets

Policy DBE4: Non Designated Heritage Assets

NDHA Numbers - 1,2,3a,3b,3c,3d,3e,5a,5b,5c,5d,5e,5f,5h, 6,7a,7b,10a,10b,10c,10d,10e,11,13,15,21,58,60,66,67

Cirencester

0 0.05 0.1 0.2 Miles

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Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP2

COTSWOLD District Council

Cirencester

3a
15
3b
10f
14c
14d
14b
13
23
5g

NDHA Numbers - 3a,3b,5g, 10f,13,14b,14c,14d,15,23

Key
- Cirencester Neighbourhood Area
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets

0 0.05 0.1 0.2 Miles

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Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP3

COTSWOLD District Council

Cirencester

NDHA Number - 2,3c,3d,4,5a,5f,5h, 6,7a,8,9,10a,10b,10d,11,12,13,14a, 14e,21,26,58,59,60,61,62,63,64

Key
- Cirencester Neighbourhood Area
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets
- Policy DBE4: Non Designated Heritage Assets

0 0.05 0.1 0.2 Miles

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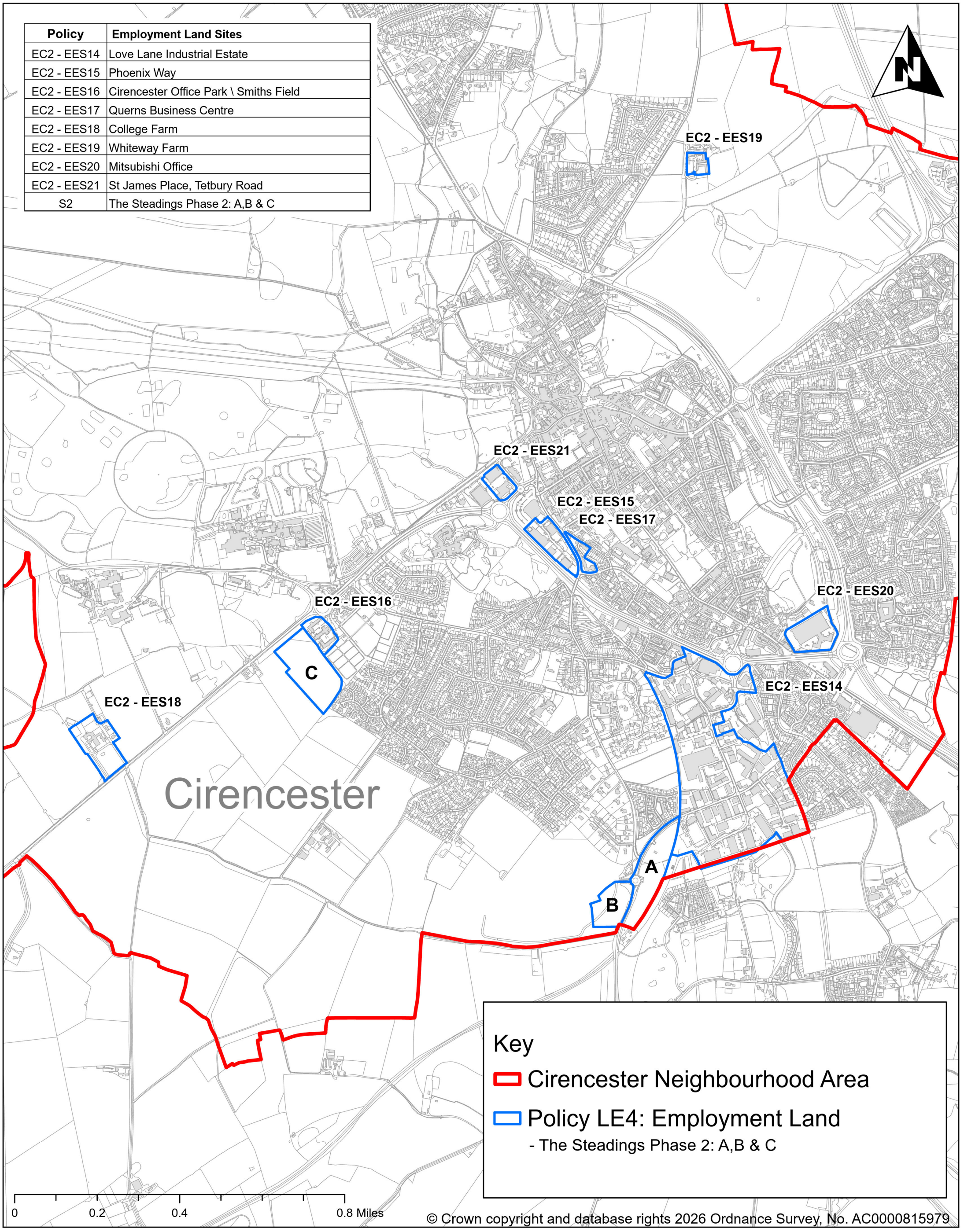
Cirencester Parish Neighbourhood Development Plan

Policy DBE4: Non Designated Heritage Assets - MAP4

COTSWOLD District Council

Policy	Employment Land Sites
EC2 - EES14	Love Lane Industrial Estate
EC2 - EES15	Phoenix Way
EC2 - EES16	Cirencester Office Park \ Smiths Field
EC2 - EES17	Querns Business Centre
EC2 - EES18	College Farm
EC2 - EES19	Whiteway Farm
EC2 - EES20	Mitsubishi Office
EC2 - EES21	St James Place, Tetbury Road
S2	The Steadings Phase 2: A,B & C



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Cirencester Parish Neighbourhood Development Plan

Policy LE4: Employment Land

COTSWOLD District Council

Cirencester

No.	Local Green Spaces
7	Baunton Lane Playing Field
19	City Bank Recreational Ground
23	Four Acre Field
24	Harebush Woods
28	Jack Gardner Memorial Garden, Grove Lane
29	Kingshill Country Park
38	Querns Wood
45	Thistle Park Chesterton Community Garden
46	Two Acres
47	Victoria Road Meadow

0 0.23 0.45 0.9 Miles

Key

Cirencester Neighbourhood Area

Policy NE4: Local Green Spaces

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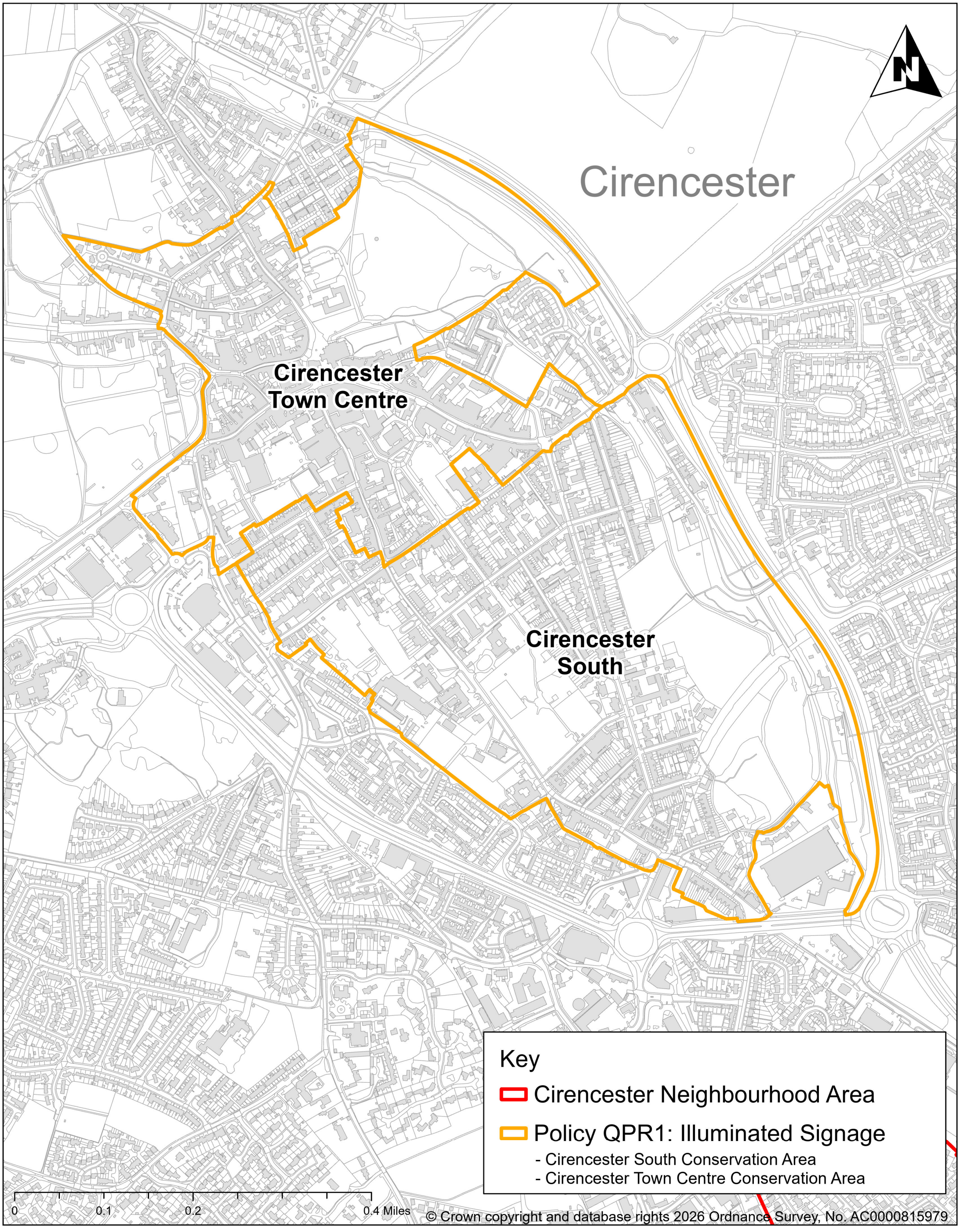
Cirencester Parish Neighbourhood Development Plan

Policy NE4: Local Green Spaces

COTSWOLD District Council



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Cirencester Parish Neighbourhood Development Plan

Policy QPR1: Illuminated Signage

COTSWOLD District Council

Cirencester

Key

Cirencester Neighbourhood Area

Policy TC1: Town Centre Boundary

- Policy DBE1: Design Quality
- Policy DBE3: Redevelopment and Conversion of Existing Properties
- Policy QPR2: Quality Streets/Spaces

0 0.05 0.1 0.2 Miles

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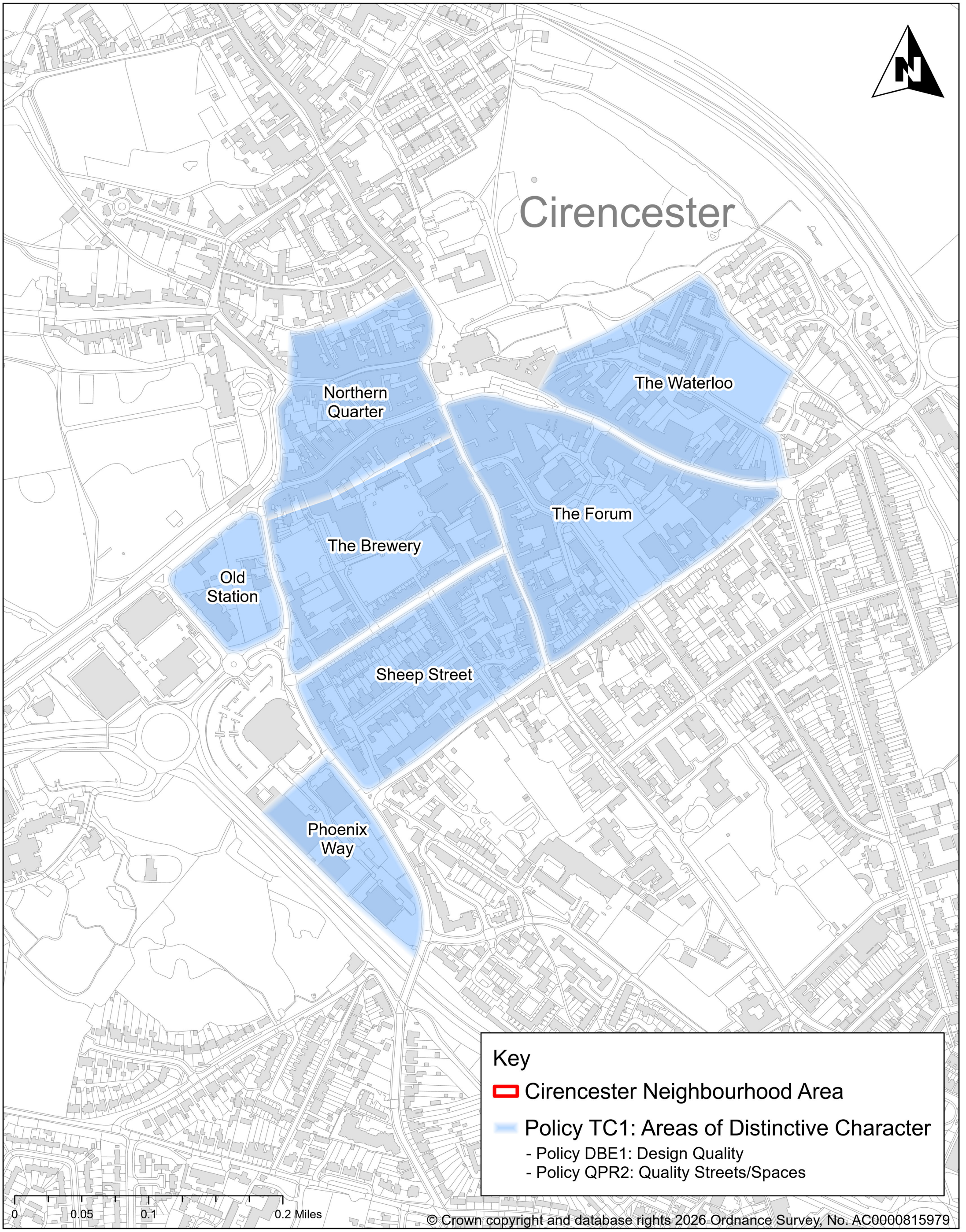
Cirencester Parish Neighbourhood Development Plan

Policy TC1: Town Centre Boundary

COTSWOLD District Council

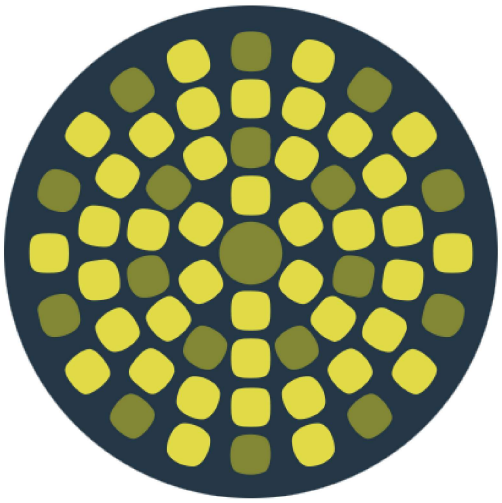


Cirencester Parish Neighbourhood Development Plan

Policy TC1: Areas of Distinctive Character

COTSWOLD District 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).

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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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Cirencester Neighbourhood Plan

Consultation Statement

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Introduction

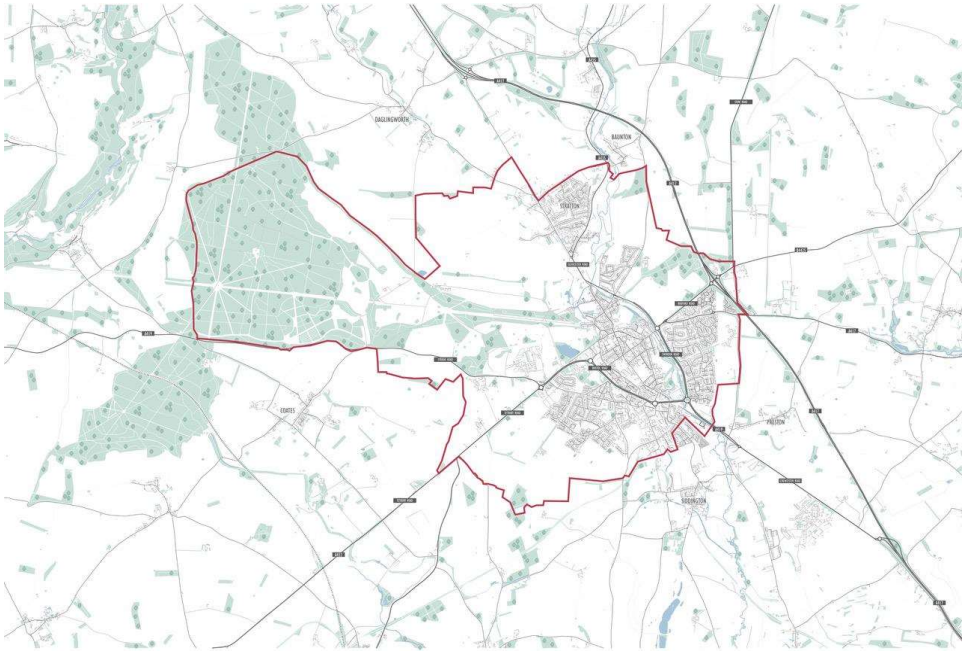
Cirencester Town Council has prepared a neighbourhood plan on behalf of those who live and work within the town of Cirencester, to build on previous place shaping work, such as the Community Plan 'Our Future Cirencester', the Public Realm Design Code and planning Concept Statement. The plan sets out a vision for the town through to 2041 and is supported by a set of planning polices 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 or 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 Plan

Jun 2019

Neighbourhood Plan Steering Group convened with community representatives, local Councillors

Feb 2020

Website & Communications Launched

Mar 2020

Early Community Engagement via a questionnaire survey

Apr 2020

Thematic Groups formed & begin work to develop specific policy & project ideas

Apr/Jun 2021

Youth Engagement with college and engagement with children through local schools

Summer 2021

Consultation on Progress Report

Spring 2021

Digital Focus Groups held on Zoom to test ideas further

Cirencester Neighbourhood Planning Timeline

Cirencester Neighbourhood Plan

Autumn 2021

Refine policy and project ideas based on feedback received

Winter 2021

Ideas, Issues and Options Engagement

Feb 2024

Formal Reg14 Consultation Launched

Three-day drop-in exhibition event with presentations

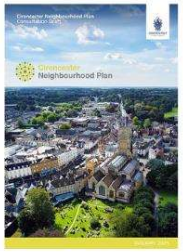
Feb 2024

Spring 2024

Reg14 Consultation Analysis

Reg16 Preparation

Autumn 2024



Winter 2024 Reg16 Published

Feb 2025

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 you; 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.

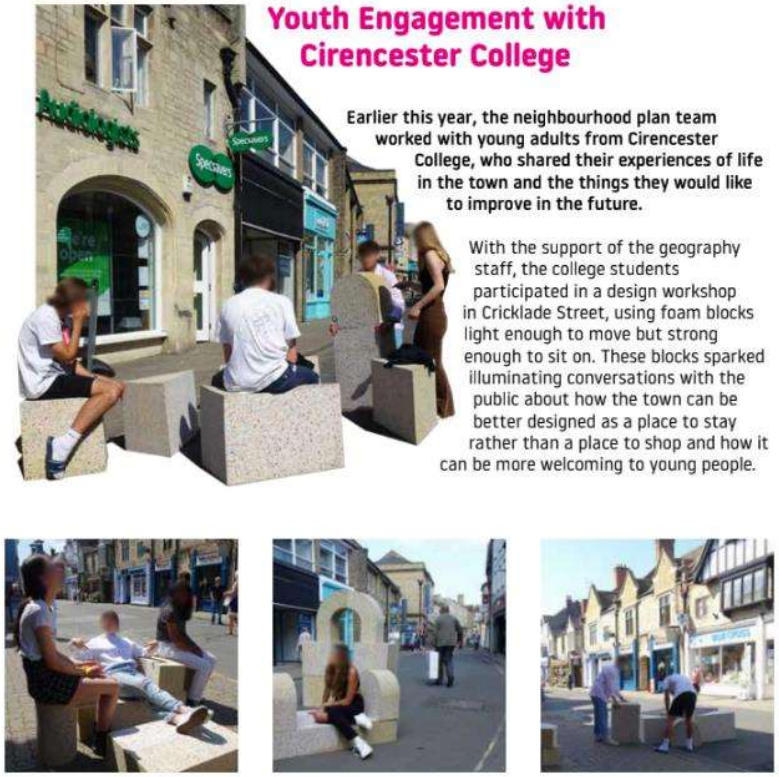
All open responses were collated under the following themes – Please see Appendix A:

- 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

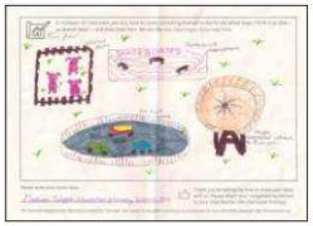
Meanwhile, the neighbourhood plan team have asked children at several local schools — Chesterton, Watermoor, Stratton, Paternoster and Powell's — for their ideas. These younger children from across Cirencester have been creatively designing playful new spaces. Using a bespoke worksheet distributed through 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.

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

1	**Modes of Transport**	**65**
	More Cycle Paths or Routes	16
	Less Traffic & Fewer Cars	14
	More Cycling	8
2	**Maintenance**	**52**
	Less Dog Mess	16
	Cleaner, Less Litter	13
	Fewer Potholes	10
3	**Improving Streets & Paths**	**42**
	Lower Speed Limits, Less Speeding	7
	Wider Walking Paths	7
	More or Different Routes	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**	**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

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=Ump6QTUyMTVDRy83VEc1WER4aVZMUT09**
- **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=Z0xjRnJobnVUSjJQUlNzZSsxZ0dJZz09**
- **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 the 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.

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:

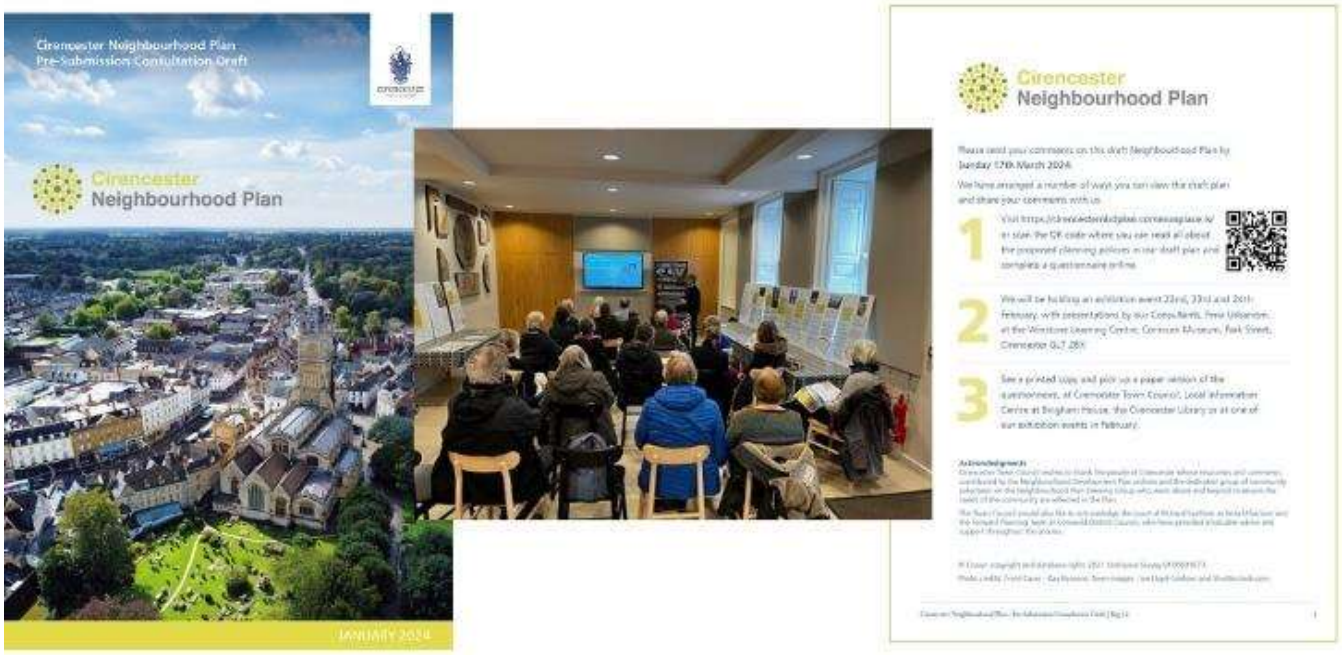
- The limited number of responses (32 questionnaires completed) reflecting the lack of awareness of a Neighbourhood Plan (and Steering Group) suggested that we needed to raise our public profile. A review was carried out by the SG to consolidate how best to achieve this.
- There was no doubt that meaningful 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.

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

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
VISION STATEMENT 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. 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.	**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.	2041 aligns with the emerging Local Plan. Ref 102

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. [Polices 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	

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

Neighbourhood Plan will be supported.	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.	
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.	~~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.~~	Ref 1-6, 61-62
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). 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: 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.	**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). 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. Development which incorporates or contributes in proportion to its scale, proposals outlined within the Cirencester Local Cycling and Walking Infrastructure Plan, 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.	Ref 7-11, 63-67, 98, 130

POLICY AM 2 – TOWN & COUNTRY CONNECTIONS 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. b) The delivery of the walking and cycling routes listed in Table 1 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.	Ref 7-11, 63-67, 98
POLICY AM 3 – THE PEDESTRIAN EXPERIENCE Support will be given to a range of coordinated measures designed to enhance the pedestrian experience across the Plan area, as follows: ~~a) Decluttering streets and removing obstacles.~~ b) Widening footways and improving surfaces. c) Enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives. d) Town centre management, including curation of events and festivals. e) New signage and a wayfinding strategy. f) Rationalising and management of vehicle parking. g) Creating 'bumping spaces' for people to stop and meet. h) Moving most parking to the periphery rather than the centre of the town. i) Implement changes to operation of street network to remove unnecessary through traffic from the town centre.	**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.	Ref 7-11, 60, 63-67, 98
POLICY AM 4 – INTEGRATED MOBILITY HUB (IMH) a) Support will be given for the development of an integrated mobility hub (IMB) that includes the following elements: ~~1) Long distance coaches to London, London airports, and the Midlands.~~ ~~2) Regional buses to Bristol, Oxford, Cheltenham, Gloucester, Bath, and Swindon.~~ 3) Local buses. ~~4) Kemble railway shuttle or very light rail.~~ 5) Taxis. ~~6) Car Hire & Car Club.~~ 7) Cycle shelters. 8) Bike and e-bike hire. 9) Car passenger drop-off and pick-up.	**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; 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.	Ref 7-11, 63-67, 98

~~b) The preferred location for the IMH will be determined by the selection criteria set out in this Plan.~~	Proposals for an integrated mobility hub will be supported where viability principles outlined within this Plan have been taken into consideration.	
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~~	**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.	Ref 7-11, 63-67, 98
	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.	Ref 7-11, 63-67
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.~~ 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.~~ 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. c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.	**DESIGN & BUILT ENVIRONMENT** **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.	Ref 12-26, 68, 101, 107, 117-118, 131

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.~~ 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. 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) 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.	
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. 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.		
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: 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 a 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	**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 a 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	Ref 12-26, 101, 107

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.	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.	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 DBE 3 – CONVERSION OF EXISTING PROPERTIES 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: 1) how it will minimise any detrimental impact on the Conservation Area 2) that the tenant or occupier will be providing much needed services 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. 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. 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. 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.	**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.	Ref 12-26, 101, 108

POLICY DBE 4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS ~~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.~~ ~~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.~~ ~~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.~~ ~~d) The application should clearly explain how the development proposals have taken account of the findings of such an appraisal.~~	**POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS** 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. Other NDHAs may be identified subsequently and added to the list.	Ref 12-26, 101, 109
POLICY DBE 5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS 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. 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. 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 standard and achieve an 'excellent' accreditation or an alternative standard which achieves the same or better outcome. ~~e) Carbon off-setting will not be permitted.~~	**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.	Ref 12-26, 101, 110, 119, 132
POLICY DBE 6 – ENERGY USE IN NEW BUILDINGS a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.	**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.	Ref 12-26, 101, 110

b) New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m?/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/m?/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/m?/year (subject to building use) and a space heating demand of less than 15 kWh/m?/year assessed using energy modelling such as Passivhaus Planning Package or similar.	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) On-site renewable energy should meet all the energy consumption needs of new residential buildings. 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.	e) The design of developments should demonstrate that on-site renewable energy delivers annual heating and lighting needs of new residential buildings. 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.	
DBE 7 – 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.	**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.	Ref 12-26, 101, 113, 120

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. ~~c) 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. ~~c) 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

~~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.~~ ~~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).~~ ~~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.~~ ~~g) New residential areas will be designed in a way that keeps traffic speed at and below 20mph.~~	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.	
THE NATURAL ENVIRONMENT **~~POLICY NE 1 – BIODIVERSITY NET GAIN~~** ~~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.~~	**THE NATURAL ENVIRONMENT** **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.	Ref 32-43, 70-97
~~POLICY NE 2 – REWILDING SCHEMES~~ ~~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.~~	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.	Ref 32-43, 70-97
POLICY NE 3 – 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.	Ref 32-43, 70-97, 127-128

	d) Development proposals will be resisted on designated biodiversity sites and core ecological networks as defined by the Gloucestershire Nature Recovery Network.	
POLICY NE 4 – GREEN ~~& BLUE~~ INFRASTRUCTURE PROTECTION & ENHANCEMENT a) Development proposals should protect the existing green ~~and blue~~ infrastructure of Cirencester alongside creating new opportunities, connections, and extensions. 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. 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. 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. ~~e) Private households will be encouraged to avoid replacing lawns with hard landscaping.~~	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.	Ref 32-43, 64, 70-97
~~**POLICY NE 5 – FLOOD MITIGATION**~~ ~~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.~~	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.	Ref 32-43, 70-97
~~**POLICY NE 6 – LOCAL GREEN SPACE DESIGNATIONS**~~ ~~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.~~ ~~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.~~		Ref 32-43, 70-97, 121
~~**POLICY NE 7 – GREEN GAPS**~~ ~~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.~~		Ref 32-43, 70-97

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. 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. 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.~~ ~~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.~~	**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. 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.	Ref 44-48, 111
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 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.	**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.	Ref 44-48
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 and T-Level placements	**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.	Ref 44-48
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.	**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.	Ref 44-48

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.	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.	
WELLBEING & COMMUNITY **POLICY WBC 1 – AIR QUALITY** ~~a) Measures that reduce traffic volume near educational establishments, particularly at peak times, will be supported.~~ b) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area ~~will be resisted.~~ ~~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.~~ 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. e) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust. ~~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.~~	**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. 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.	Ref 49-59
~~**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.~~		Ref 49-59, 112
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.	**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.	Ref 49-59

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.	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 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.	**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.	Ref 49-59
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.~~	**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.	Ref 49-59
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.	**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.	Ref 49-59
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.	**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.	Ref 49-59

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.	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 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.	**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.	Ref 49-59

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 carbuncle, 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

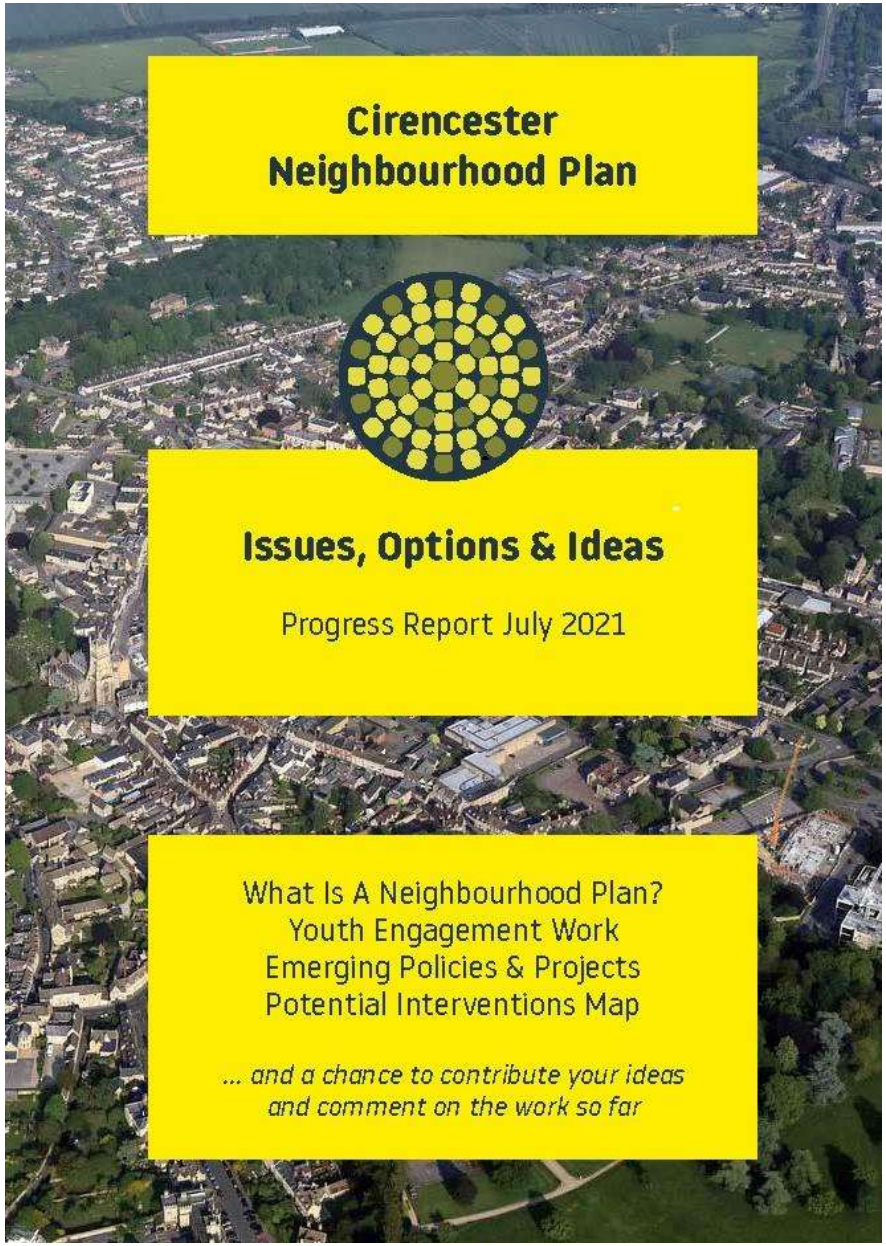
Community, Culture and Leisure	Value	Difference(s) by subgroup	Quote/ other suggestions
Community, Culture and Leisure	The sense of a real community spirit	All age groups – this was by far the most valued	
"	Friendly people	All age groups	
"	Education and the number of varying institutes (schools, colleges 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.

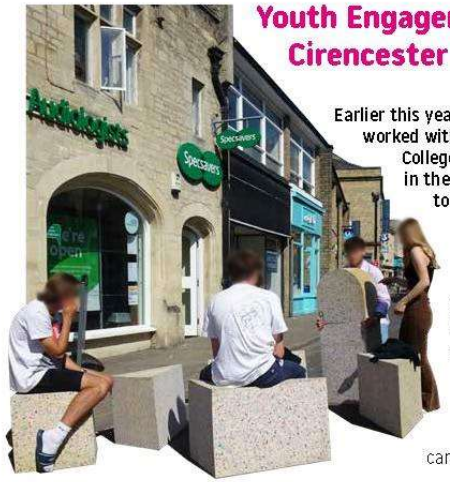
The neighbourhood plan is being prepared by Steering Group of local people on behalf of the Cirencester Town Council. This report sets out progress so far and the ideas, issues and options discussed by the Steering Group. Cirencester has a rich history and a bright future. The Steering Group would like 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

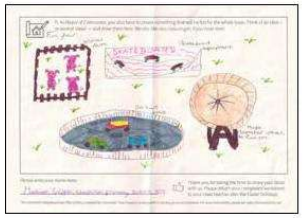
Meanwhile, the neighbourhood plan team have asked children at several local schools — Chesterton, Watermoor, Stratton, Paternoster and Powell's — for their ideas. These younger children from across Cirencester have been creatively designing playful new spaces. Using a bespoke worksheet distributed through 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.

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

1	**Modes of Transport**	**65**
	More Cycle Paths or Routes	16
	Less Traffic & Fewer Cars	14
	More Cycling	8
2	**Maintenance**	**52**
	Less Dog Mess	16
	Cleaner, Less Litter	13
	Fewer Potholes	10
3	**Improving Streets & Paths**	**42**
	Lower Speed Limits, Less Speeding	7
	Wider Walking Paths	7
	More or Different Routes	6

... 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 commerical 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 corrdors 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.circencesternp.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*

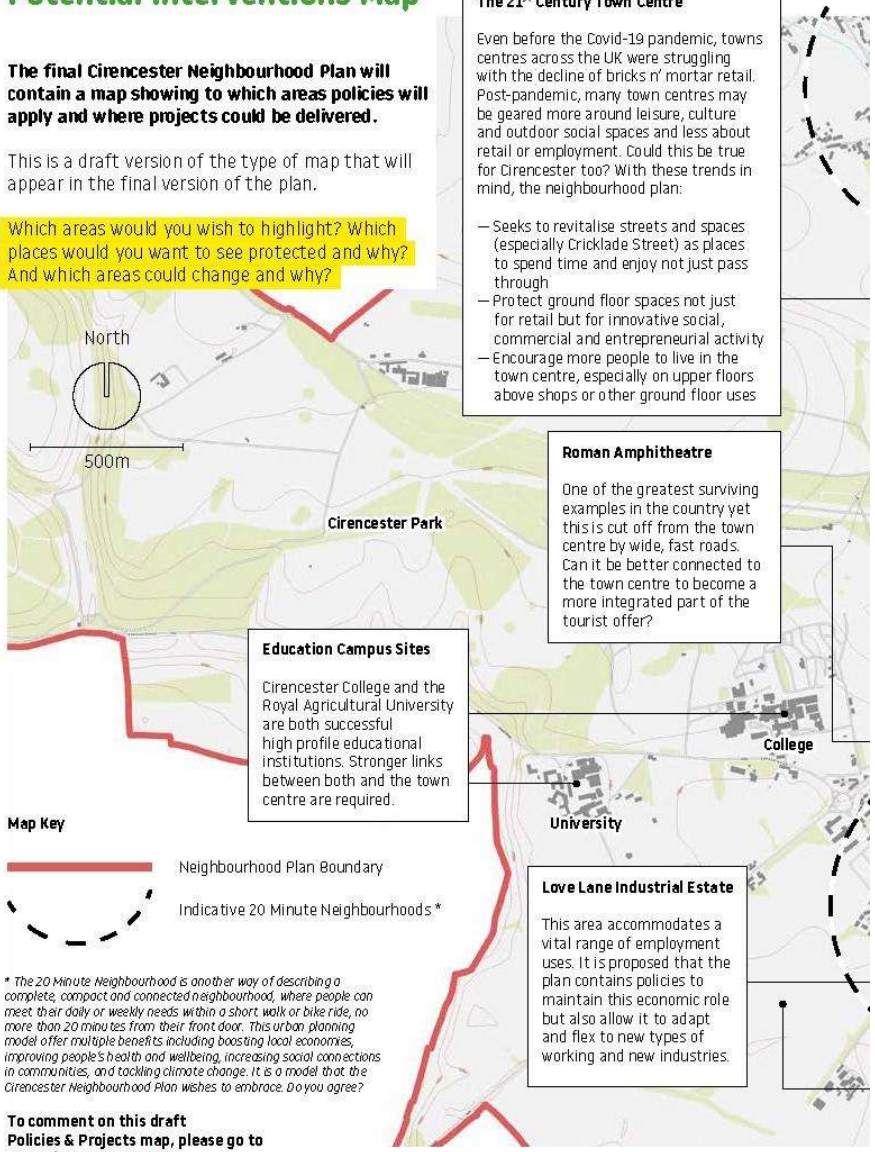
To comment on the draft Plan Projects, please go to www.cirencesternp.org and complete the survey

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?



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

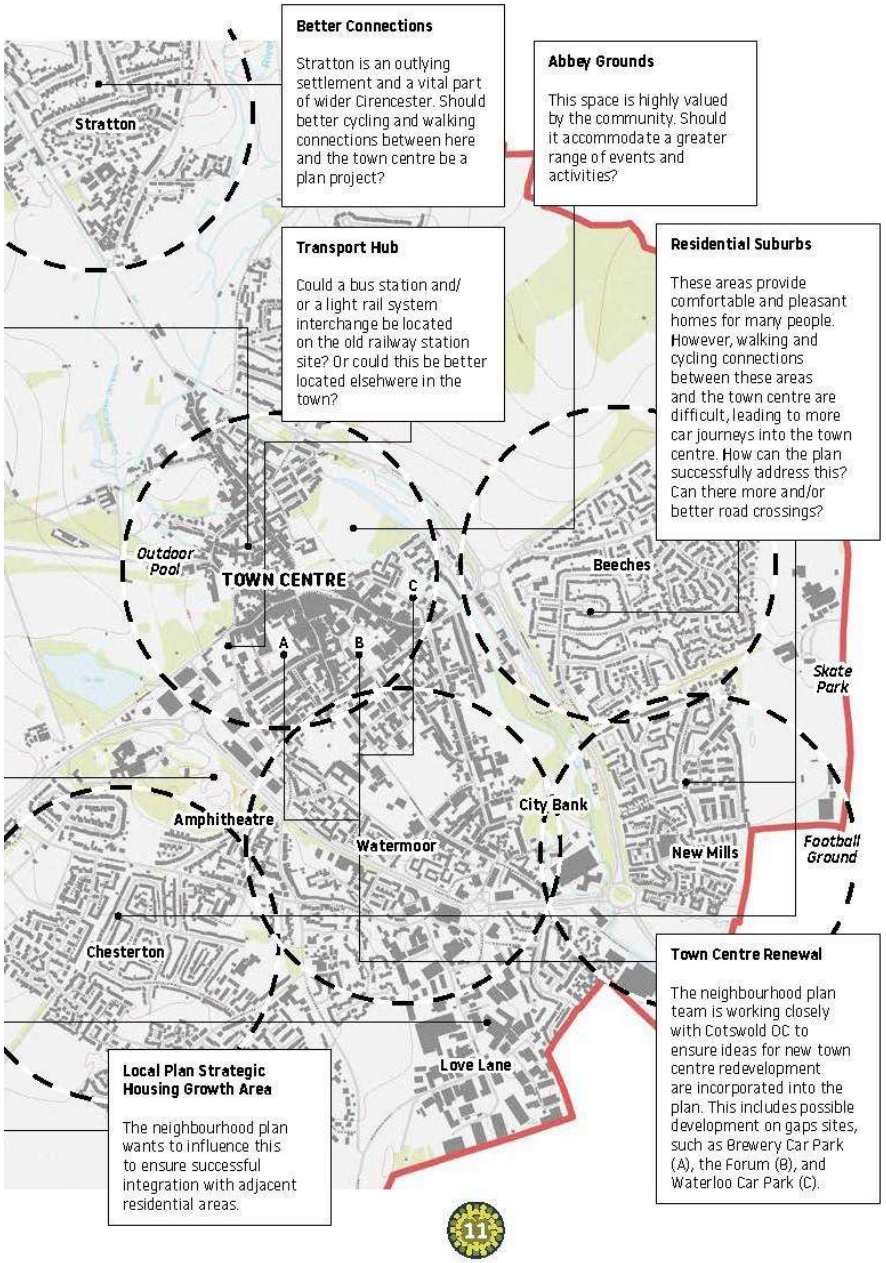
Cirencester College and the Royal Agricultural University are both successful high profile educational institutions. Stronger links between both and the town centre are required.

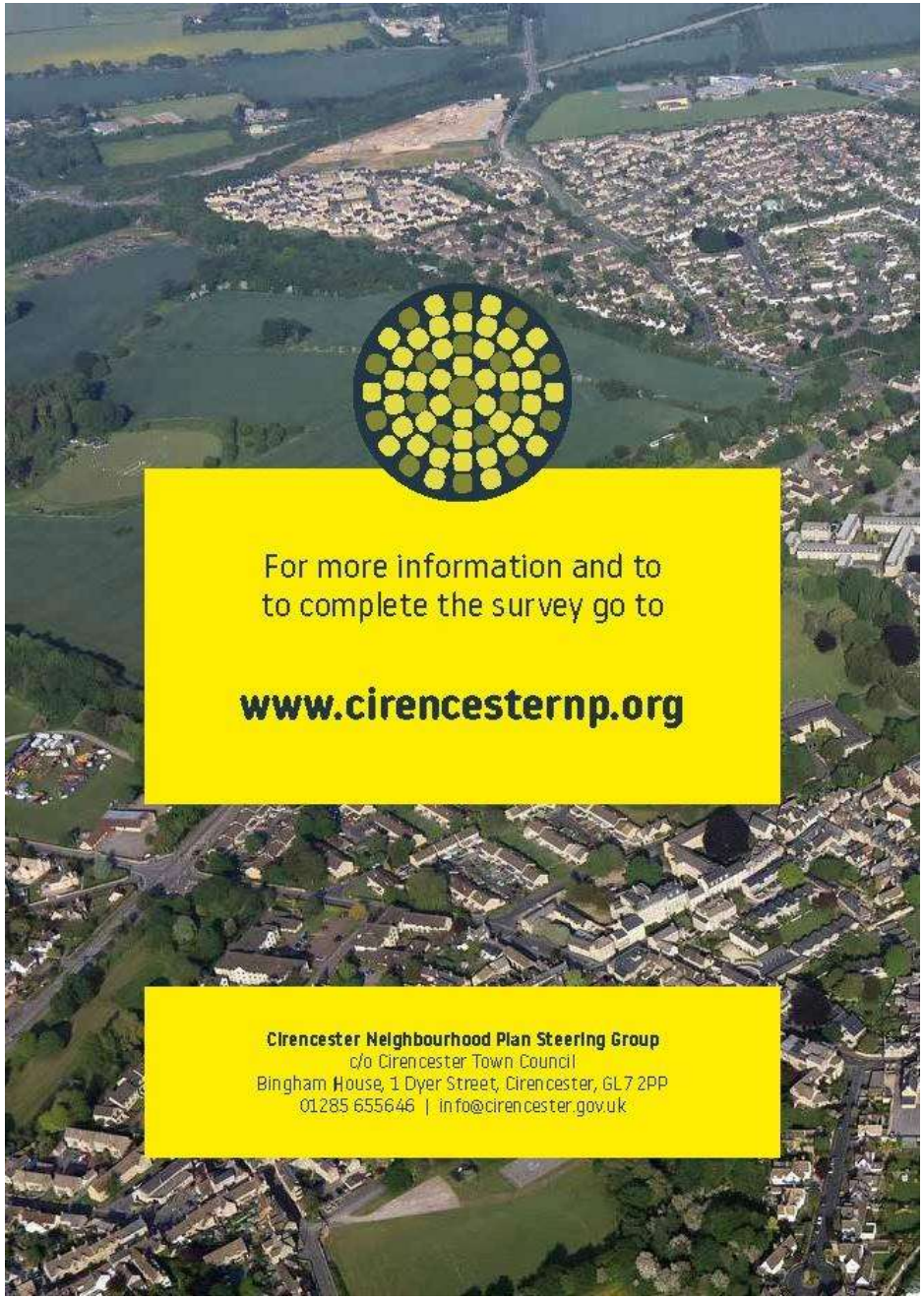
Love Lane Industrial Estate

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.

** 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


Better Connections
Stratton is an outlying settlement and a vital part of wider Cirencester. Should better cycling and walking connections between here and the town centre be a plan project?
Abbey Grounds
This space is highly valued by the community. Should it accommodate a greater range of events and activities?
Transport Hub
Could a bus station and/ or a light rail system interchange be located on the old railway station site? Or could this be better located elsehwere in the town?
Residential Suburbs
These areas provide comfortable and pleasant homes for many people. However, walking and cycling connections between these areas and the town centre are difficult, leading to more car journeys into the town centre. How can the plan successfully address this? Can there more and/or better road crossings?
Stratton
Outdoor Pool
TOWN CENTRE
A
B
C
Beeches
Skate Park
Amphitheatre
Watermoor
City Bank
New Mills
Football Ground
Chesterton
Love Lane
Local Plan Strategic Housing Growth Area
The neighbourhood plan wants to influence this to ensure successful integration with adjacent residential areas.
Town Centre Renewal
The neighbourhood plan team is working closely with Cotswold DC to ensure ideas for new town centre redevelopment are incorporated into the plan. This includes possible development on gaps sites, such as Brewery Car Park (A), the Forum (B), and Waterloo Car Park (C).
11


For more information and to 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

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

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

22		**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?	Noted - Policy revised in consultation with CDC
23		**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.	Noted - Policy revised accordingly
24		**Appx 5 NDHAs** Correct where images separated from text, mislabelled image and provision of clearer maps to show extent of NDHAs.	Noted – Mapping, images and text to be reviewed
25		**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'?	Noted - Policy revised in consultation with CDC
26		**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	Noted - Policy revised accordingly

		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

35		**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 is 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

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

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

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

		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 *'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.'*	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

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. '*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.*'	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

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

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

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

92		**NE5** Strengthen with regard to development in the urban centre as follows: '*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.*'	Noted - see reference 40 - Policy deleted
93		**NE5** Revise to include *'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.'*	Noted - see reference 40 - Policy deleted
94		**NE4 d) and e)** Revise to say '*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.*'	Noted - see reference 38 and 39 - Policies deleted
95		**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).	Noted - see reference 41 and 42 - NE6 clause a) amended clause b) deleted

96		**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.	Noted - amendments to be made in line with advice and comments from Cotswold District Council
97		**NE7** Add additional policy NE7 '*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.*'	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**	**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.	Noted - no change necessary
99	**Historic England**	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	Noted - no change necessary

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

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

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

121		**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.	Noted - amendments to be made in line with advice and comments from Cotswold District Council
122	**Thames Water**	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."	Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan
123		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."	Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan
124		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."	Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan

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

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			
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 townâ€™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.	

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 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.

		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.Â Â Moreover, it is not clear how much additional revenueÂ Â tourists arriving on a coach tour stopping for a brief visit in Cirencester would generate.Â Â It is not clear how tourists visitingÂ Â the Amphitheatre, which is noted in the CNP as a 'key featureâ€™ would boost the the local economy.Â Â 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.	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.
3 Preparing The Plan		Why has a small part of the SE of the town been omitted	
		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.	Recommends working to get CNP 'made' before next General Election as it would potentially bring changes to Planning Legislation.

		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.
	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

	TC1 TC2 - Town Centre	As written, section 05 of the NCPÂ Â is hard to follow.Â Â 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. Â The latter needs to be addressed in the CNP.Â Â 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.Â Â The decked parking couldÂ Â be unsightly and not in-keeping with the historical town.Â Â More focus needs to beÂ Â 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 spacesÂ Â needs careful consideration as, historically, it has the potential to segregate communities and encourage anti-social gatherings, particularly in the evenings.Â Â It is not clear how tourists visitingÂ Â the Amphitheatre, which is noted in the CNP as a 'key featureâ€™ would boost the local economy.Â Â It is more likely to cause congestion and ruin the local site.Â Â It is unclear how the infrastructure and improved public transport will be funded.	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.
6 Access & Movement	AM1 - Spoke & Wheel	Coates Parish Council has the following comments on section 06Â Â Access & Movement: Whilst the improvement of public transport,Â Â 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,Â 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.Â Â Is there evidence to support this statement?Â Â It could be that the Kemble station is being fully utilised, but the train users are using private cars to reach the station.Â Â The point then is that car use needs to reduced to safe guard the environment and reduce congestion for the residents of Kemble.	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 reduced to safe guard the environment and reduce congestion for the residents of Kemble.

	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 â€˜off-roadâ€™ 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.

	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 routee 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.

	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 fromits 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 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 peripery 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 clow 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, shopppers 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

	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 vehciles, 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.

	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 b e 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.	

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	

	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.	

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 cirle 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 donâ€™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 â€¦& long stay placesâ€¦& 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 hear of Cirencester's town centre	

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 donâ€™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

	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 â€œ legalâ€• 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.	

	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	

	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 carriagewys reduce nosie 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

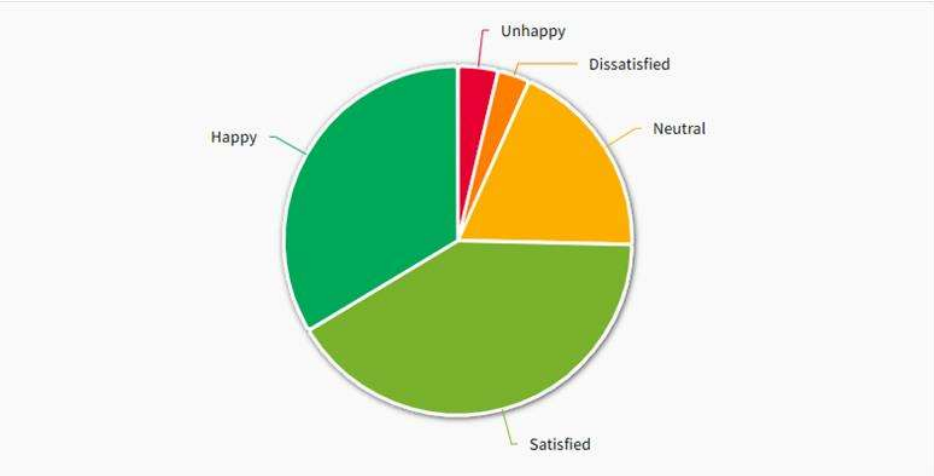
By close of the consultation period, there had been 930 contributions from members of the public and other organisations.

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.

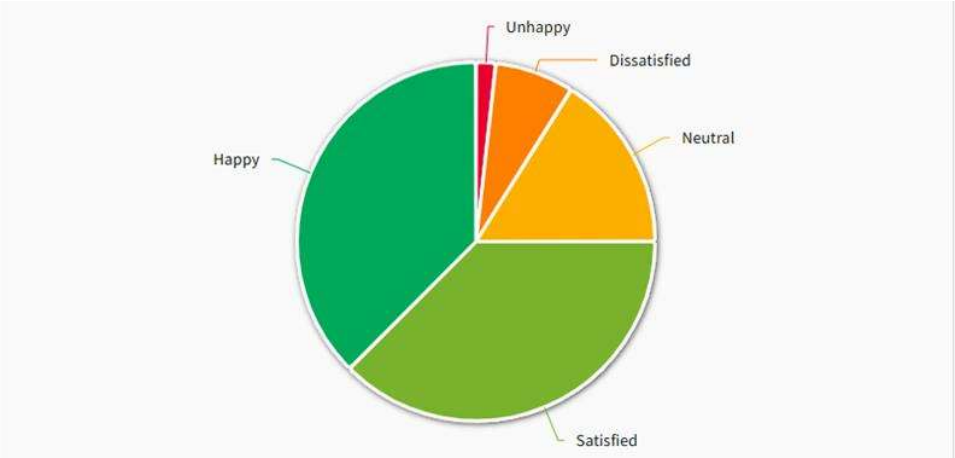
Age Profile:	**Employment Status:**
4% 35-44	1% Carer
6% 45-54	1% Student
35% 55-64	2% Town Councillor
32% 65-74	2% Retired Part-Time
20% 75-84	2% Part Time Employment
3% 85+	3% Self-Employed
	8% Steering Group Volunteer
	15% Full Time Employment
	66% Retired

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?

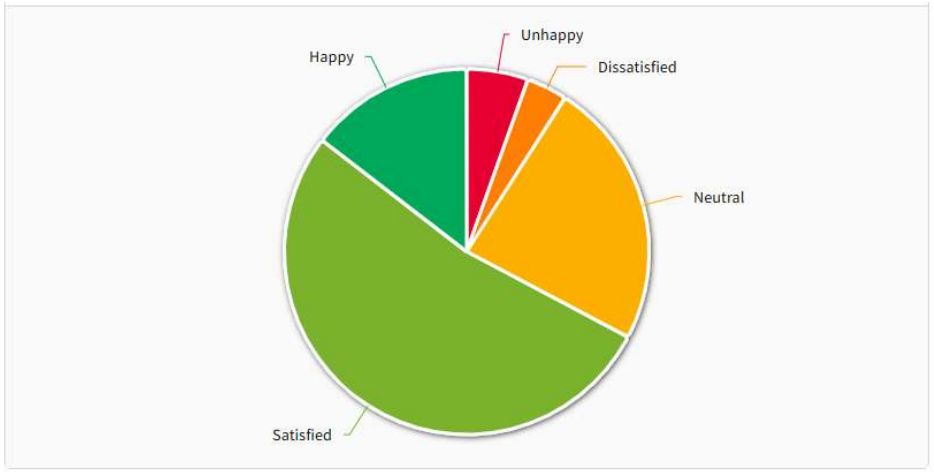


Aims and Objectives – Pie Chart and Word Cloud – How do you feel about the set of aims and objectives?

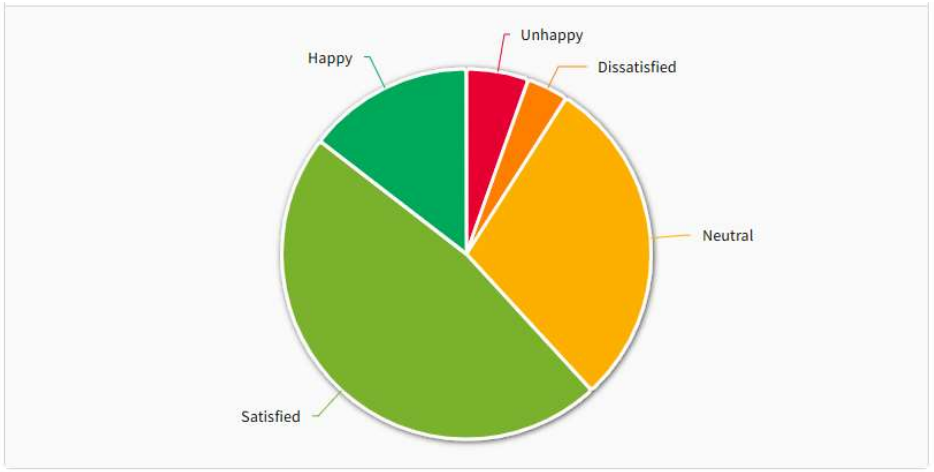


Cirencester Town Centre – Pie Chart – Policy TC1 and TC2

TC1 – General Development

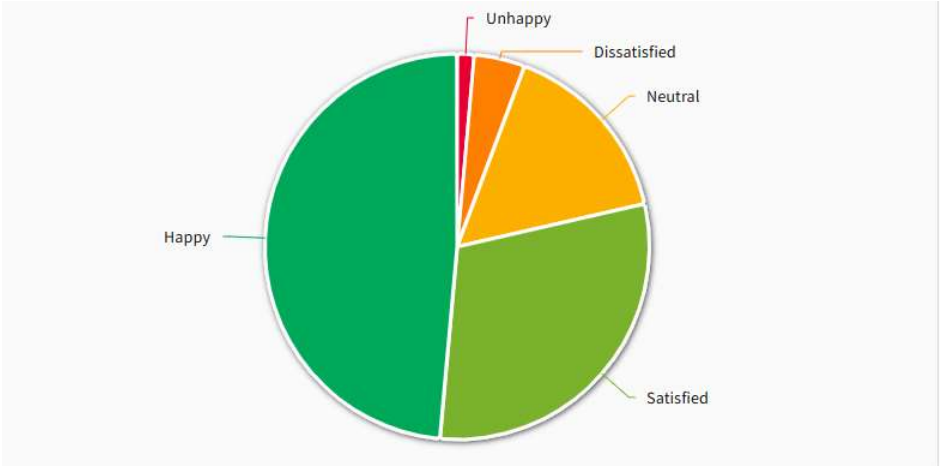


TC2 – Areas of Change

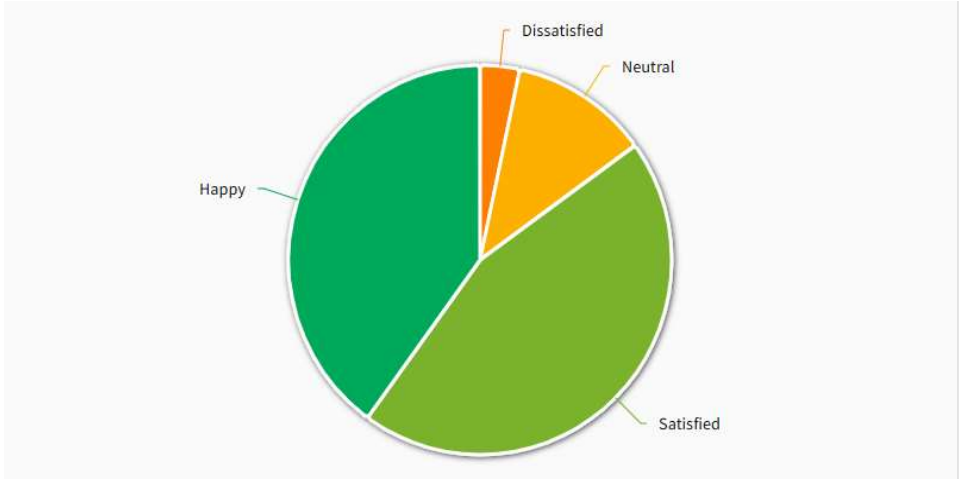


Access and Movement – Pie Charts and Word Cloud

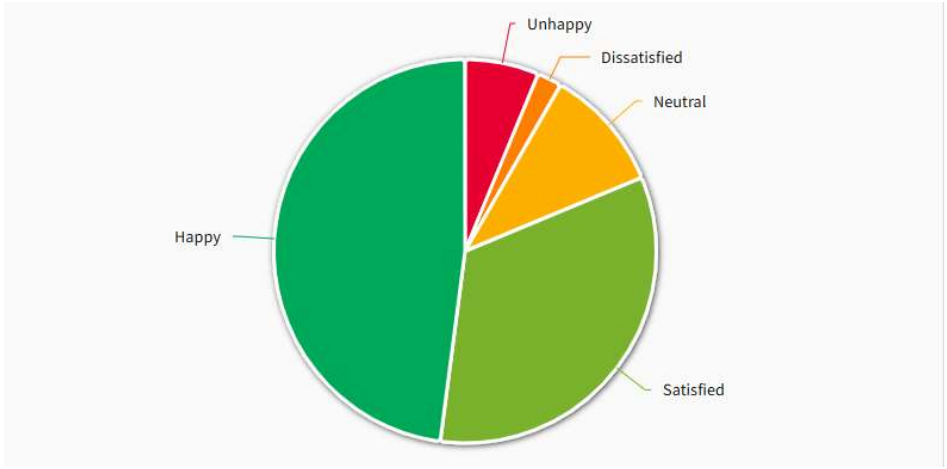
AM1 – Spoke and Wheel Cycle Network



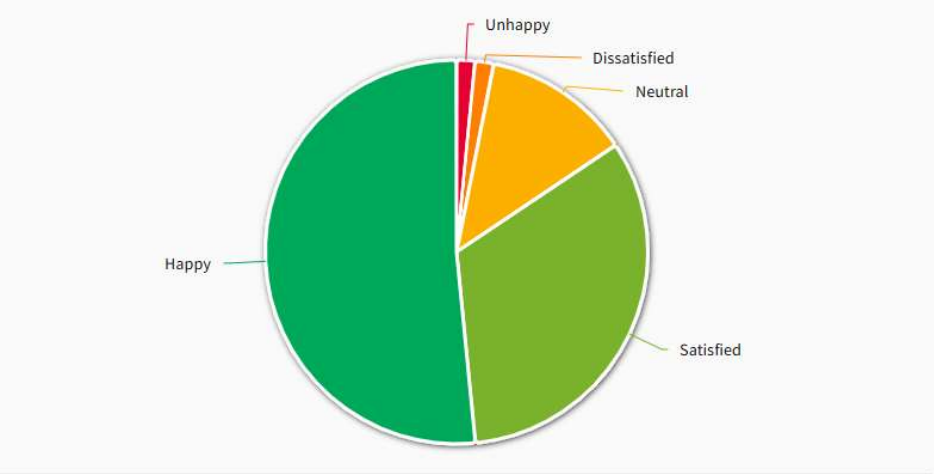
AM2 – Town and Country Connections



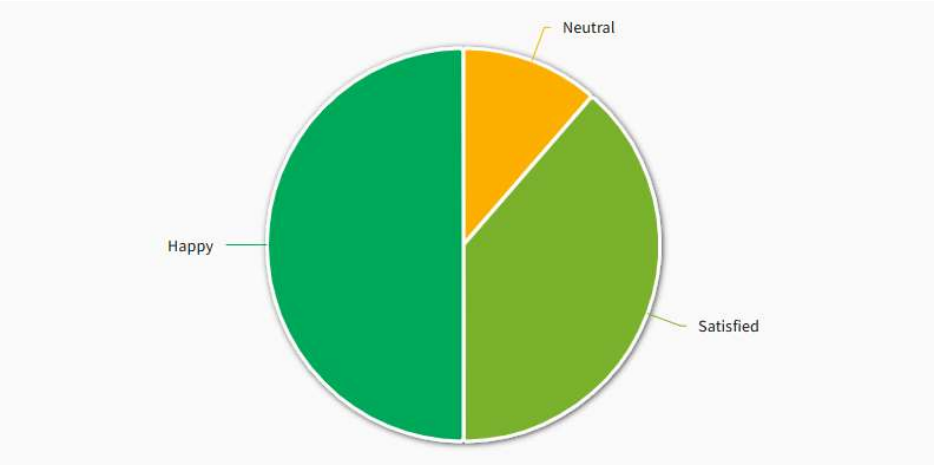
AM3 – The Pedestrian Experience



AM4 – Integrated Mobility Hub

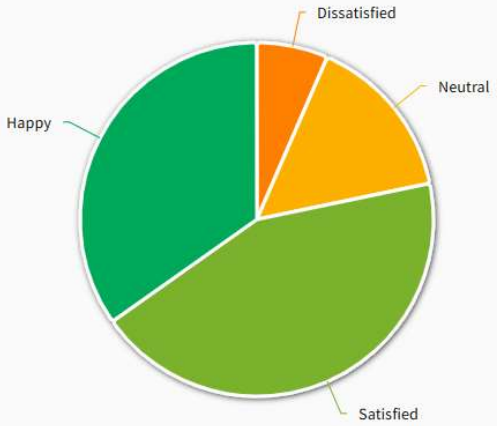


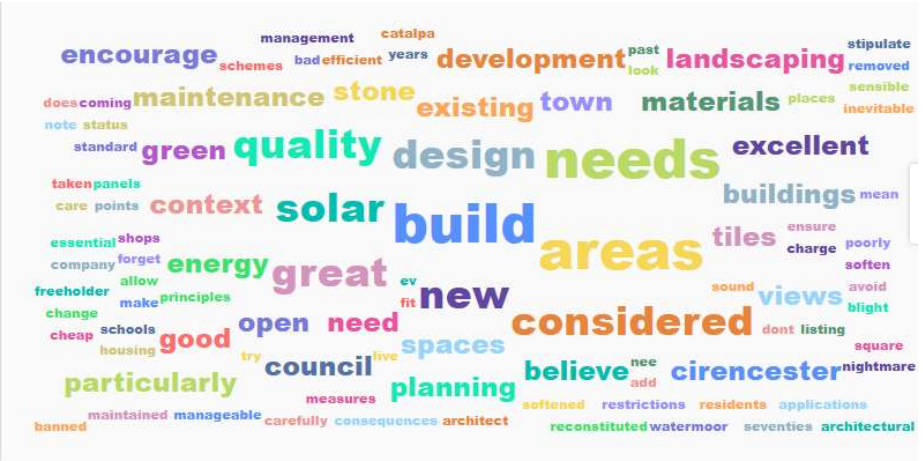
AM5 – Strategic Connections and Transport Links



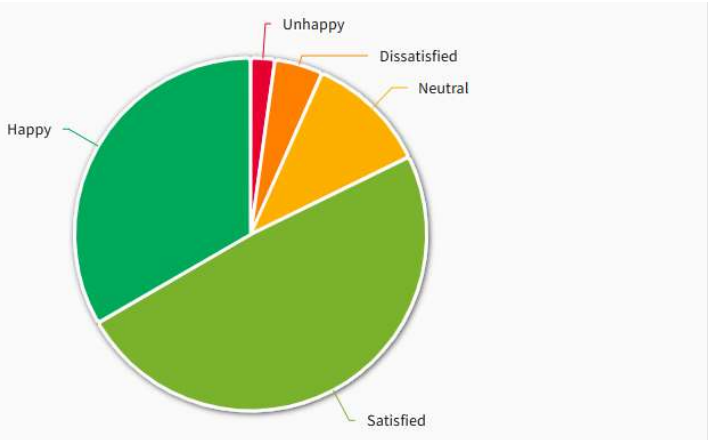
Design and Built Environment – Pie Charts and Word Clouds

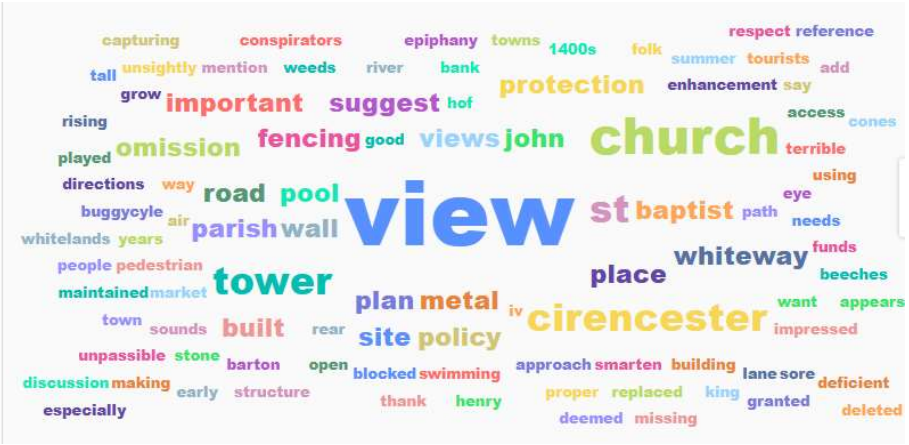
DB1 – Design Quality



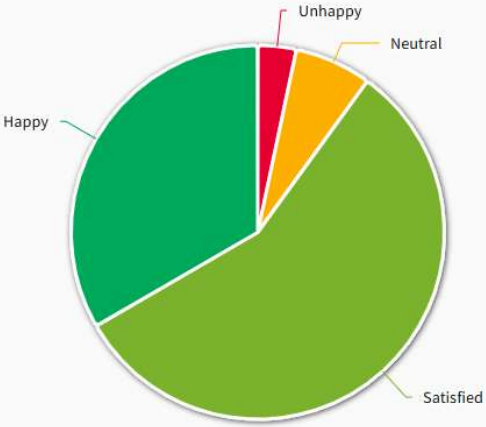


DB2 – Protection of Landscape and Townscape Views

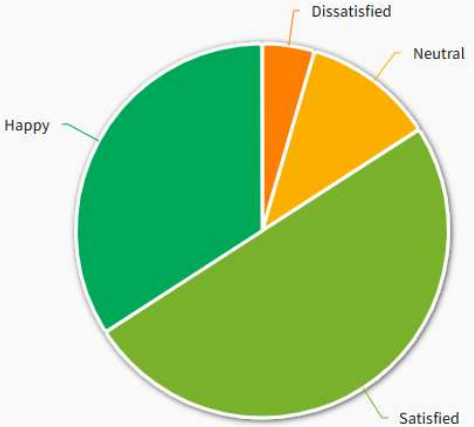




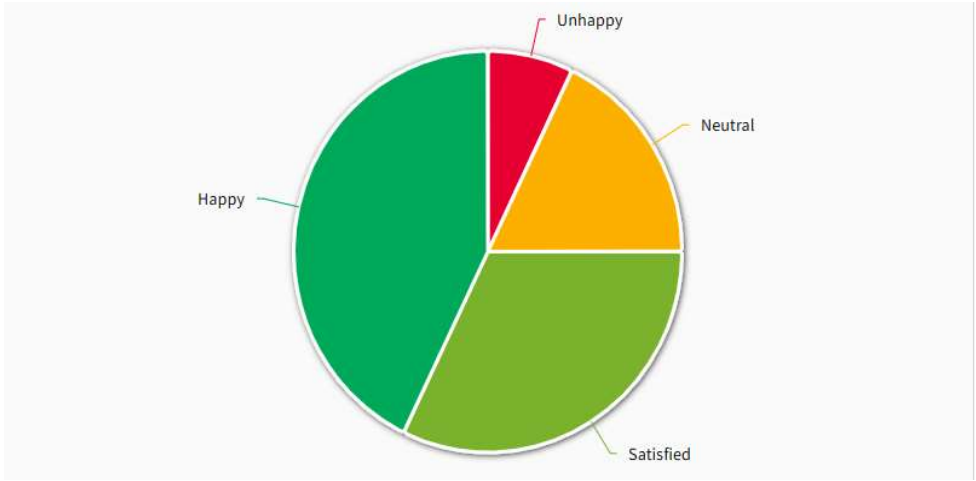
DB3 – Conversion of Existing Properties



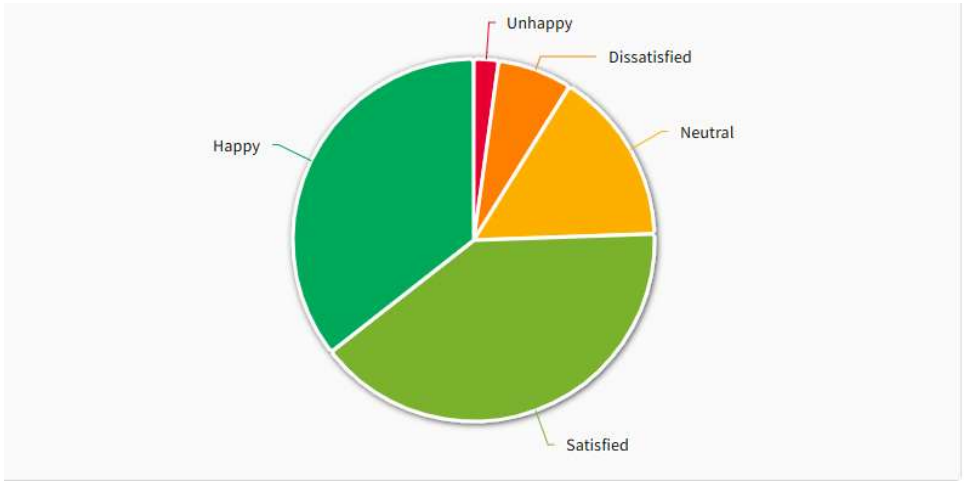
DB4 – Protection of Non-Designated Heritage Assets



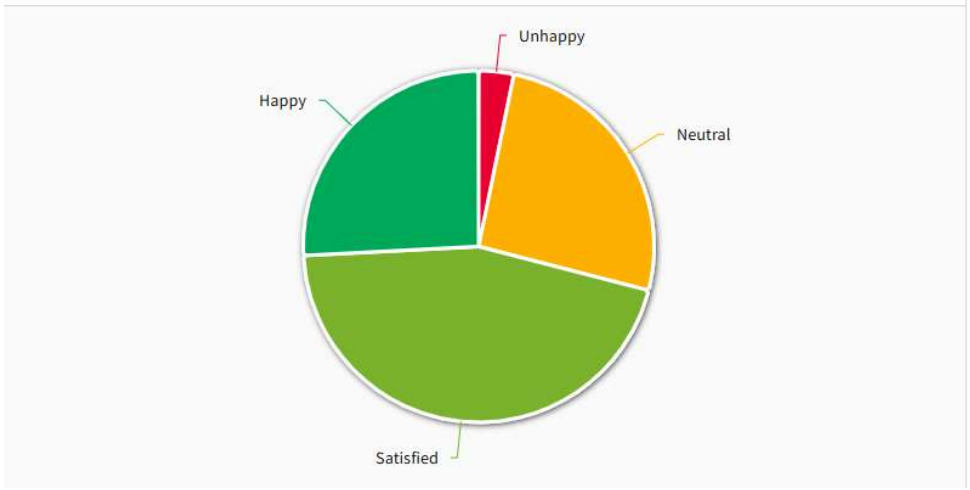
DB5 – Net Zero and Energy Efficiency Measures in the Design and Construction Process



DB6 – Energy Use in New Buildings

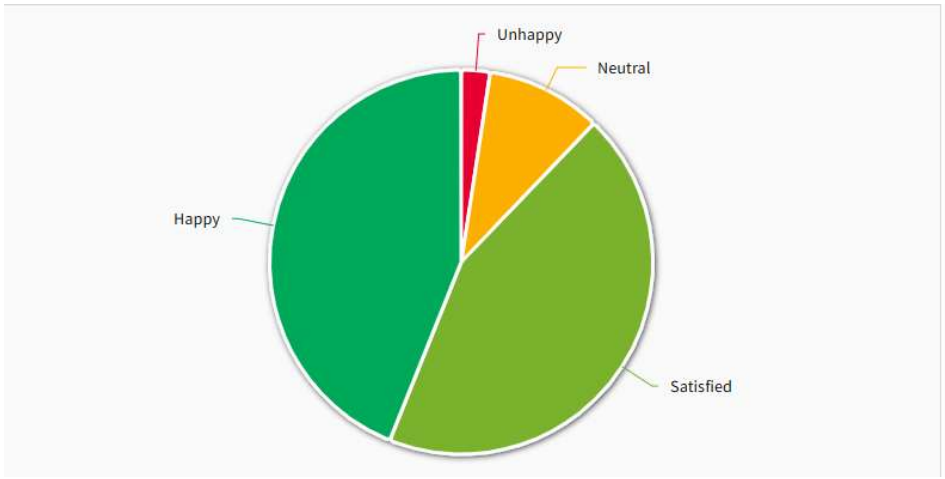


DB7 – Homes in Multiple Occupation

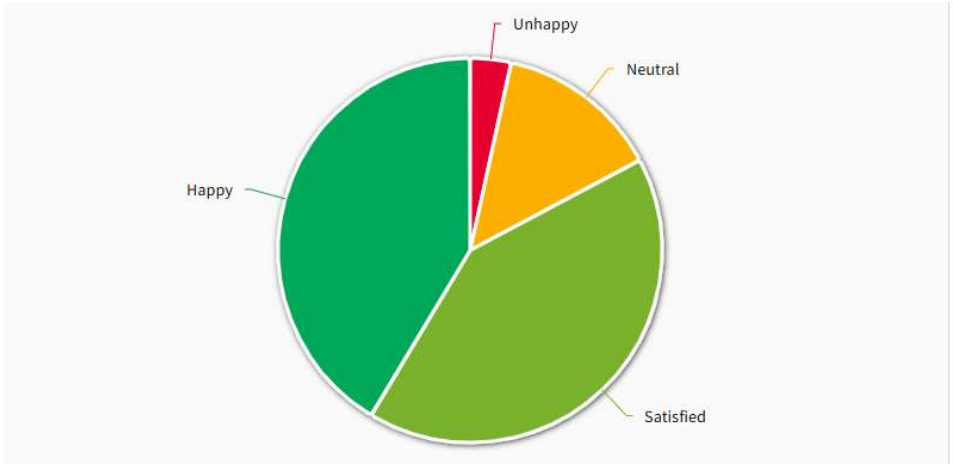


Quality Public Realm – Pie Charts and Word Clouds

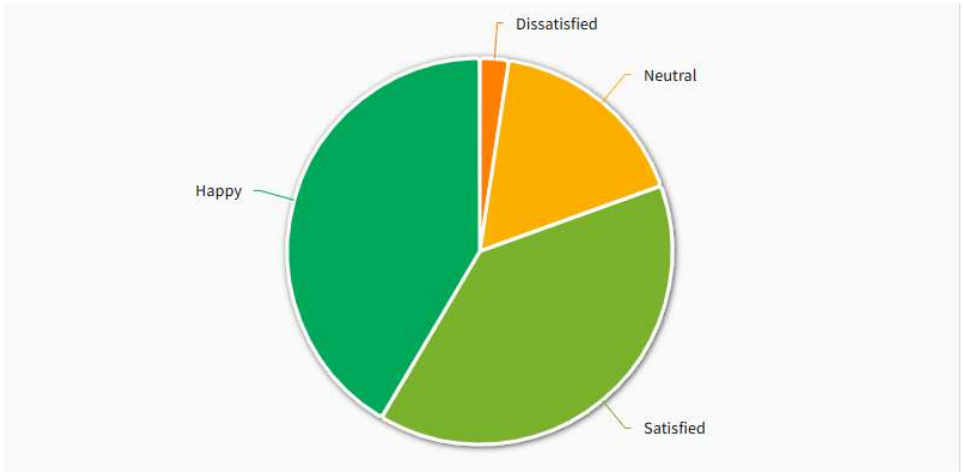
QPR1 – Illuminated Signage



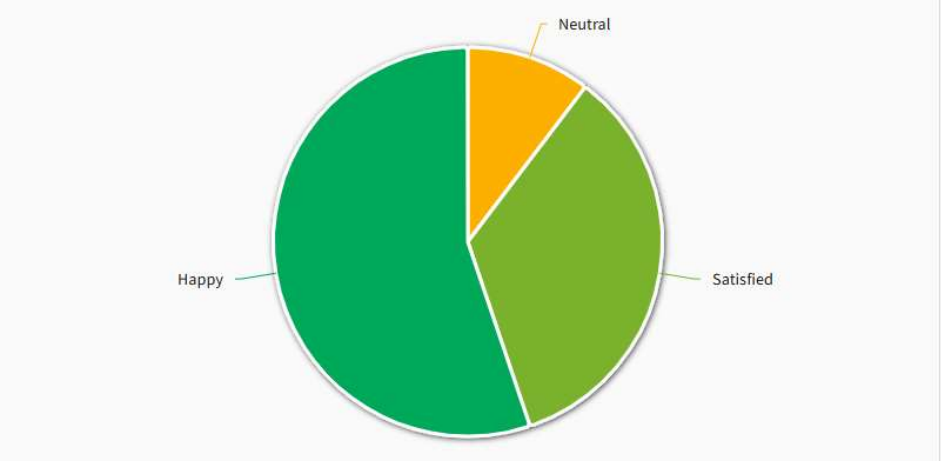
QPR2 – Quality Streets and Spaces



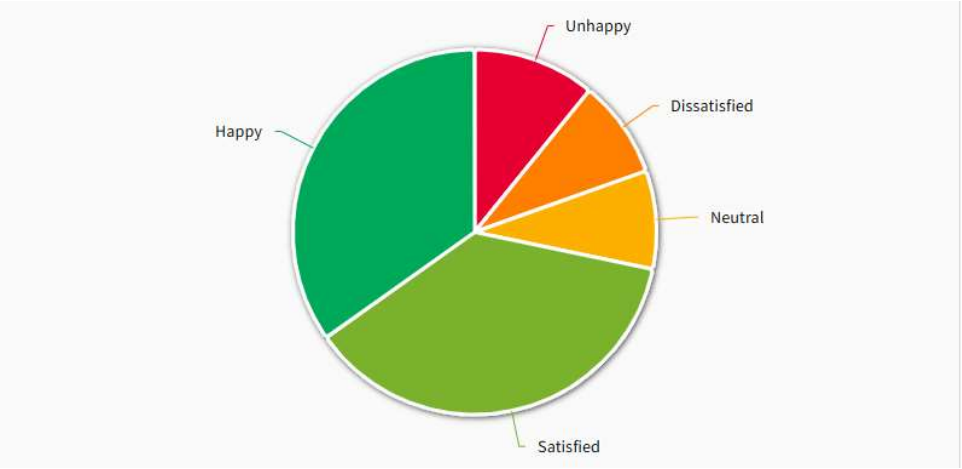
QPR3 – Social and Civic Spaces



QPR4 – Heritage Trails and Wayfinding Systems

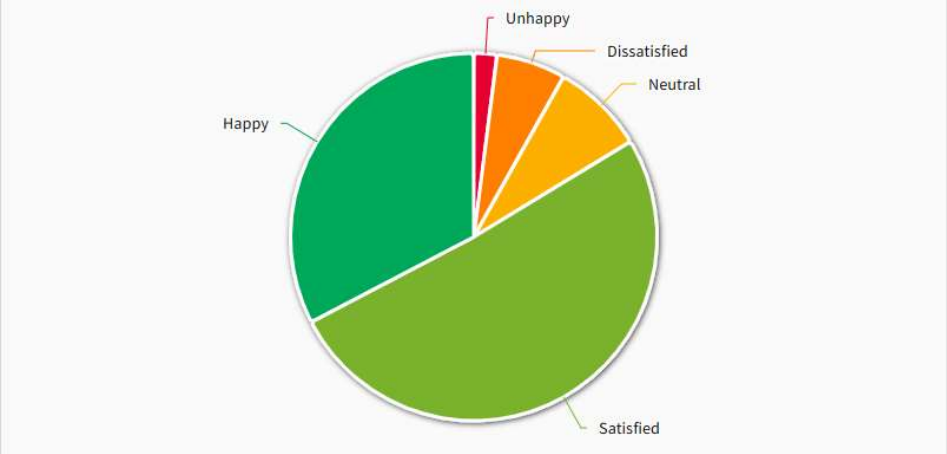


The 20 Minute Neighbourhood – Pie Chart and Word Cloud – How do you feel about this policy?

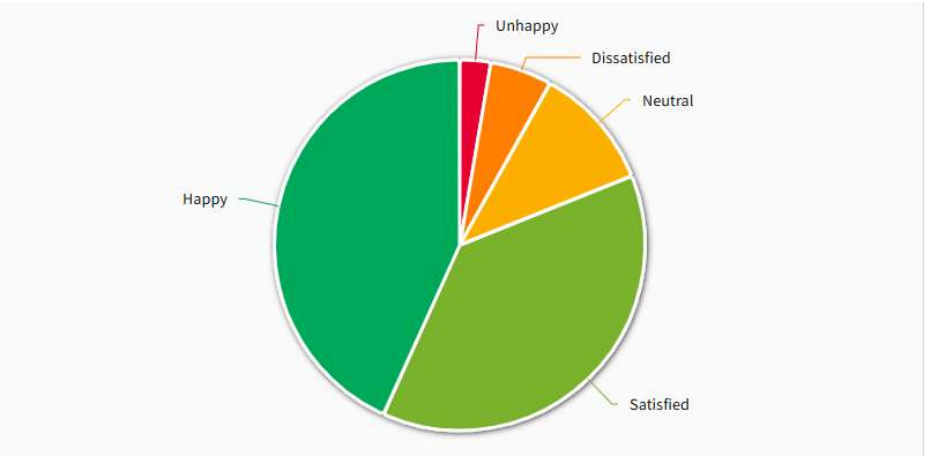


The Natural Environment – Pie Charts and Word Clouds

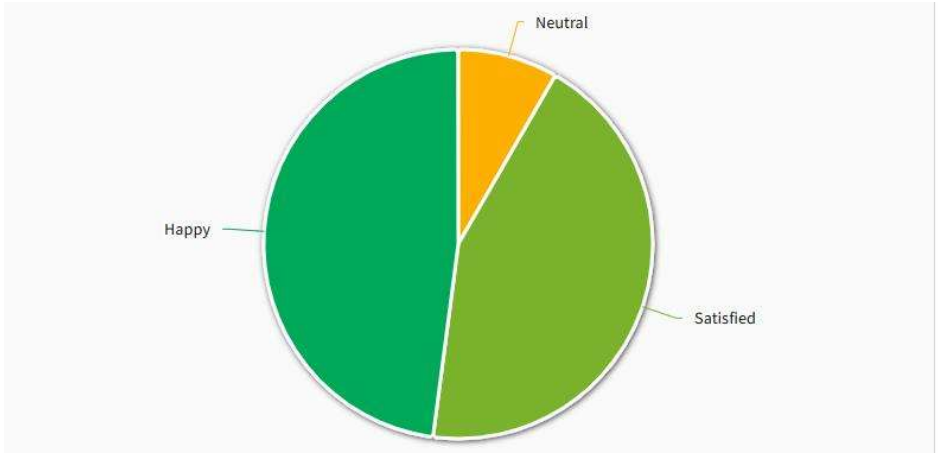
NE1 – Biodiversity Net Gain

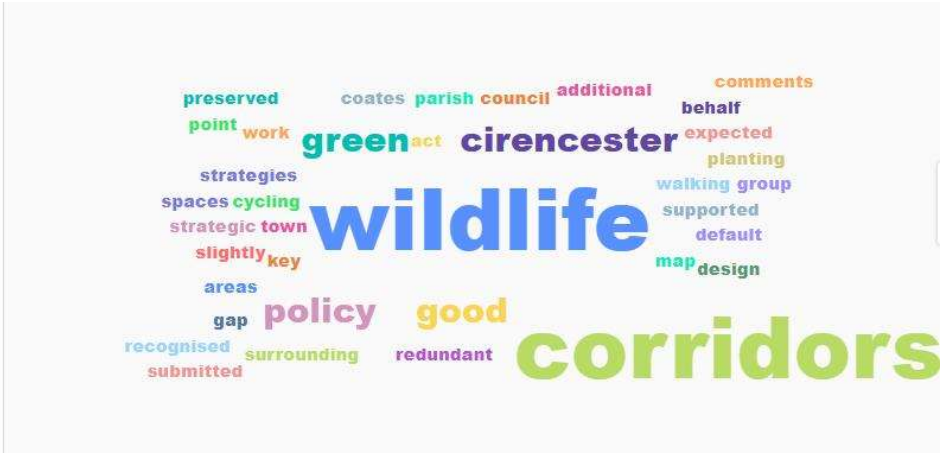


NE2 – Rewilding Schemes

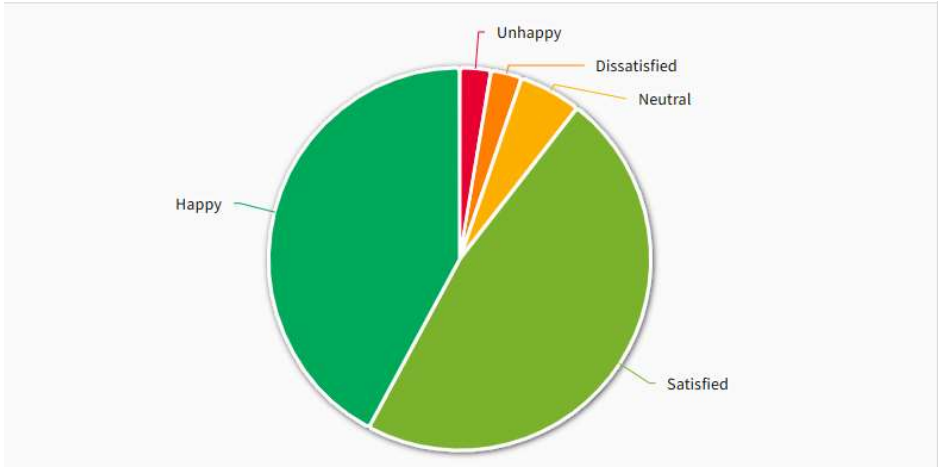


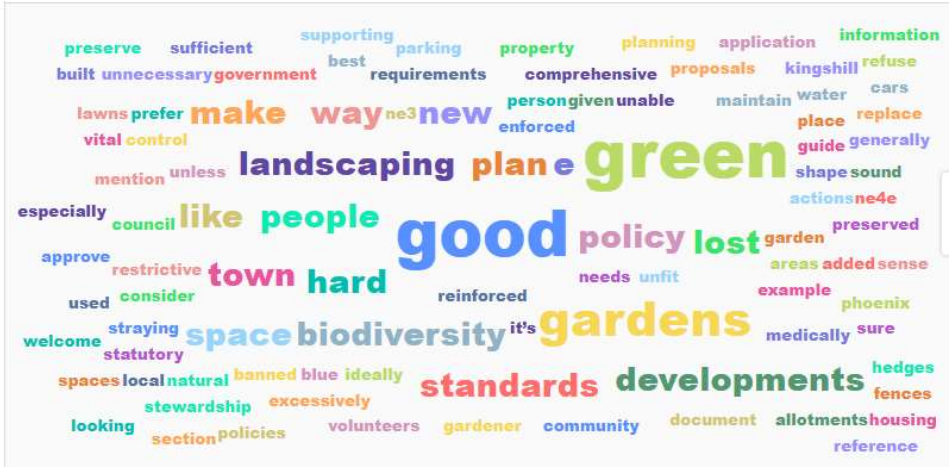
NE3 – Wildlife Corridors



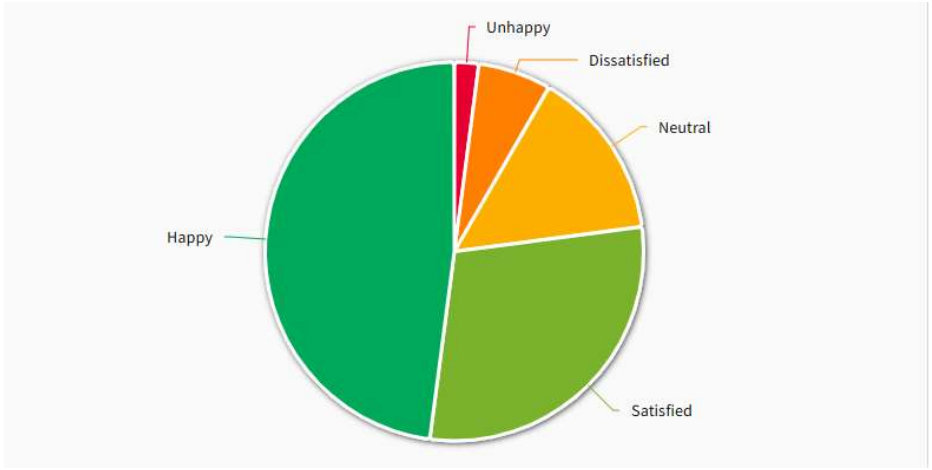


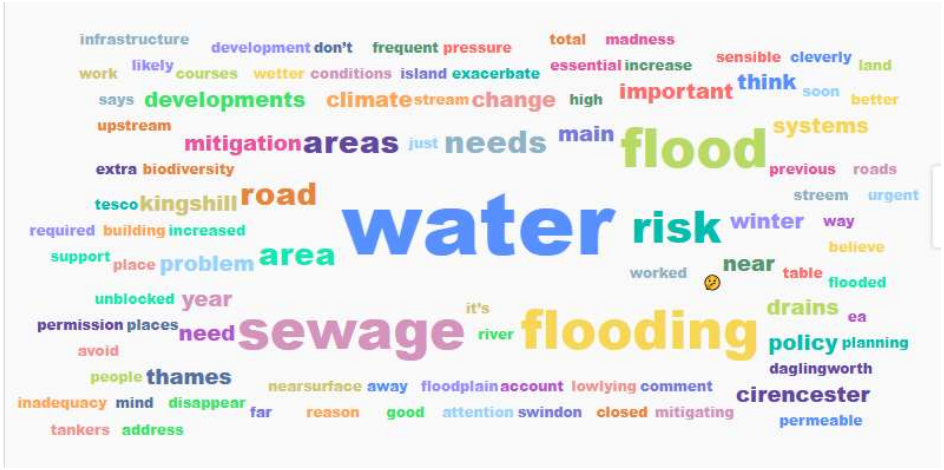
NE4 – Green and Blue Infrastructure Protection and Enhancement



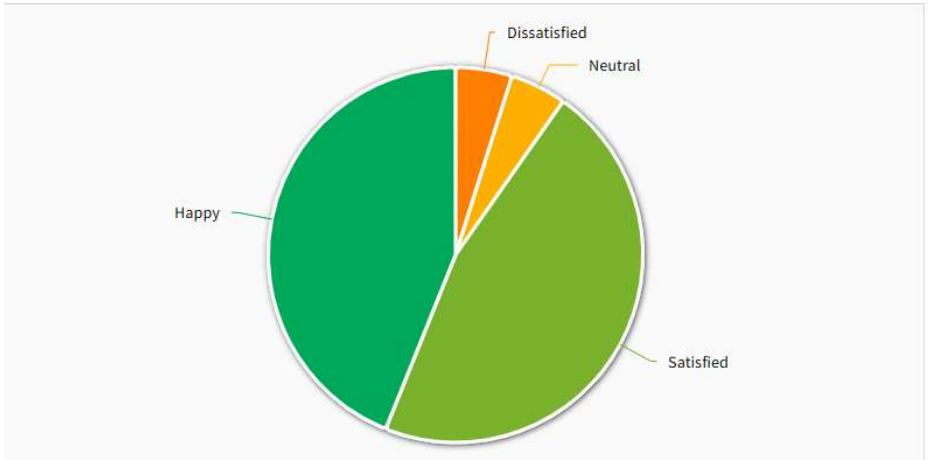


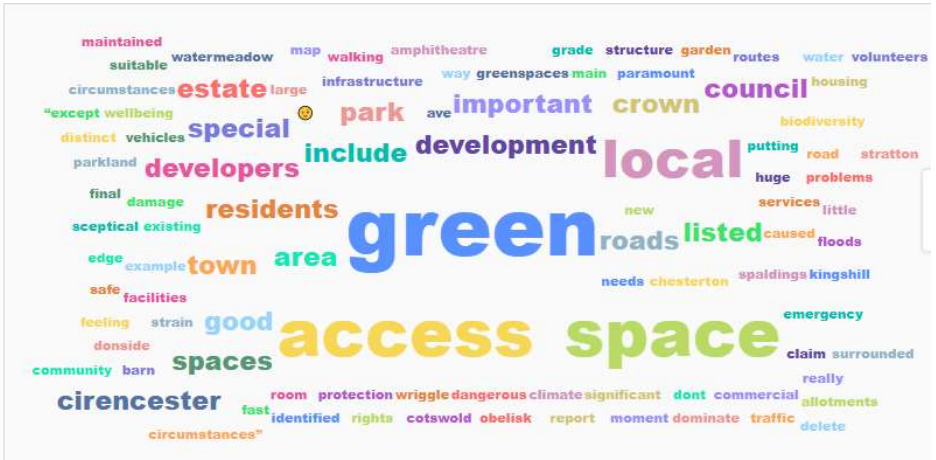
NE5 – Flood Mitigation



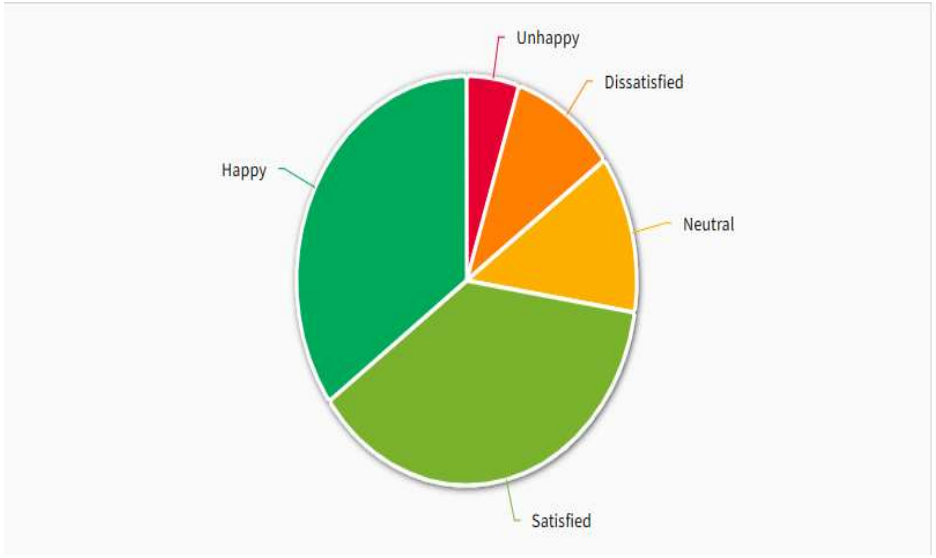


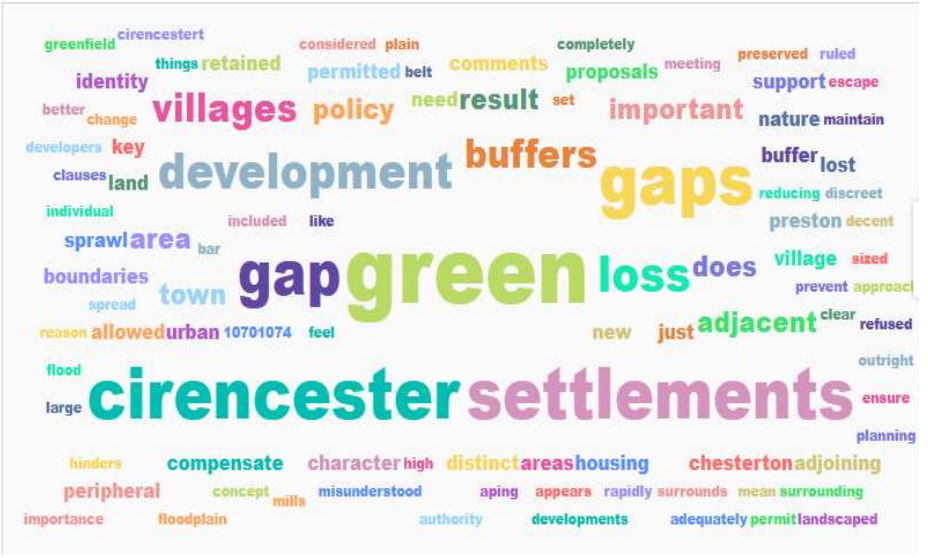
NE6 – Local Green Space Designations





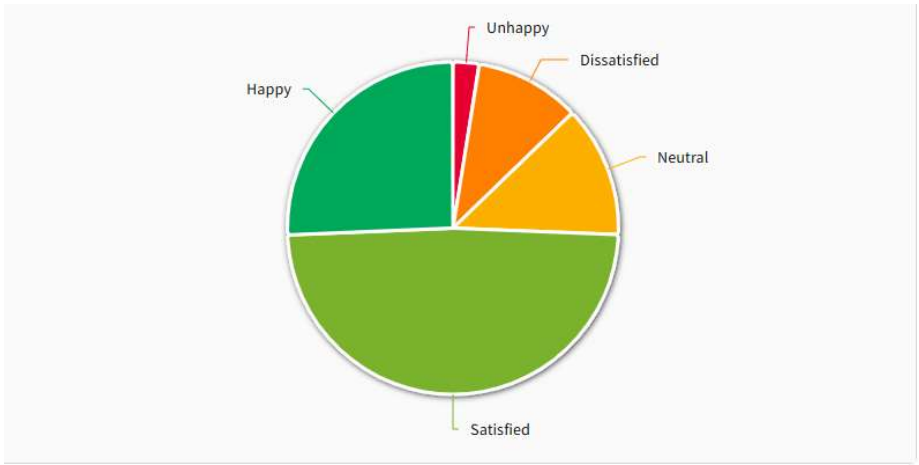
NE7 – Green Gaps



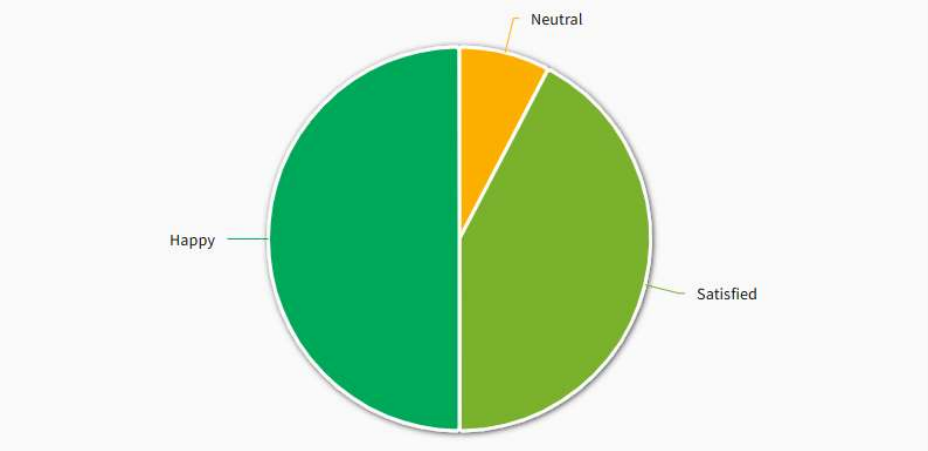


The Local Economy – Pie Charts and Word Clouds

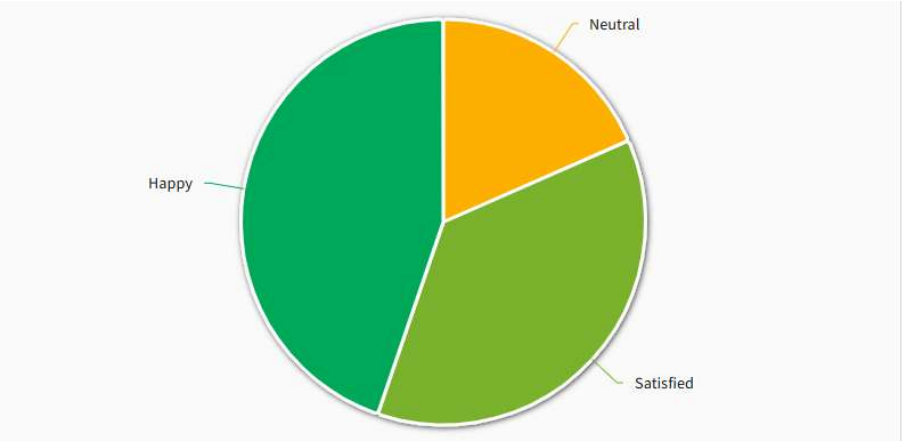
LE1 – Protect and Enhance Economic Activity



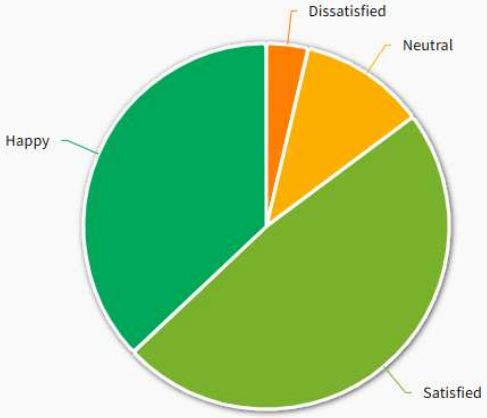
LE2 – Provision for Innovative Work Spaces, New and Small Businesses

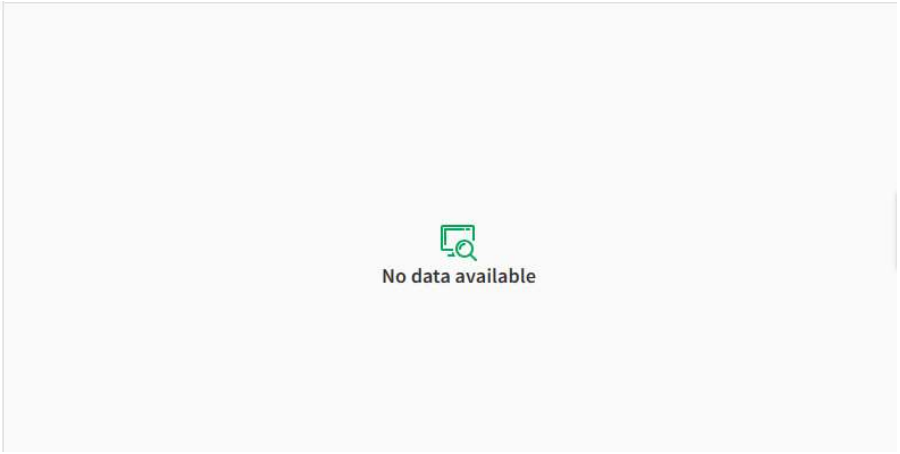


LE3 – Skills Development



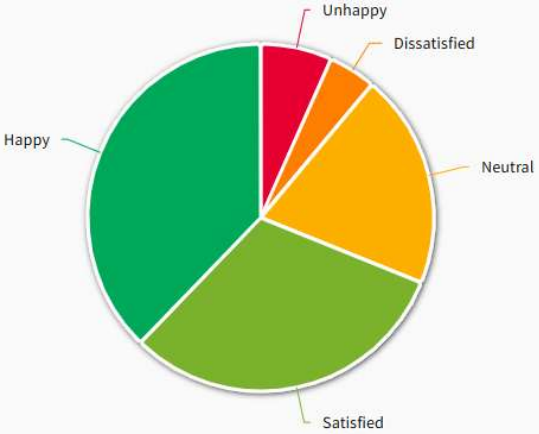
LE4 – New Employment Premises and Design Quality



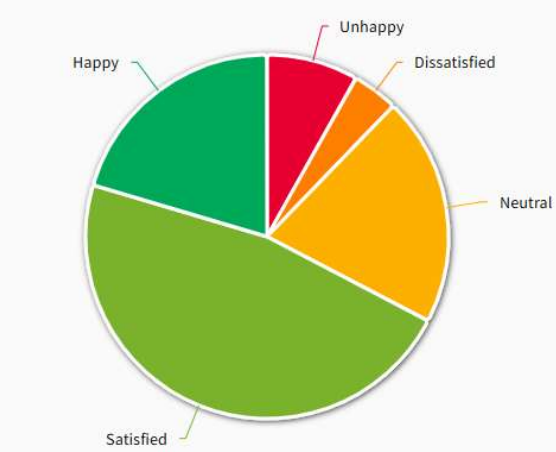


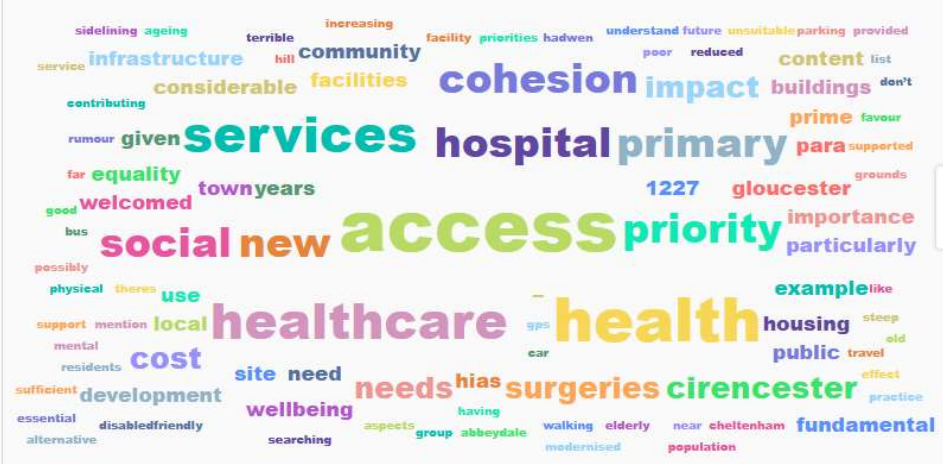
Wellbeing and Community – Pie Charts and Word Clouds

WBC1 – Air Quality

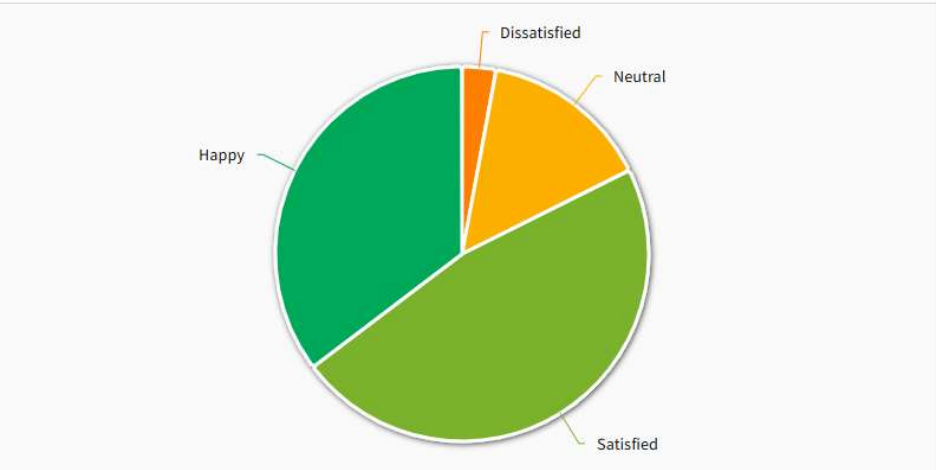


WBC2 – Health Impact Assessments

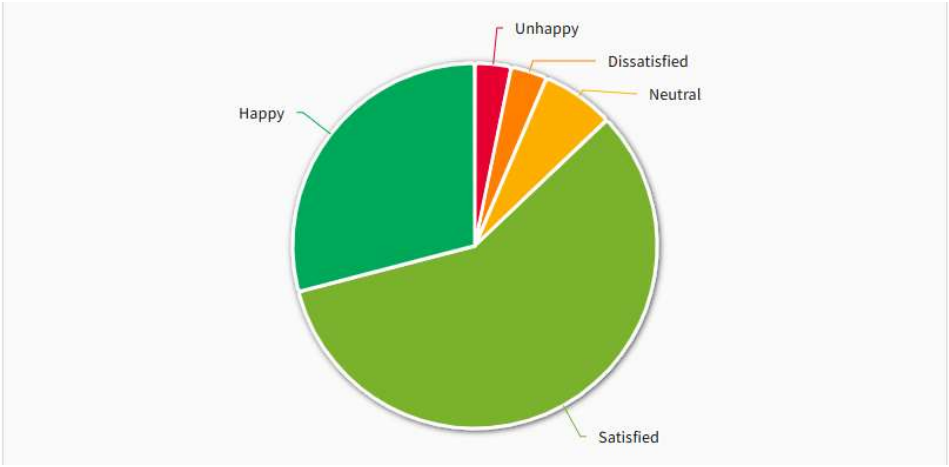




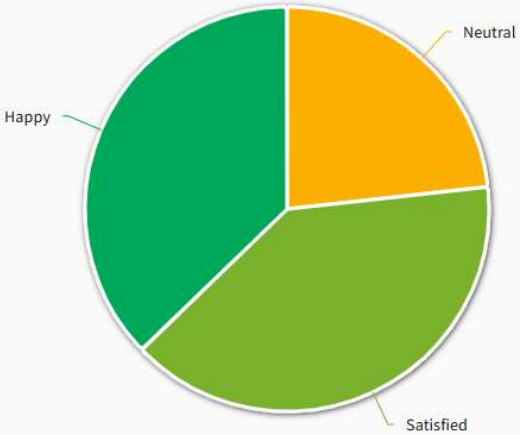
WBC3 – Equal Access to Green Spaces for All



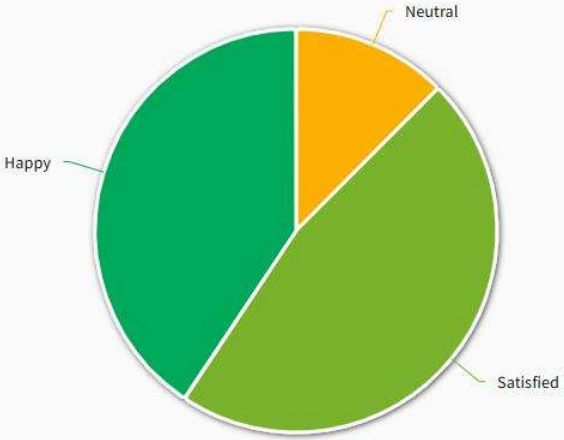
WBC4 – Access to Play Spaces



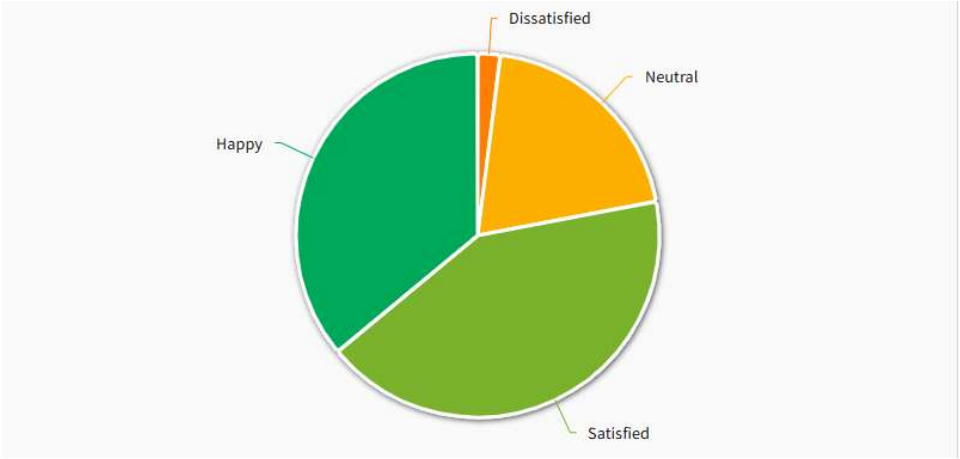
WBC5 – Community Facilities



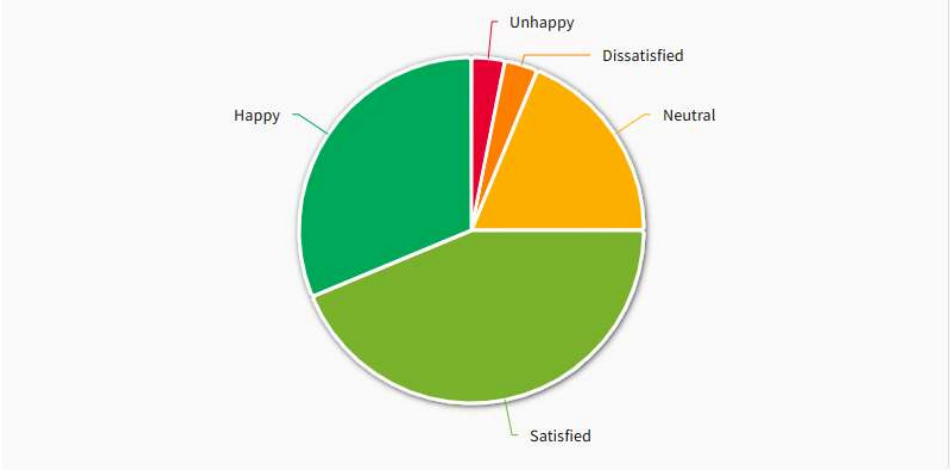
WBC6 – Designing out Crime



WBC7 – Light Pollution



WBC8 – Noise Pollution

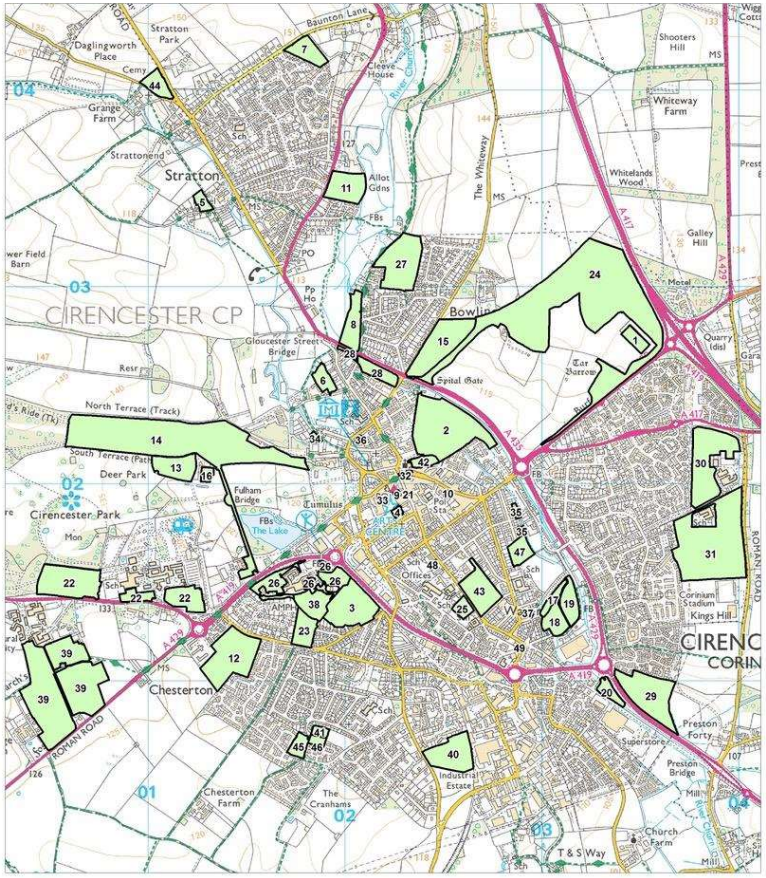


Local Green Space Designations

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	Chesterton Cemetery		36	Quaker Meeting House Quiet Garden	
13	Cirencester Cricket Club		37	Queen Street Allotment Gardens	
14	Cirencester Park and Old Kennels		38	Querns 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 0f 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 0f 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.

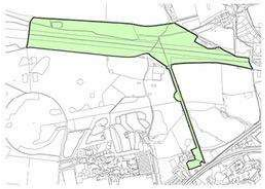
12. CHESTERTON CEMETERY

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 Rouce, 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.

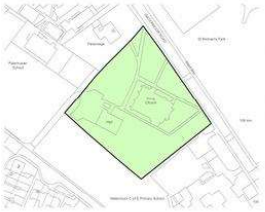
23. FOUR ACRE FIELD

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 WW1 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.

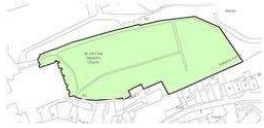
40. SOMERFORD ROAD ALLOTMENTS

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 Lilias 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.

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 Almhouses. 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.

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
2	Final SEA Screening Report	K Nicholls	K Nicholls	K Nicholls	20.10.2022

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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 (NO_2) levels, is undertaken throughout the District. The District's air quality monitoring shows that NO_2 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

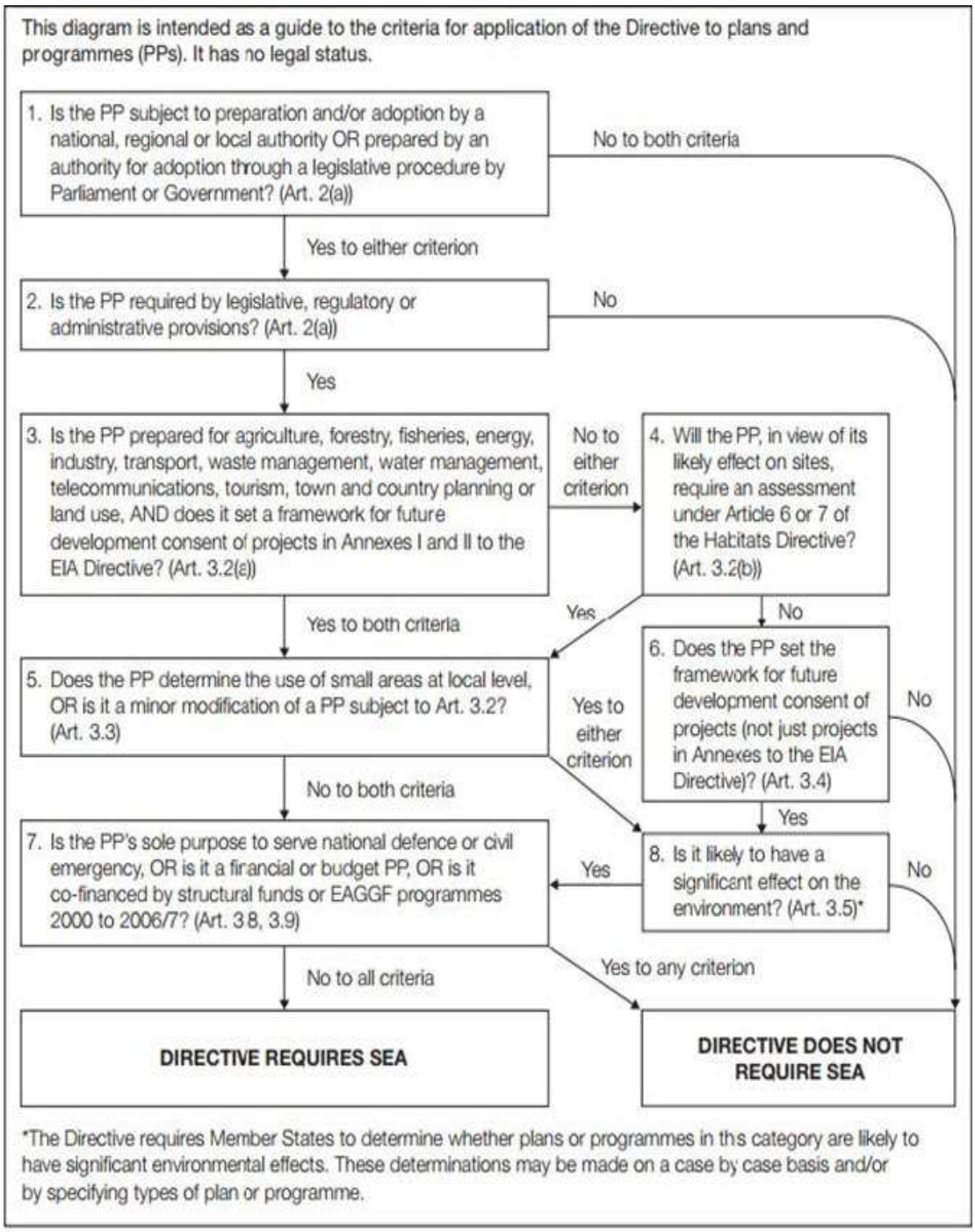

Table 2.1: Application of SEA Directive to the Cirencester Neighbourhood Plan

Stage	Yes/No	Reason
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))	Yes	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.**
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	No	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.**
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))	Yes and No	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.**

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
	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. 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. 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.
2. The degree to which the plan or programme influences other plans and programmes including those in a hierarchy	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

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
	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. 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.
8. The transboundary nature of the effects.	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.
9. The risks to human health or the environment (e.g. due to accidents).	There are no anticipated risks to human health or the environment from the Cirencester Neighbourhood Plan.
10. The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The Cirencester Neighbourhood Plan covers all of Cirencester. The population of the town was estimated to be around 20,780 people as of 2018.
11. The value and vulnerability of the area likely to be affected due to: ■ Special natural characteristics or cultural heritage; ■ Exceeded environmental quality standards or limit values; and ■ Intensive land-use.	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.
12. The effects on areas or landscapes which have a recognised national, Community or international protection status.	Cirencester is directly adjacent to and includes parts of the Cotswold National Landscape.

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
1	Draft HRA Screening Report	K Nicholls	K Sydney	K Nicholls	20.10.2022
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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 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 were 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 (NOx, 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 NOx 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 risking 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

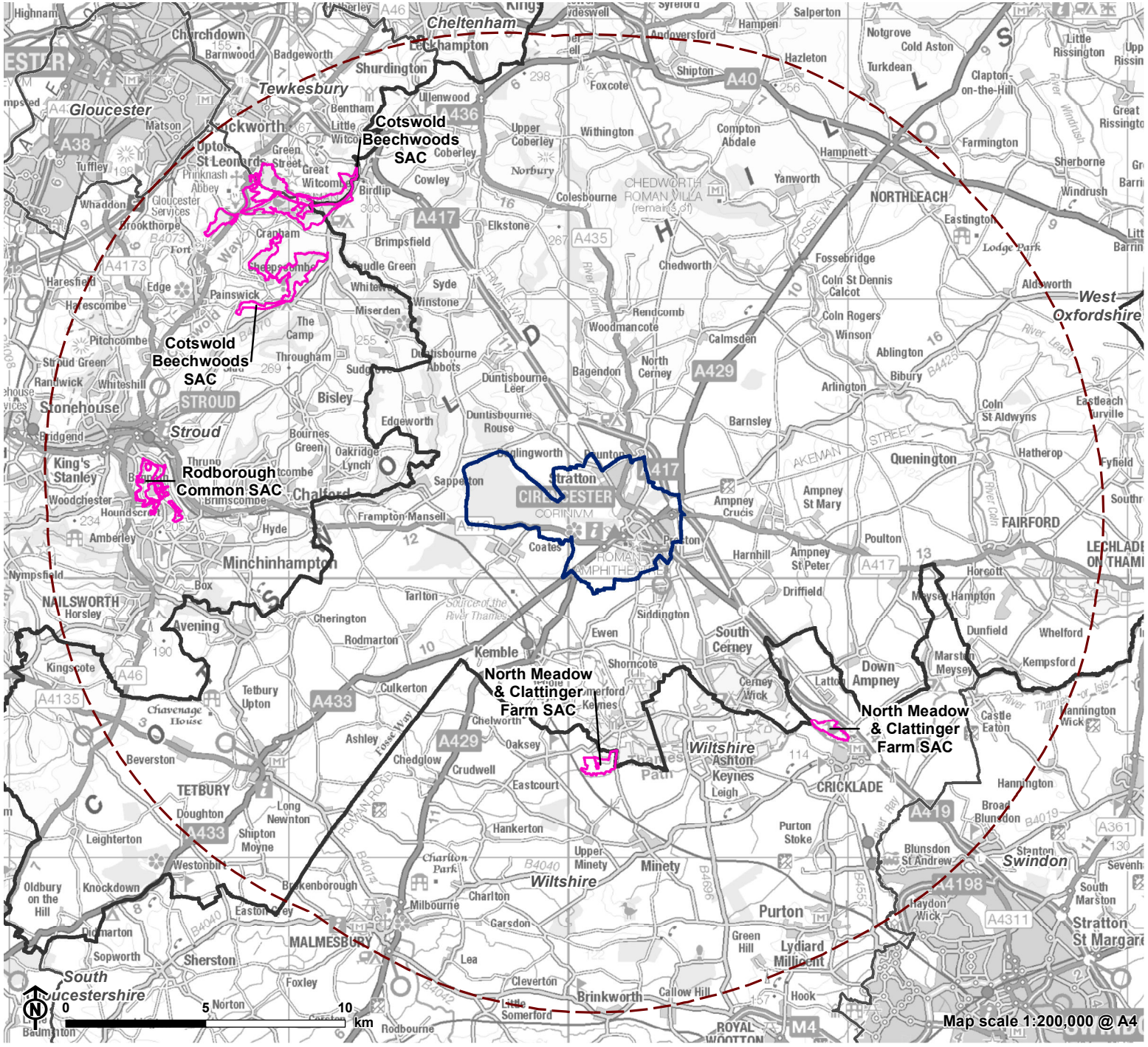

Figure B.1: Map of European sites within 15km of the Cirencester Neighbourhood Plan Area

- Cirencester Parish
- 15km from Cirencester Parish boundary
- Cotswold District boundary
- Surrounding Local Authorities

Habitat sites

- Special Area of Conservation (SAC)

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GR:2022:Tomlinson_J LUC 11703_FIGB_1_r1_EuropeanSitesWithin15kmCirencesterParish_A4L 16/09/2022
Source: OS, NE

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

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 (NOx) 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 (NOx) 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 (NOx) 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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Chipping Campden Neighbourhood Development Plan

Examiner's Clarification Note

This Note sets out my initial comments on the submitted Plan. It also sets out areas where it would be helpful to have some further clarification. For the avoidance of any doubt, matters of clarification are entirely normal at this early stage of the examination process.

Initial Comments

The Plan provides a distinctive vision for the neighbourhood area. The presentation of the Plan is very effective and makes excellent use of well-chosen photographs. The difference between the policies and the supporting text is very clear. The Plan also focuses on a limited number of key issues. This is best practice

I am grateful for the work undertaken by the District Council in preparing a Policies Map to support the Plan.

Points for Clarification

I have read the submitted documents and the representations made to the Plan. I have also visited the neighbourhood area. I am now able to raise issues for clarification with the Town Council. I also have a specific question for the District Council.

The comments made on the points in this Note will be used to assist in the preparation of my report and in recommending any modifications that may be necessary to the Plan to ensure that it meets the basic conditions.

Questions for the Town Council

I set out specific policy clarification points below in the order in which they appear in the submitted Plan:

Policy 1

The helpful supporting text highlights the range of issues faced by the town centre and with which the Town Centre has grappled in formulating the policy.

The initial part of the policy has an unusual format that requires the reader to access an appendix in the Plan and then refer to a policy in the Local Plan. Did the Town Council consider an alternative way of expressing its intentions?

Is there a degree of tension between the first and third parts of the policy about visitor accommodation as the former seeks to ensure its retention whereas the latter is much less positive about such uses?

In the third part of the policy how does the Town Council anticipate that the District Council would assess any the impact of such proposals on the vibrancy of the town centre?

There is an opportunity later in this note for the Town Council to comment on representation 22 which proposes an additional extension to the boundary and the comments from the District Council which challenge the proposed extension.

Policy 2

I saw the impressive range of community facilities in the town during the visit. The proposed connection between Table 6 and Policies INF2 and EC8 of the Local Plan is a practicable approach, and will avoid a duplication of policies.

Policy 3

Plainly design is a key consideration in the neighbourhood area. The submitted Design Guide is very impressive and will assist the ongoing local efforts to safeguard the character and appearance of the town. The overall approach taken is a very positive approach to Section 11 of the NPPF.

Policy 4

I saw the significance of the proposed non-designated heritage assets during the visit. As with Policy 2, the proposed connection between Appendix 5 and Policy EN12 of the Local Plan is a practicable way forward, and will avoid a duplication of policies.

There is an opportunity later in this note for the Town Council to comment on representation from the Campden Society which proposes additional non-designated heritage assets.

Policy 5

I note the approach taken in the supporting text and the wider ambitions of the Town Council to dovetail the contents of the Plan into the work being undertaken by Gloucestershire County Council and the Gloucestershire Wildlife Trust to prepare a Local Nature Recovery Strategy. Nevertheless, is it appropriate and/or lawful for a neighbourhood plan to propose Local Nature Recovery Areas?

In addition, to what extent have the owners of the proposed Local Nature Recovery Areas been engaged in the Plan preparation process?

Criteria a-e read as process issues rather than as land use policy matters. Please can the Town Council explain its approach to this matter and the extent to which the criteria would bring any distinctive neighbourhood area value beyond the content of existing national and local planning policies relating to biodiversity net gain.

The third part of the policy overlaps with the second question above in this part of the Note.

Policy 6

The proposed designation of the local green spaces (LGSs) is helpfully underpinned by the details in Appendix 7. The combination of a map and photographs for each proposed LGS is best practice. I have noted the strength of the community support for the proposed package of LGSs.

In terms of the information in Appendix 7 it would be helpful to have the Town Council's responses to the following matters:

- what are the sizes of LGSs 11/17/19/20/21/22?
- in some cases, the information suggests that no contact was made with the owners of the LGSs. Please can I have some explanation of the process that was followed and how the details relate to the information contained in the Consultation Statement on this matter?
- did the Town Council undertake any assessment of the extent to which the proposed LGSs are already protected by other factors/designations and the other matters set out in Planning practice guidance (ID: 37-011, 37-015, 37-017 and 37-018)?

It is suggested by some of the representations that, contrary to national advice in Planning practice guidance (ID:37-015), the Plan has proposed LGS designations 'as a 'back door' way

to try to achieve what would amount to a new area of Green Belt by another name'. The Town Council's response to this matter would be appreciated

There is an opportunity later in this note for the Town Council to comment on the representations from landowners that object to the designation of proposed LGSs.

Consultation Statement

I note the summary in paragraphs 17-20 of the Consultation Statement. In this context please can I be sent a copy of the documents referenced in paragraphs 18-20. If possible, it would be helpful if I can have those documents separately before the overall responses to this Note.

Question for the District Council

Is the Council continuing to work to the timetable for the preparation of the Cotswold Local Plan 2043 as set out in the Local Development Scheme (October 2025)?

Representations

Does the Town Council wish to respond to any of the representations made to the Plan?

I would find it helpful of the Town Council responded to the representations from:

- Gloucestershire County Council (Representation 2);
- Morgan Elliot Planning (Representation 18);
- Campden Estate/Morgan Elliot Planning (Representation 19);
- Brodie Planning Associates (Representation 21);
- Representation 22 (on the former Cutts site);
- The Campden Society (Representation 29); and
- SF Planning (Representation 32).

The District Council suggests a series of revisions to some of the policies and parts of the general text of the Plan. It would be helpful if the Town Council responded to the various issues raised.

Protocol for responses

I would be grateful for responses and the information requested by 3 March 2026. Please let me know if this timetable may be challenging to achieve. It is intended to maintain the momentum of the examination.

If certain responses are available before others, I am happy to receive the information on a piecemeal basis. Irrespective of how the information is assembled please could it come to me directly from the District Council. In addition, please can all responses make direct reference to the policy or the matter concerned.

Andrew Ashcroft

Independent Examiner

Chipping Campden Neighbourhood Development Plan.

9 February 2026

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Chipping Campden Parish Neighbourhood Development

Detailed Hearing Note

Context

This note clarifies the next stages of the examination process and expands on the earlier note about the need for a hearing.

The examination of the submitted Plan is proceeding well. I have visited the neighbourhood area, read the submitted documents and the representations made to the Plan. I have also prepared a clarification note and read the responses to that note.

Hearing

I am satisfied that most of the Plan can be examined by way of written representations. However, in accordance with paragraph 9(3) of Schedule 4B to the Town and Country Planning Act 1990, I have concluded that to ensure an adequate examination of the Plan it is necessary to hold a hearing on the contents of Policies 1 and 6 of the submitted Plan.

Hearing Details

The hearing details are as follows:

Date: Tuesday 14 April 2026
Time: 10.30am (arrive c. 10am)
Venue: Town Hall, High Street, Chipping Campden GL55 6HB

The issues and the participants

The Issues

The hearing will address two issues.

The first is the Plan's proposal in Policy 6 to designate the following local green spaces:

- The Hoo West (LGS19);
- The Hoo East (LGS20);
- The Cley (LGS21); and
- The Craves (LGS22).

The second is the Plan's proposal in Policy 1 to extend the Chipping Campden Key Centre boundary.

The Participants

Chipping Campden Town Council (CCTC) and Cotswold District Council (CDC) have a statutory role at the hearing.

The private sector organisations listed below have been invited to attend the hearing:

- Morgan Elliot Planning (on proposed Local Green Spaces 20 and 21); and
- Brodie Planning Associates (on proposed Local Green Spaces 19 and 22).

The public and other interested parties will be able to attend the hearing. However, only the organisations invited to attend will be able to participate on the day.

There will be breaks throughout the day and with a slightly longer break at lunchtime. I anticipate that the hearing will finish around 4.30pm.

The hearing sessions

Session 1: The extent to which the Town Council has addressed the additional benefit of the relevant proposed local green space designations beyond the location of the sites concerned in the Cotswolds National Landscape.

This session will address the extent to which the proposed local green space (LGS) designations have regard to Planning practice guidance (ID: 37-011-20140306).

The participants for this session will be CCTC, CDC, Morgan Elliot Planning, and Brodie Planning Associates.

Session 2: Proposed LGS 20 The Hoo East

This session will address the following matters:

- the extent to which the proposed LGS is demonstrably special to a local community and holds a particular local significance (NPPF 107b);
- the extent to which the proposed LGS is local in character and is not an extensive tract of land (NPPF 107c);
- the extent to which the proposed designation has regard to Planning practice guidance ID: 37-017-20140306 (on public access), and ID: 37-018-20140306 (on public rights of way);
- the extent to which the proposed designation would be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs, and other essential services (NPPF106); and
- the extent to which the proposed designation is capable of enduring beyond the end of the Plan period (NPPF 106).

The participants for this session will be CCTC, CDC and Morgan Elliot Planning.

Session 3: Proposed LGS 21 The Cley

This session will address the following matters:

- the extent to which the proposed LGS is demonstrably special to a local community and holds a particular local significance (NPPF 107b);
- the extent to which the proposed LGS is local in character and is not an extensive tract of land (NPPF 107c);
- the extent to which the proposed designation has regard to Planning practice guidance ID: 37-017-20140306 (on public access), and ID: 37-018-20140306 (on public rights of way);
- the extent to which the proposed designation would be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs, and other essential services (NPPF106); and
- the extent to which the proposed designation is capable of enduring beyond the end of the Plan period (NPPF 106).

The participants for this session will be CCTC, CDC and Morgan Elliot Planning.

Session 4: Proposed LGS 19 The Hoo West

This session will address the following matters:

- the extent to which the proposed LGS is demonstrably special to a local community and holds a particular local significance (NPPF 107b);
- the extent to which the proposed LGS is local in character and is not an extensive tract of land (NPPF 107c);
- the extent to which the proposed designation has regard to Planning practice guidance ID: 37-017-20140306 (on public access), and ID: 37-018-20140306 (on public rights of way);
- the extent to which the proposed designation would be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs, and other essential services (NPPF106); and
- the extent to which the proposed designation is capable of enduring beyond the end of the Plan period (NPPF 106).

The participants for this session will be CCTC, CDC and Brodie Planning Associates.

Session 5: Proposed LGS The Craves

This session will address the following matters:

- the extent to which the proposed LGS is demonstrably special to a local community and holds a particular local significance (NPPF 107b);
- the extent to which the proposed LGS is local in character and is not an extensive tract of land (NPPF 107c);
- the extent to which the proposed designation has regard to Planning practice guidance ID: 37-017-20140306 (on public access), and ID: 37-018-20140306 (on public rights of way);
- the extent to which the proposed designation would be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs, and other essential services (NPPF106); and
- the extent to which the proposed designation is capable of enduring beyond the end of the Plan period (NPPF 106).

The participants for this session will be CCTC, CDC and Brodie Planning Associates.

Session 6: The proposed extension of the Chipping Campden Key Centre Boundary

This session will address the following matters:

- the extent to which the proposed extension of the key centre boundary is based on appropriate evidence; and
- if there is a case to extend the boundary, how should the policy be worded so that it relates to the general principles and approach set out in Policy EC8 of the adopted Cotswold District Local Plan.

The participants for this session will be CCTC and CDC.

Other Matters

The Arrangements for the Hearing

The hearing will address the matters above in turn. I will ask the various questions and lead any further discussion on the issues.

The details in the Plan and the representations made by the various parties are thorough and comprehensive. As such hearing statements are not required.

The Next Steps after the hearing

I will finalise my report on the Plan as soon as possible after the hearing. The parts of the report which are unaffected by the hearing will have been completed by 14 April.

The Examination Report

The hearing introduces an additional stage into the examination process. It does not affect the way in which the report will be produced and finalised. I will send a fact check report to the District Council and the Town Council (as set out in the note on examination arrangements). The main findings of the hearing will be incorporated within the report on a policy-by-policy basis. The final report will be published once the fact-checking process has concluded.

Andrew Ashcroft

Independent Examiner

Chipping Campden Parish NDP

13 March 2026

Chipping Campden Neighbourhood Development Plan

Examination Arrangements

Purpose of this Note

This Note sets out the basis on which the examination of the neighbourhood plan will be undertaken. Its ambitions are two-fold:

- to comply with the NPIERS Guidance for service users and examiners (April 2018); and
- to provide guidance for the Town Council on the key stages of the examination.

The examination route map

Different examinations raise their own issues. Nevertheless, the examination of the Chipping Campden Neighbourhood Plan will have the following the key stages:

Stage 1: Background Reading

This involves reading the submitted Plan, its supporting documents, and the various representations. I will take all this information into account when preparing my report.

I have started this stage of the examination.

Stage 2: Visit to the neighbourhood area

The visit will provide me with an opportunity to look at specific issues and locations in the neighbourhood area. Plainly not every component of the Plan needs to be viewed on the visit. Nevertheless, it will be focused on the issues that have arisen either from the background reading and/or which are fundamental to the Plan.

The visit will be unaccompanied. I will not meet with representatives of the Town Council, the District Council, or any of the parties who have commented on the Plan.

I will visit the neighbourhood later this week.

Stage 3: Clarification Note

I will send a clarification note shortly after the visit. It will raise a series of questions for the Town Council on the submitted Plan. The answers to the questions will help me to understand the Plan better and, where necessary, to recommend modifications to ensure it meets the basic conditions. The Note will also provide an opportunity for the Town Council to respond to the representations received on the Plan.

The clarification note will suggest a timescale for responses. However, this is a matter which I am happy should proceed at whatever pace is determined locally. This acknowledges that work on neighbourhood plans is carried out by local councils and individuals on a voluntary basis.

Stage 4: Decision about the need for a hearing

The combination of the background reading, the unaccompanied visit and the responses to the clarification note will allow me to come to a view about the need or otherwise for a hearing as part of the examination process. The legislation anticipates that most examinations can proceed by way of written representations and without a hearing.

If a hearing is required, I will ask Cotswold District Council will make the necessary arrangements.

Stage 5: The Examination Report

The report will be prepared throughout the examination period. Its general parts can be written early in the process. The elements of the report that overlap with the clarification note will not be prepared until the responses to the note are received. These arrangements would also apply if a hearing was required.

I will prepare a fact check report before the final report. This will give an opportunity for the Town Council and the District Council to comment on any factual inaccuracies and/or omissions within the report. It will not present an opportunity for the examination to enter another phase.

Other related matters

The timing of the examination

Plainly different plans cover different issues. Neighbourhood plan examinations are inevitably linear and are directly affected by the number of policies and the number and complexity of the representations received.

In the case of the Chipping Campden Plan, I anticipate being able to send the fact-check report in early-March 2026. The exact timing will be influenced by the responses to the clarification note and/or the organisation of any required hearing.

Documents and Contact Arrangements

I have asked the District Council to display all examination-related documents on its website. My principal contact for the examination will be Mark Harrison at the District Council. In most cases, I will ask Mark to send documents to the Town Council on my behalf.

Andrew Ashcroft

Independent Examiner

Chipping Campden Neighbourhood Development Plan

2 February 2026