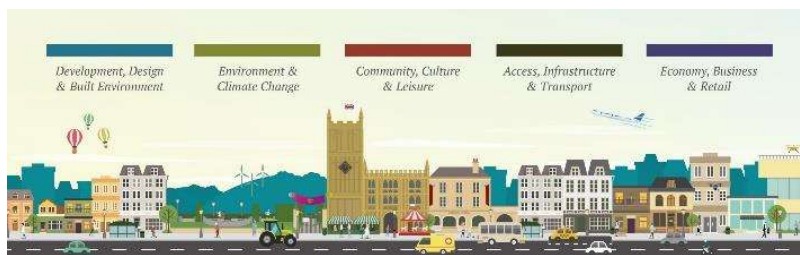


Consultation Statement



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Introduction

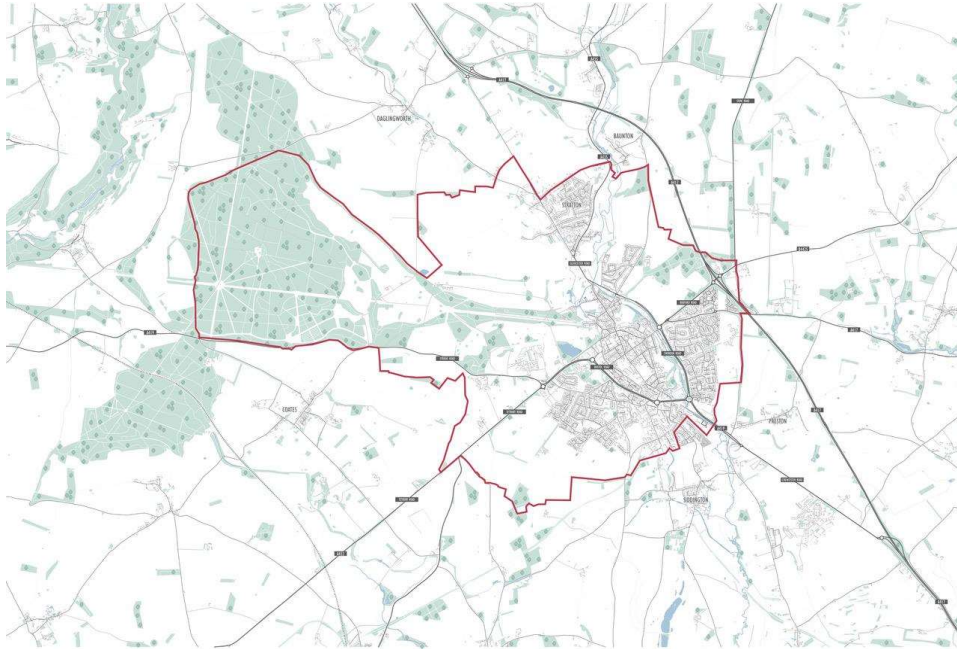
Cirencester Town Council has prepared a neighbourhood plan on behalf of those who live and work within the town of Cirencester, to build on previous place shaping work, such as the Community Plan 'Our Future Cirencester', the Public Realm Design Code and planning Concept Statement. The plan sets out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

About This Document

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

Background to the Cirencester Neighbourhood Plan

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Acknowledgments

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

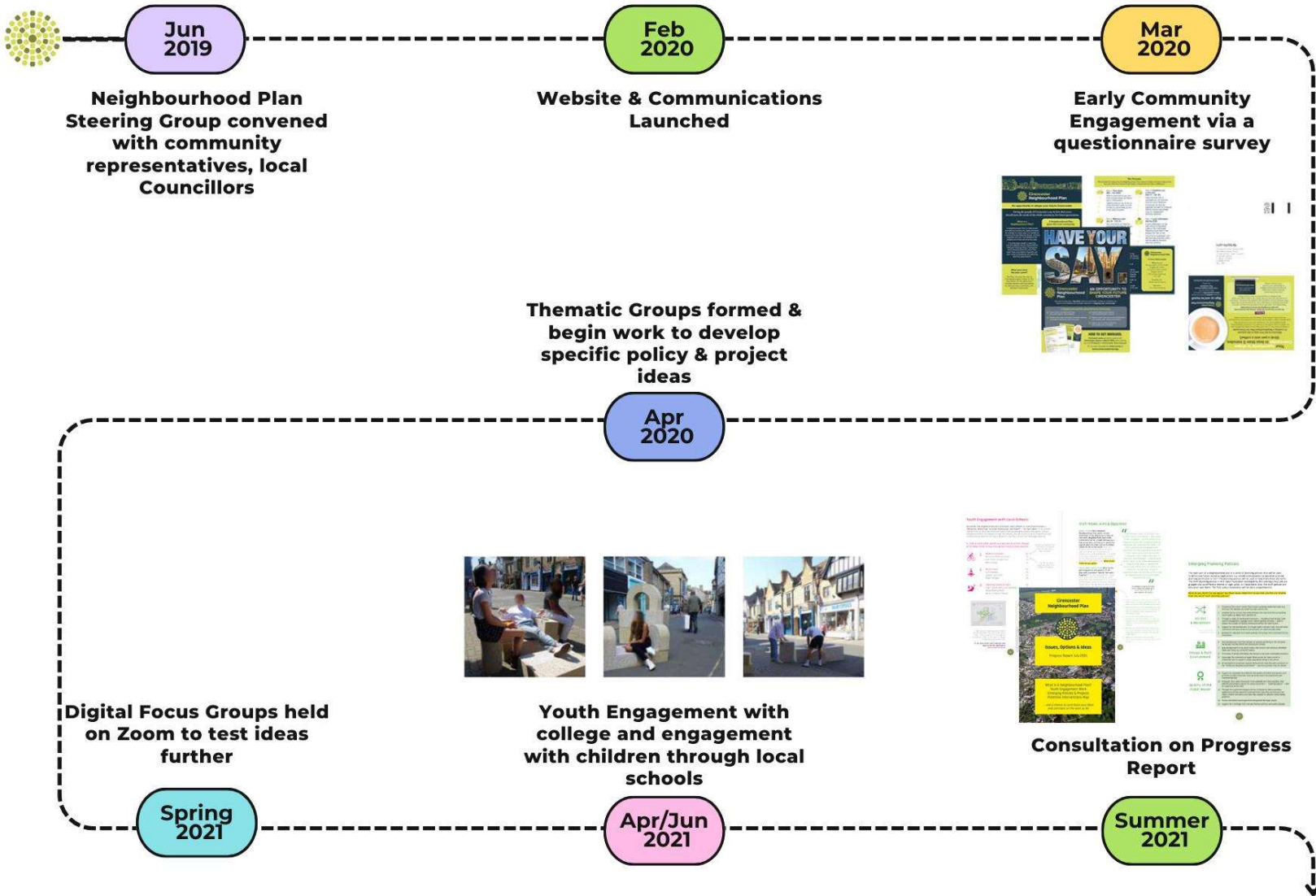
Cirencester Town Council wishes to thank the people of Cirencester whose responses and comments contributed to the Neighbourhood Development Plan policies and the dedicated group of community volunteers on the Neighbourhood Plan Steering Group, past and present, who went above and beyond to ensure the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

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

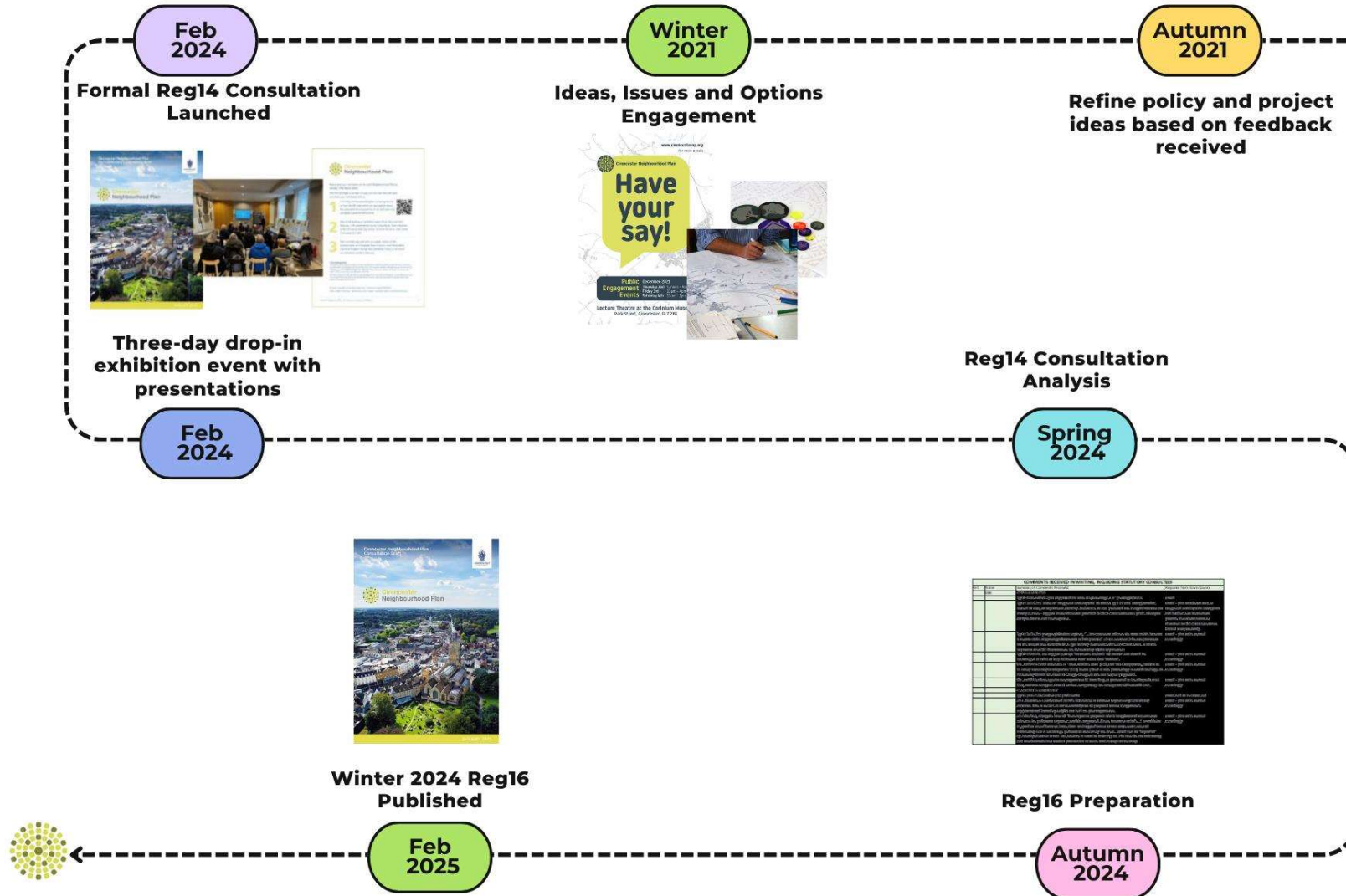
The Town Council would also like to acknowledge the input of Richard Eastham at FERIA Urbanism and Forward Planning and Community Partnerships Teams at Cotswold District Council, with particular thanks to James Brain and Joseph Walker, respectively, who have provided invaluable advice and support throughout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

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

Cirencester Neighbourhood Planning Timeline



Cirencester Neighbourhood Planning Timeline



Social Media and Communications

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

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

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

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

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

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

Initial Questionnaire Engagement March 2020

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

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

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

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

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



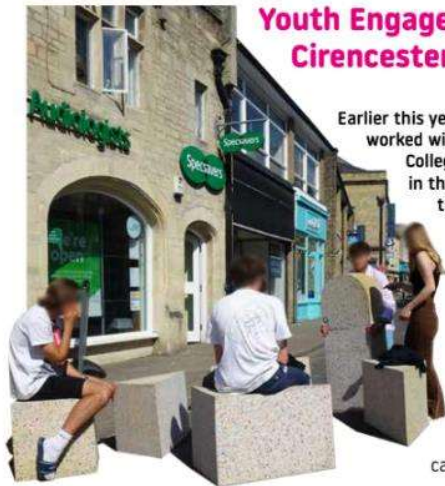
All open responses were collated under the following themes – Please see Appendix A:

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

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

Children and Young People Engagement Spring 2021

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



Youth Engagement with Cirencester College

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

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



What the college students said ...

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

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

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

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

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

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

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

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

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

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

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



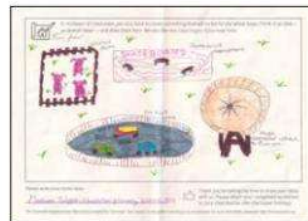
Meanwhile, the neighbourhood plan team have asked children at several local schools — Chesterton, Watermoor, Stratton, Paternoster and Powell's — for their ideas. These younger children from across Cirencester have been creatively designing playful new spaces. Using a bespoke worksheet distributed through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

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

	1 Modes of Transport More Cycle Paths or Routes Less Traffic & Fewer Cars More Cycling	65 16 14 8
	2 Maintenance Less Dog Mess Cleaner, Less Litter Fewer Potholes	52 16 13 10
	3 Improving Streets & Paths Lower Speed Limits, Less Speeding Wider Walking Paths More or Different Routes	42 7 7 6

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

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






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

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

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

	1 Pretty Outdoor Places Abbey Grounds Parks Cirencester Park	69 18 17 15
	2 Urban & Civic Places Museum Shops Town Centre	48 8 6 5
	3 Adventure Activities & Sports The Outdoor Pool Other Swimming Pools Leisure Centres	29 9 5 3

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

	1 Sports & Adventure Activities Trampoline Park Water Park Skate Park	52 10 10 8
	2 Entertainment & Things To Do Cinema Fun Fair Theme Park	52 11 7 5
	3 Playground Equipment Slides Swings More Playgrounds	50 10 10 6

Themed Digital Workshops Spring 2021

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



1. THE CIRENCESTER TOWN CENTRE OF THE FUTURE

Monday 19th April 7.30pm – 9.00pm via Zoom

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

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

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



2. DESIGN & THE BUILT ENVIRONMENT

Tuesday 20th April 7.30pm – 9.00pm via Zoom

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

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

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



3. ACCESS & MOVEMENT

Wednesday 21st April 1.00pm – 2.30pm via Zoom

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

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

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



4. CULTURE, LEISURE & SPORTS

Thursday 22nd April 1.00pm – 2.30pm via Zoom

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

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

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

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

Summer 2021 Engagement – Progress Report

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

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



Summer Consultation in Figures

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

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

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

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

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

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

Pop-up Stalls

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

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

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

Key Learning Points:

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

December 2021 Engagement – Ideas, Issues and Options

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



www.cirecesternp.org
for more details

Cirencester Neighbourhood Plan

Have your say!

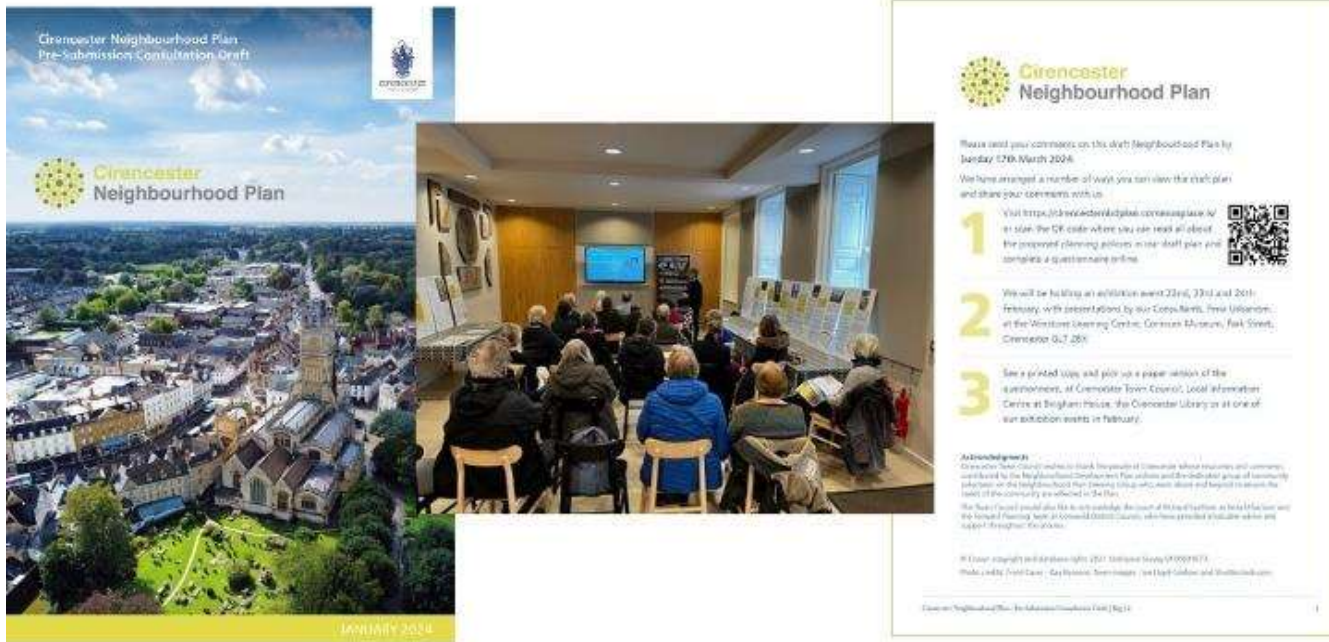
Public Engagement Events

	December 2021
Thursday 2nd	12noon – 9pm
Friday 3rd	10am – 4pm
Saturday 4th	10am – 1pm

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

February 2024 Reg14 Consultation

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



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

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

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

We held a three-day drop-in exhibition event 22nd, 23rd and 24th February, at the Winstone Learning Centre, Corinium Museum, Park Street, Cirencester GL7 2BX where the public were invited to drop-in to see a poster exhibition, meet and ask questions of the Neighbourhood Plan Steering Group and attend presentations by our Consultant, Feria Urbanism. The posters provided a summary of the planning policy content of the Neighbourhood Plan. The presentation made by Feria Urbanism was captured on video and made available in the days afterwards online. Over 150 of people visited our drop-in Exhibition at the Corinium Museum and shared their thoughts with members of the Neighbourhood Plan Steering Group.

The public were also directed to www.cirencesternp.org for more background information and progress to date and were invited to see a printed copy and pick up a paper version of the questionnaire, at Cirencester Town Council Local Information Centre at Bingham House, Cirencester Library or at one of our exhibition events in February.

Table 1 below summarises the 930 contributions received from the Reg14 questionnaire, by Policy and Topic. Overall, 65.3% of responses were positive, 28.1% neutral and 6.6% negative. This was very encouraging and demonstrated clear level of support for all aspects of the draft version of the Neighbourhood Plan.

Reg14 Consultation Responses can be found in **Appendix D** as follows:

- **Table 3** - Responses from Statutory Consultees and other Organisations
- **Table 4** - Responses from Members of the Public and other Organisations
- Sentiment Pie Charts illustrating reactions to each Policy - also summarised in the table below:

Table 1

Policy	Topic	Positive (%)	Neutral %	Negative (%)
	Vision	74.6	18.7	6.7
	Aims & Objectives	75	16.1	8.9
	Process Undertaken in the Preparation of the Plan	71.4	24.5	4.1
AM1	Cirencester Spoke & Wheel Network	78.6	15.7	5.7
AM2	Town & Country Connections	85	11.7	3.3
AM3	Pedestrian Experience	81.2	10.4	8.4
AM4	Integrated Mobility Hub	84.4	12.5	3.2
AM5	Strategic Connections & Transport Links	88.6	11.4	-
TC1	Town Centre (General Development)	67.2	23.6	9.1
TC2	Town Centre (Areas of Change)	61.8	29.1	9.1
DBE1	Design Quality	78.3	15.2	6.5

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
<p>VISION STATEMENT</p> <p>Our vision for Cirencester, in the period to 2033, is to pass on to future generations a historic and vibrant, welcoming, and friendly rural market town with a strong sense of community. It will be rich in heritage, character, leisure, and cultural opportunities.</p> <p>Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the town while respecting the environment, responding to the climate emergency, and supporting employment and skills opportunities.</p> <p>The town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will retain key attributes with improvements where appropriate.</p> <p>Recreational opportunities will be accessible to all. Opportunities for safe walking and cycling connections across all areas of the town will be improved as will active travel and public transport connections to its surrounding towns, villages, and countryside.</p>	<p>VISION STATEMENT</p> <p>Our vision for Cirencester, in the period to 2041, is to pass on to future generations an historic and vibrant, welcoming, and friendly rural market town with a strong sense of community and wellbeing. It will be rich in heritage, character, leisure, and cultural opportunities.</p> <p>Cirencester will thrive by capitalising on its heritage and the character of its urban streets while facilitating sympathetic, high quality and sustainable economic and residential growth. This will deliver for all residents and users of the town while respecting the environment, responding to the climate emergency, and supporting employment and skills opportunities.</p> <p>The town will be well connected to a series of green parks and open spaces, nature, and the surrounding countryside, which will retain key attributes with improvements where appropriate.</p> <p>Recreational opportunities will be accessible to all. Opportunities for safe walking and cycling connections across all areas of the town will be improved as will active travel and public transport connections to its surrounding towns, villages, and countryside.</p>	<p>2041 aligns with the emerging Local Plan.</p> <p>Ref 102</p>

All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population.	All areas of the town will have easy and accessible access to key services, including transport, with a more diverse cultural scene and sport and recreation facilities that meet the needs of a growing population.	
AIMS AND OBJECTIVES		
4.1 Ensure that land made available for new development better facilitates and maintains a vibrant, connected, economically active and sustainable town centre without adding to congestion or flood-risk.	Ensure that land made available for new development better facilitates and maintains a vibrant, connected, economically active and sustainable town centre without adding to congestion or flood-risk. [Policies TC1, AM1, QPR2, TMN1, LE1, LE2 and Chapter 10 Natural Environment refer]	
4.2 Create a convenient, robust, and flexible network of streets and spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport and an integrated mobility hub (IMH).	Create a convenient, robust, and flexible network of streets and spaces that promote all modes of active travel leading to reduced reliance on private vehicles. To support this, there is a need for enhanced public transport, an Integrated Mobility Hub and increasing safe pedestrian and cycle access within the town. [Policies TC1, AM1, AM2, AM4, AM6, QPR2 and TMN1 refer]	Ref 60
4.3 Improve connections of the outlying suburbs to the historic centre by footpaths, cycleways and public transport which are hindered by highway barriers and gaps in the walking and cycling routes. Overcome the highways barrier created by the A419 and A429 dual carriageways by putting in place direct, street level crossings for pedestrians and cyclists at each roundabout and subway.	Improve connections of the outlying suburbs to the historic centre by footpaths, cycleways and public transport which are hindered by highway barriers and gaps in the walking and cycling routes. Overcome the highways barrier created by the A419 and A429 dual carriageways by putting in place direct, street level crossings for pedestrians and cyclists at each roundabout and subway. [Policies AM1, QPR4, NE3 and LE4 refer]	
4.4 Put a '20 Minute Neighbourhood' model in place across the whole of Cirencester through the development of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community.	Put a '20 Minute Neighbourhood' model in place across the whole of Cirencester through the development of safe, sustainable, liveable, and mixed communities with active transport to jobs and essential services to meet the daily needs of the community. [Policy TMN1 refers]	
4.5 Facilitate a reduction in carbon emissions and contribute to achieving the national goal of net zero.	Facilitate a reduction in carbon emissions and contribute to achieving the national goal of net zero. [Policies TC1, DBE1, DBE5 and WBC1 refer]	
4.6 Improve the sustainability of both conversion and new build development through use of low carbon materials, construction methods and facilitate low carbon running 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

<p>Neighbourhood Plan will be supported.</p>	<p>accordance with the design and development principles described by the Neighbourhood Plan will be supported.</p> <p>Development proposals which fall outside of the town centre area, but are within the boundary of an Area of Distinctive Character that are in accordance with the design and development principles described by the Neighbourhood Plan will be supported.</p>	
<p>POLICY TC 2 – TOWN CENTRE (AREAS OF CHANGE) Development proposals for development within any of the seven defined town centre character areas, that do not compromise, conflict or are in any other way incompatible with general development principles (Policy TC1) will be supported.</p>	<p>POLICY TC 2 – TOWN CENTRE (AREAS OF CHANGE) Development proposals for development within any of the seven defined town centre character areas, that do not compromise, conflict or are in any other way incompatible with general development principles (Policy TC1) will be supported.</p>	<p>Ref 1-6, 61-62</p>
<p>ACCESS AND MOVEMENT POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE NETWORK Support will be given for the creation of a cycle and footpath network radiating from the town centre to the neighbourhoods (the spokes) and connecting neighbourhoods to each other (the wheel).</p> <p>Components of the system will include the 33 cycling routes and 23 walking routes proposed by the LCWIP within the town boundary, together with the following additional measures:</p> <p>a) Creation of a new walking and cycling link from rear of Tesco to The Steadings roundabout on Spratsgate Lane, via Siddington Church and Orchard Fields. This route will then connect into the new cycling and walking infrastructure within The Steadings neighbourhood and on to the RAU. b) Upgrade of the existing footpath between Harebushes and Bowling Green Lane to accommodate cycling journeys. c) Upgrade of the existing footpath between Bowling Green Lane and Whiteway View to accommodate cycling Journeys.</p>	<p>ACCESS AND MOVEMENT POLICY AM 1 – THE CIRENCESTER SPOKE & WHEEL CYCLE AND FOOTPATH NETWORK Support will be given for the creation of a cycle and footpath network radiating from the town centre to the residential neighbourhoods (the spokes) and connecting residential neighbourhoods to each other (the wheel).</p> <p>Components of the system will include the 33 cycling routes and 23 walking routes proposed by the Local Cycling and Walking Infrastructure Plan and where practical incorporate the additional benefit of a wildlife corridor to connect pockets of biodiversity.</p> <p>Development which incorporates or contributes in proportion to its scale, proposals outlined within the Cirencester Local Cycling and Walking Infrastructure Plan, will be supported.</p> <p>Development which creates or enhances street design, with good connections to and between local neighbourhoods will be supported.</p> <p>Measures designed to help overcome the barriers created by the A419 and A429 dual carriageways including the provision of safe, direct, street level, (at-grade) crossings will be supported.</p> <p>Development proposals which make cycle and footpath routes more welcoming, attractive and biodiversity-rich, that encourage usage and deliver on their potential to increase biodiversity connectivity will be supported.</p>	<p>Ref 7-11, 63-67, 98, 130</p>

<p>POLICY AM 2 – TOWN & COUNTRY CONNECTIONS</p> <p>a) The building of walking and cycling routes and other measures, that connect Cirencester with outlying areas, as proposed by the LCWIP, will be supported.</p> <p>b) The delivery of the walking and cycling routes listed in Table 1 will be supported.</p>	<p>POLICY AM 2 – TOWN & COUNTRY CONNECTIONS</p> <p>The building of walking and cycling routes and other measures, that connect Cirencester with outlying areas, as proposed by the LCWIP, will be supported.</p> <p><i>The delivery of the walking and cycling routes listed in Table 1 and projects which deliver the outcomes of the Connecting Places Strategy CPS4 South Cotswold (Gloucestershire County Council Local Transport Plan) will be supported.</i></p>	<p>Ref 7-11, 63-67, 98</p>
<p>POLICY AM 3 – THE PEDESTRIAN EXPERIENCE</p> <p>Support will be given to a range of coordinated measures designed to enhance the pedestrian experience across the Plan area, as follows:</p> <p>a) Decluttering streets and removing obstacles.</p> <p>b) Widening footways and improving surfaces.</p> <p>c) Enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives.</p> <p>d) Town centre management, including curation of events and festivals.</p> <p>e) New signage and a wayfinding strategy.</p> <p>f) Rationalising and management of vehicle parking.</p> <p>g) Creating ‘bumping spaces’ for people to stop and meet.</p> <p>h) Moving most parking to the periphery rather than the centre of the town.</p> <p>i) Implement changes to operation of street network to remove unnecessary through traffic from the town centre.</p>	<p>POLICY AM 3 – THE PEDESTRIAN EXPERIENCE</p> <p>Development proposals which bring forward measures to enhance the pedestrian experience will be supported.</p> <p>These measures include:</p> <p>a)widening footways and improving surfaces;</p> <p>b)enhanced street design including high quality surfaces, street furniture, tree planting and other greening initiatives;</p> <p>c)town centre management, including curation of events and festivals;</p> <p>d)new signage and a wayfinding strategy;</p> <p>e)rationalising and management of vehicle parking;</p> <p>f)creating ‘bumping spaces’ for people to stop and meet;</p> <p>g)moving all day and long-stay parking towards the periphery from the centre of the town;</p> <p>h)implementing changes to operation of street network to remove unnecessary through traffic and increase safe pedestrian and cycle access within the town;</p> <p><i>i)decluttering and removal of obstacles;</i></p> <p><i>j)new residential areas being designed to minimise traffic speed at or below 20mph.</i></p>	<p>Ref 7-11, 60, 63-67, 98</p>
<p>POLICY AM 4 – INTEGRATED MOBILITY HUB (IMH)</p> <p>a) Support will be given for the development of an integrated mobility hub (IMB) that includes the following elements:</p> <p>1) Long distance coaches to London, London airports, and the Midlands.</p> <p>2) Regional buses to Bristol, Oxford, Cheltenham, Gloucester, Bath, and Swindon.</p> <p>3) Local buses.</p> <p>4) Kemble railway shuttle or very light rail.</p> <p>5) Taxis.</p> <p>6) Car Hire & Car Club.</p> <p>7) Cycle shelters.</p> <p>8) Bike and e-bike hire.</p> <p>9) Car passenger drop-off and pick-up.</p>	<p>POLICY AM4 – INTEGRATED MOBILITY HUB</p> <p>Support will be given for the development of an integrated mobility hub that includes ease of access to, and accommodation of:</p> <p>a) local buses;</p> <p>b) regional and national coaches;</p> <p><i>c) very light rail, including other emerging transport modes;</i></p> <p>d) taxis;</p> <p><i>e) car hire/community car club;</i></p> <p>f) cycle and e-bike hire;</p> <p><i>g) cycle racks/shelters and repair stations;</i></p> <p>h) passenger drop-off and pick-up;</p> <p><i>i) demand responsive transport.</i></p>	<p>Ref 7-11, 63-67, 98</p>

<p>b) The preferred location for the IMH will be determined by the selection criteria set out in this Plan.</p>	<p>Proposals for an integrated mobility hub will be supported where viability principles outlined within this Plan have been taken into consideration.</p>	
<p>POLICY AM 5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS Effective connections through public transport links with towns which are economically important to Cirencester will be supported. These include: a) Level 1 Kemble – Strong public transport services and safe at grade cycle routes are strategically important to Cirencester. b) Level 2 Swindon, Gloucester, Cheltenham – Strong public transport services and connections to the national rail system through Kemble rail station. c) Level 3 – Oxford and Stroud – Strong public transport services and connections are important</p>	<p>POLICY AM5 – STRATEGIC CONNECTIONS & TRANSPORT LINKS</p> <p>Development which creates or enhances public transport links to Kemble will be supported.</p> <p>Development which creates or enhances public transport links to places which are socially and economically important to Cirencester will be supported.</p>	<p>Ref 7-11, 63-67, 98</p>
	<p>POLICY AM6 – SUSTAINABLE AND ACTIVE TRAVEL</p> <p>Development which offers a genuine choice of sustainable and active travel options will be supported in accordance with the travel hierarchy, both within the development and beyond its boundary, as it connects with its surroundings.</p>	<p>Ref 7-11, 63-67</p>
<p>DESIGN & BUILT ENVIRONMENT POLICY DBE 1 – DESIGN QUALITY The design of new buildings and their settings should be of an exceptional quality and embody the highest standards in building and landscape architecture. This creation of successful public realm spaces begins at the principal layout stage where the integration of open courtyards and their connection to pedestrian access routes, create animated, social spaces with a legible and appealing sense of place. Proposals will need to show both a deep understanding of the defining characteristics of Cirencester and demonstrate how these qualities are expressed within the new urban form. They should use materials, land, energy, and water efficiently and be designed for longevity and minimise pollution. New developments should enhance the local character, although this does not imply simply duplicating existing developments which, in themselves, may not be of good quality.</p> <p>a) All new development proposals should have regard for the Design Checklist outlined in the Plan which has been produced specifically for the Cirencester context.</p> <p>b) Where a development is proposed in, or on the edge of an existing settlement, all new routes will respect their place in the hierarchy within the overall network.</p> <p>c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.</p>	<p>DESIGN & BUILT ENVIRONMENT POLICY DBE1 – DESIGN QUALITY</p> <p>a) All new development proposals should have regard to the Cirencester Design Guidelines and the Cotswold Design Code.</p> <p>b) Where a development is proposed in, or on the edge of an existing settlement, any new routes will respect their place in the hierarchy within the overall network.</p> <p>c) The design of new development should take into account, the need to define and integrate the transition between areas of different character.</p> <p>d) Where the corners of new buildings lie on the sight lines and axial views, consideration should be given to the inclusion of architectural features that form focal points.</p> <p>e) Where practicable, development should incorporate publicly accessible pedestrian routes in order to maximise permeability through the town. This applies particularly where existing routes can be linked.</p> <p>f) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.</p>	<p>Ref 12-26, 68, 101, 107, 117-118, 131</p>

<p>d) Where the corners of new buildings lie on the sight lines and axial views, consideration should be given to the inclusion of architectural features that form focal points, e.g. turrets, oriel windows and projected gables.</p> <p>e) Buildings should incorporate publicly accessible pedestrian routes in order to maximise permeability through the town. This applies particularly where existing routes can be linked.</p> <p>f) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.</p>	<p>g) Innovation in building design and materials in a way that supports local distinctiveness and other objectives for good design, as well as sustainable development and net zero will be supported.</p> <p>h) New buildings within the defined Town Centre and Areas of Distinctive Character should not be more than 12 metres in height i.e. from ground level to the ridge, three 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.</p>	
<p>g) Innovation in building design and materials in a way that supports local distinctiveness and the other objectives for good design and sustainable development will be supported.</p> <p>h) Buildings should not be more than 12 metres in height i.e. from ground level to the ridge, three storeys in height, (with use of the roof space with dormer windows as a useable fourth storey habitable living space being accepted) i.e. ridge heights to not exceed those of neighbouring buildings which set the appropriate height for a new or extended building and that the proposed design causes no impairment of light or visual impact.</p>		
<p>POLICY DBE 2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS Development proposals should demonstrate through a Design and Access Statement or Visual Impact Statement how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester:</p> <p>a) Rear of the former Watermoor Primary School: The school is currently empty and vulnerable to development. The ‘glimpse’ of the church spire is enjoyed as you approach from higher ground behind the premises. Roof line or development on the playing field could and would affect this.</p> <p>b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also a valued green space.</p> <p>c) Tower Street towards the St John Baptist Parish Church: A particularly significant central view, any development or change to the Police Station building could affect this approach with the Forum Car Park on the right.</p> <p>d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the</p>	<p>POLICY DBE2 – PROTECTION OF LANDSCAPE & TOWNSCAPE VIEWS Development proposals should demonstrate how they will protect and enhance the following views, identified as important to the landscape and townscape of Cirencester:</p> <p>a) Rear of the former Watermoor Primary School: The school is currently empty and vulnerable to development. The ‘glimpse’ of the church spire is enjoyed as you approach from higher ground behind the premises. Roof line or development on the playing field could and would affect this.</p> <p>b) Churn Meadow Stratton: Towards the town, enjoyed by dog walkers and accessible for all, it is also a valued green space.</p> <p>c) Tower Street towards the St John Baptist Parish Church: A particularly significant central view, any development or change to the Police Station building could affect this approach with the Forum Car Park on the right.</p> <p>d) The rear of the former House of Fraser building: The back of the former House of Fraser building in the Market Place, which could be described as a mismatch of previous development, still presents an aspect of the St John</p>	Ref 12-26, 101, 107

<p>St John Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building.</p> <p>e) Somerford Road walking towards Sheep Street: Commercial buildings are probably unlikely to change but behind this aspect is Querns Lane with an empty large shop which currently has the potential to be developed into residential town houses or flats.</p> <p>f) Riverside Walk: Much valued Riverside Walk with open fields towards Stratton which enhance the area and its emphasis on wildlife. Probably prone to flooding and therefore unlikely to be built on but still noted.</p>	<p>Baptist Parish Church that invites anticipation of what is to come and could be affected by changes to the rear of the building.</p> <p>e) Somerford Road walking towards Sheep Street: Commercial buildings are probably unlikely to change but behind this aspect is Querns Lane with an empty large shop which currently has the potential to be developed into residential town houses or flats.</p> <p>f) Riverside Walk: Much valued Riverside Walk with open fields towards Stratton which enhance the area and its emphasis on wildlife. Probably prone to flooding and therefore unlikely to be built on but still noted.</p>	
<p>g) Powell's School Playing Fields from the Barton Allotments: Open aspect from extensive school playing fields which can 'sometimes' offer potential to reduce in size and zone for development.</p> <p>h) Approaching town from Gloucester Road: Could be compromised with any development of the commercial garage site on the left, or petrol station on the right of the distant eyeline.</p>	<p>g) Powell's School Playing Fields from the Barton Allotments: Open aspect from extensive school playing fields which can 'sometimes' offer potential to reduce in size and zone for development.</p> <p>h) Approaching town from Gloucester Road: Could be compromised with any development of the commercial garage site on the left, or petrol station on the right of the distant eyeline.</p>	
<p>POLICY DBE 3 – CONVERSION OF EXISTING PROPERTIES</p> <p>a) Due to the negative impact on the appearance and character of the town centre and where planning permission is required, proposals for the merging of multiple units within Cirencester Town Centre will need to show:</p> <ol style="list-style-type: none"> 1) how it will minimise any detrimental impact on the Conservation Area 2) that the tenant or occupier will be providing much needed services <p>b) Redevelopment proposals will be supported where, through the design of the ground floor retail units, small, local, and/or independent traders are encouraged to locate in the town centre.</p> <p>c) The conversion to residential of under-utilised commercial upper floors across the town centre will be supported to create a more vibrant and vital town centre, as appropriate to the nature of the development concerned.</p> <p>Support will be given if proposals are to a high design standard, respect the scale of neighbouring buildings and the ground floor continues to provide an active and animated frontage onto the street.</p> <p>d) The sub-division of houses over 200m2 gross internal floor area to create a studio, one, or two bedroomed self-contained apartments will be supported, subject to design quality.</p>	<p>POLICY DBE3 – REDEVELOPMENT AND CONVERSION OF EXISTING PROPERTIES</p> <p>Proposals for the merging of multiple units within Cirencester town centre will need to minimise any negative impact on the appearance and character of the town centre.</p> <p>a) Redevelopment proposals will be supported where, through the design of the ground floor retail units, small, local, and/or independent traders are encouraged to locate in the town centre.</p> <p>b) The conversion to residential of under-utilised commercial upper floors across the town centre will be supported to create a more vibrant and vital town centre, as appropriate to the nature of the development concerned.</p> <p>Support will be given if proposals are to a high design standard, respect the scale of neighbouring buildings and the ground floor continues to provide an active and animated frontage onto the street.</p> <p>c) The sub-division of houses over 200m2 gross internal floor area to create a studio, one, or two bedroomed self-contained apartments will be supported, subject to design quality, especially bin storage and parking/cycle storage.</p>	<p>Ref 12-26, 101, 108</p>

<p>POLICY DBE 4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS</p> <p>a) The identified Non-Designated Heritage Assets (NDHA) shown on the Map and listed at Appendix 5 make a positive contribution to the townscape and will be protected from inappropriate demolition or alteration.</p> <p>b) Any new development or alteration to an existing structure will be required in its design, scale, and materials to preserve or enhance the setting of heritage assets, whether designated or undesignated, and the historic character of the town, and to have regard to the guidance in the Cirencester Streetscape Strategy.</p> <p>c) Any application for new development or alteration to an existing structure should include an appraisal of the site and its surroundings, with drawings showing its relationship to heritage assets, whether designated or undesignated, including roofscapes and views.</p> <p>d) The application should clearly explain how the development proposals have taken account of the findings of such an appraisal.</p>	<p>POLICY DBE4 – PROTECTION OF NON-DESIGNATED HERITAGE ASSETS</p> <p>The buildings and structures listed in Appendix x, as shown on the Map on page xx, are identified as Non-Designated Heritage Assets and the appropriate local and national planning policies shall be applied to them.</p> <p>Other NDHAs may be identified subsequently and added to the list.</p>	<p>Ref 12-26, 101, 109</p>
<p>POLICY DBE 5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS</p> <p>a) Proposals should demonstrate that solutions to minimise energy consumption and greenhouse gas emissions have been adopted and included at each stage of the design and construction process.</p> <p>b) Proposals should demonstrate how greenhouse gas emissions are minimised and reduced as part of the site identification and selection process, site layout and orientation, construction methodology, thermal properties of materials, choice of glazing, choice of construction materials, avoidance of materials harmful to the environment, use of local materials and people, incorporation of sustainable modes of transport, integration with existing or planned sustainable travel networks, recharging points for electric vehicles, flexible and adaptable space, water efficiency, incorporation of systems to collect rain and grey water, use of permeable surface and sub-base materials.</p> <p>c) Proposals should follow an energy hierarchy as outlined in the supporting text.</p> <p>d) Non-residential development, design and construction should comply with the BREEAM standard and achieve an ‘excellent’ accreditation or an alternative standard which achieves the same or better outcome.</p> <p>e) Carbon off setting will not be permitted.</p>	<p>POLICY DBE5 – NET-ZERO & ENERGY EFFICIENCY MEASURES IN THE DESIGN & CONSTRUCTION PROCESS</p> <p>a) Proposals should demonstrate that solutions to minimise energy consumption, greenhouse gas emissions and embodied carbon have been adopted and included at each stage of the design and construction process through a Construction Environmental Management Plan.</p> <p>b) Proposals should demonstrate how energy consumption, greenhouse gas emissions and embodied carbon is minimised and reduced as part of the site identification and selection process, site layout and orientation, construction methodology, thermal properties of materials, choice of glazing, choice of construction materials, avoidance of materials harmful to the environment, use of local materials and people, incorporation of sustainable modes of transport, integration with existing or planned sustainable travel networks, EV charging points for electric vehicles, flexible and adaptable space, water efficiency, incorporation of systems to collect rain and grey water, use of permeable surface and sub-base materials.</p> <p>c) Proposals should follow an energy hierarchy as outlined in the supporting text.</p> <p>d) Non-residential development, design and construction should comply with the BREEAM (Building Research Establishment Environmental Assessment Method) standard and achieve an ‘excellent’ accreditation or an alternative standard which achieves the same or better outcome.</p>	<p>Ref 12-26, 101, 110, 119, 132</p>
<p>POLICY DBE 6 – ENERGY USE IN NEW BUILDINGS</p> <p>a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.</p>	<p>POLICY DBE6 – ENERGY USE IN NEW BUILDINGS</p> <p>a) New residential developments should not use fossil fuels on-site for space heating or hot water provision.</p>	<p>Ref 12-26, 101, 110</p>

<p>b) New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m²/year for regulated and unregulated demand assessed using energy modelling such as a Passivhaus Planning Package or similar. This is based on the total amount of energy needed within a residential building per year.</p> <p>c) New residential developments should achieve a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar. This is based on the level of heat energy needed within a residential building per year to maintain a regular temperature.</p> <p>d) Non-residential developments should achieve an energy utilisation intensity or metered input of 55 to 65 kWh/m²/year (subject to building use) and a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar.</p>	<p>b)New residential developments should achieve an Energy Use Intensity (EUI) (or metered energy use) of no more than 35 kWh/m²/year for regulated and unregulated demand assessed using energy modelling such as a Passivhaus Planning Package or similar. This is based on the total amount of energy needed within a residential building per year.</p> <p>c) New residential developments should achieve a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar. This is based on the level of heat energy needed within a residential building per year to maintain a regular temperature.</p> <p>d) Non-residential developments should achieve an energy utilisation intensity or metered input of 55 to 65 kWh/m²/year (subject to building use) and a space heating demand of less than 15 kWh/m²/year assessed using energy modelling such as Passivhaus Planning Package or similar.</p>	
<p>e) On-site renewable energy should meet all the energy consumption needs of new residential buildings.</p> <p>f) The strategy for metering, monitoring, reporting, energy calculations, and predicted energy use should be confirmed as part of the planning submissions for outline and detailed grant of permission and reconfirmed before the commencement of construction.</p> <p>g) Variations on the requirements of this policy will be allowed only under exceptional circumstances where in complying with the above the development causing harm, or harm to the character of the wider area, or extraordinary reasons, clearly demonstrated where the standards above cannot be achieved.</p>	<p>e) The design of developments should demonstrate that on-site renewable energy delivers annual heating and lighting needs of new residential buildings.</p> <p>f) The strategy for metering, monitoring, reporting, energy calculations, and predicted energy use should be confirmed as part of the planning submissions for outline and detailed grant of permission and reconfirmed before the commencement of construction.</p> <p>g) Variations on the requirements of this policy will be allowed only under exceptional circumstances where in complying with the above the development causing harm, or harm to the character of the wider area, or extraordinary reasons, clearly demonstrated where the standards above cannot be achieved.</p>	
<p>DBE 7 – HOMES IN MULTIPLE OCCUPATION Proposals for the development of new Homes in Multiple Occupation (HMOs) will be supported where the development:</p> <p>a) Does not harm the residential amenity or character of the locality as a result of excessive noise.</p> <p>b) Does not increase levels of on-street parking, that cannot reasonably be regulated through parking control measures.</p> <p>c) Does not lead to inadequate off-street storage of refuse and bicycles.</p> <p>d) Is on a site in an electoral ward where under 10% of homes are currently HMOs.</p>	<p>DBE7 – HOMES IN MULTIPLE OCCUPATION Proposals for the development of new Homes in Multiple Occupation (HMOs) will be supported where the development:</p> <p>a)Does not harm the residential amenity or character of the locality as a result of excessive noise.</p> <p>b)Does not increase levels of on-street parking, that cannot reasonably be regulated through parking control measures.</p> <p>c)Does not lead to inadequate off-street storage of refuse and bicycles.</p> <p>d)Is on a site in an electoral ward where under 10% of homes are currently HMOs.</p>	Ref 12-26, 101, 113, 120

e) Has no existing HMO within 5 dwellings on either side of the property or on the opposite side of the street, within 10 dwellings.	e)Has no existing HMO within 5 dwellings on either side of the property or on the opposite side of the street, within 10 dwellings.	
QUALITY PUBLIC REALM POLICY QPR1 – ILLUMINATED SIGNAGE Unless it can be demonstrated that the introduction of free standing and wall mounted structures with illuminated advertisements have no detrimental visual or acoustic impact on the town centre Conservation Areas i.e. that they are contained discretely within the fabric of buildings, proposals to introduce these or similar structures will not be supported.	QUALITY PUBLIC REALM POLICY POLICY QPR1 – ILLUMINATED SIGNAGE Unless it can be demonstrated that the introduction of free standing and wall mounted structures with digital or illuminated advertisements have no detrimental visual or acoustic impact on the town centre Conservation Areas i.e. that they are contained discretely within the fabric of buildings, proposals to introduce these or similar structures will not be supported.	Ref 27
POLICY QPR2 – QUALITY STREETS & SPACES a) The network of historic streets, parks, gardens, and spaces across the town will be protected and enhanced. Development proposals that would have an unacceptable detrimental impact on the existing historic network will not be supported.	POLICY QPR2 – QUALITY STREETS & SPACES a)Development proposals that protect and enhance the network of historic streets, parks, gardens, and public open spaces across the Plan area will be supported.	Ref 27
b) Development proposals will be supported which use the palette of heritage materials outlined in the Cirencester Town Centre Public Realm Design Code. e) Where appropriate, new developments across the Plan area should contribute to the delivery of projects that help implement this policy.	b)Development proposals within the town centre boundary and areas of distinctive character as identified within Policy TC1 which use the palette of heritage materials outlined in the Cirencester Town Centre Public Realm Design Code will be supported.	
POLICY QPR 3 – SOCIAL & CIVIC SPACES Where appropriate, new developments will be supported where they provide a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town.	POLICY QPR3 – SOCIAL & CIVIC SPACES Where appropriate, new developments will be supported where they provide a clear network of well-designed social and civic spaces that can help support the cultural, social, and economic life of the town.	Ref 27
POLICY QPR 4 – HERITAGE TRAILS & WAYFINDING SYSTEMS Insofar as planning permission is required, proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged.	POLICY QPR4 – HERITAGE TRAILS & WAYFINDING SYSTEMS Insofar as planning permission is required, proposals for heritage trails, wayfinding systems and the improved signposting of existing pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town centre, the surrounding areas and the wider countryside will be particularly encouraged.	Ref 27
THE 20 MINUTE NEIGHBOURHOOD POLICY TMN 1 – 20 MINUTE NEIGHBOURHOODS a) Development proposals which contribute to the 20-minute neighbourhood model, will be supported. The contribution made should be in proportion to the scale of the associated development. b) Proposals that remove barriers to cycling and walking across the Plan area will be supported. e) Measures designed to help overcome the barriers created by the A419 and A429 dual carriageways including the provision of safe, direct, street level (at grade) crossings will be supported.	THE 20 MINUTE NEIGHBOURHOOD POLICY TMN1 – 20 MINUTE NEIGHBOURHOODS Development proposals which in proportion to size and scale, support and extend the 20-minute neighbourhood model, will be supported where the following land use features are integrated or delivered: a) diverse and affordable homes; b) well-connected paths, streets, and spaces, with safe, direct, street level (at grade) cycle ways and footpaths; c) key local daily facilities;	Ref 28-31, 69, 133-134

<p>d) New developments should offer a genuine choice of sustainable and active travel in accordance with the agreed travel hierarchy, both within the new development and beyond the boundaries as it connects with the surroundings.</p> <p>e) Incorporate or contribute in proportion to the scale of the development to the walking and cycle routes within the town boundary and identified in the Cirencester Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>f) Street designs which provide direct, good connections to the existing or future neighbourhoods bordering the development will be a requirement of all development proposals.</p> <p>g) New residential areas will be designed in a way that keeps traffic speed at and below 20mph.</p>	<p>d) sports, well-being and community health facilities.</p> <p>Proposals which enhance the provision of Key Local Daily Facilities across the Plan area will be supported, where they address a deficit shown by the Key Local Daily Facility Deficits Map or other evidence.</p> <p>Planning applications which remove barriers to walking and cycling in residential neighbourhood areas and across the town will be supported.</p>	
<p>THE NATURAL ENVIRONMENT</p> <p>POLICY NE 1 – BIODIVERSITY NET GAIN</p> <p>Development will be expected to demonstrate, in accordance with the Environment Act of 2021, a minimum 10% biodiversity net gain on-site or replace as near to the development as possible.</p>	<p>THE NATURAL ENVIRONMENT</p> <p>POLICY NE1 - NATURAL AND SEMI-NATURAL HABITAT SCHEMES</p> <p>Support will be given for the extension of natural and semi-natural habitat areas of the town, particularly on the periphery of green spaces, verges and edges of footpaths combined with the retention of hedgerows.</p>	Ref 32-43, 70-97
<p>POLICY NE 2 – REWILDING SCHEMES</p> <p>Support will be given for the extension of wilding areas of the town, particularly on the periphery of green spaces, verges and edges of footpaths combined with the retention of hedgerows.</p>	<p>POLICY NE2 – WILDLIFE CORRIDORS</p> <p>a) Development proposals should maintain the integrity of existing wildlife corridors whilst creating new opportunities to connect areas of habitat through planting and links.</p> <p>b) Existing wildlife corridors within the town should not be separated or fragmented by changes to green infrastructure and habitats without justification and compensation with new connections.</p>	Ref 32-43, 70-97
<p>POLICY NE 3 – WILDLIFE CORRIDORS</p> <p>a) Development proposals should maintain the integrity of existing wildlife corridors whilst creating new opportunities to connect areas of habitat through planting and links.</p> <p>b) Existing wildlife corridors within the town should not be separated or fragmented by changes to green infrastructure and habitats without justification and compensation with new connections.</p>	<p>POLICY NE3 – GREEN INFRASTRUCTURE PROTECTION & ENHANCEMENT</p> <p>a) Development proposals should protect the existing green infrastructure of Cirencester and remove barriers to connectivity, creating new opportunities, connections, and extensions.</p> <p>b) Green infrastructure opportunities and requirements, as defined by the Building with Nature Standards, should be considered at the earliest stages of all new development planning proposals, as an integral part of the town’s provision, taking into account the most suitable locations and types.</p> <p>c) The removal of existing green infrastructure within the town will be resisted and should be justified and compensated for, with appropriate replacement if permitted.</p>	Ref 32-43, 70-97, 127-128

	d) Development proposals will be resisted on designated biodiversity sites and core ecological networks as defined by the Gloucestershire Nature Recovery Network.	
<p>POLICY NE 4 – GREEN & BLUE INFRASTRUCTURE PROTECTION & ENHANCEMENT</p> <p>a) Development proposals should protect the existing green and blue infrastructure of Cirencester alongside creating new opportunities, connections, and extensions.</p> <p>b) Green and blue infrastructure opportunities and requirements should be considered at the earliest stages of all new development planning proposals, as an integral part of the town’s provision, taking into account the most suitable locations and types.</p> <p>c) The removal of existing green and blue infrastructure within the town will be resisted and should be justified and compensated for, with appropriate replacement if permitted.</p> <p>d) Developers will be required to justify the removal of any area of highway verge to create or extend vehicle access to property and land.</p> <p>e) Private households will be encouraged to avoid replacing lawns with hard landscaping.</p>	<p>POLICY NE4 – LOCAL GREEN SPACE DESIGNATIONS</p> <p>Local Green Spaces in Cirencester identified on the Map and scheduled in Table 2 will be protected from development except in very special circumstances.</p>	Ref 32-43, 64, 70-97
<p>POLICY NE 5 – FLOOD MITIGATION</p> <p>Development proposals should demonstrate how they will mitigate flood risk through design and landscape measures, as combined with other appropriate strategies such as permeable paving and sustainable drainage systems.</p>	<p>POLICY NE5 – GREEN GAPS</p> <p>Proposals that result in the loss of current boundaries and buffers of undeveloped land between Cirencester and its adjacent settlements should compensate for this loss through appropriate replacement landscaped areas.</p>	Ref 32-43, 70-97
<p>POLICY NE 6 – LOCAL GREEN SPACE DESIGNATIONS</p> <p>a) Local Green Spaces in Cirencester identified on the Local Green Spaces Map, scheduled in Table 2 and detailed in Appendix 4 will be protected from built development except in very special circumstances.</p> <p>b) Community green or open spaces that contain a building which needs improving or removing will be allowed to be developed if the proposed work is for the benefit of the community and will preserve the local significance of the space for which it was designated.</p>		Ref 32-43, 70-97, 121
<p>POLICY NE 7 – GREEN GAPS</p> <p>Development proposals should maintain a green gap between Cirencester and adjacent settlements. Proposals that result in the loss of peripheral boundaries and buffers of undeveloped land between Cirencester and its adjacent settlements should compensate for this loss through appropriate replacement landscaped areas.</p>		Ref 32-43, 70-97

<p>THE LOCAL ECONOMY POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY a) Existing economic activity (including employment, tourism, and retail uses) and premises across the town centre will be protected and enhanced.</p> <p>b) Existing economic activity in the neighbourhoods, particularly key local facilities identified as community assets within Appendix 3 and associated information, will be protected, and enhanced.</p> <p>c) Any loss of employment uses, or premises, will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises is not currently viable and that an appropriate alternative site or premises can be identified within the Plan area. The evidence required will be determined by the existing use and its site.</p> <p>d) Flexible growth and adaptation of existing employment areas (e.g. Love Lane) across the Plan area through the sensitive introduction of new low carbon economic uses and activities, will be encouraged.</p>	<p>THE LOCAL ECONOMY POLICY LE1 – PROTECT & ENHANCE ECONOMIC ACTIVITY a) In so far as planning permission is required, existing economic activity (including employment, tourism, and retail uses) and premises across the town centre will be protected and enhanced.</p> <p>b) In so far as planning permission is required, existing economic activity in the neighbourhoods, particularly key local daily facilities identified as community assets within Appendix x and associated information, will be protected, and enhanced.</p> <p>c) Subject to permitted development rights, any loss of employment uses, or premises, will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises has been actively marketed for employment use and is not currently viable.</p> <p>d) Introduction of new low carbon economic uses and activities will be encouraged.</p>	<p>Ref 44-48, 111</p>
<p>POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES a) Development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses will be supported.</p> <p>b) Support will be given for developments on sites that provide for: 1) start-up businesses by enabling low cost facilities in cooperative clusters; 2) working from home, enabling extensions and small new buildings; 3) enabling microbusinesses.</p>	<p>POLICY LE2 – PROVISION FOR INNOVATIVE WORK SPACES, NEW & SMALL BUSINESSES a) Development proposals that provide innovative hybrid and/or mixed-use working spaces which encourage creative small businesses or community uses will be supported.</p> <p>b) Support will be given for developments on sites that provide accommodation for start-up businesses by enabling low-cost facilities in cooperative clusters and microbusinesses.</p>	<p>Ref 44-48</p>
<p>POLICY LE3 – SKILLS DEVELOPMENT a) Development proposals will be supported where they provide opportunities for training, the obtaining of skills, and education.</p> <p>b) Proposals that provide enhancements to existing skills and training facilities will be supported, including the encouragement of local apprenticeships and T-Level placements</p>	<p>POLICY LE3 – SKILLS DEVELOPMENT a) Development proposals will be supported where they provide opportunities for training, the obtaining of skills, and education.</p> <p>b) Proposals that provide enhancements to existing skills and training facilities will be supported, including the encouragement of local apprenticeships, T-Level and other work related placements.</p>	<p>Ref 44-48</p>
<p>POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY a) Proposals for new employment development outside existing industrial and employment areas should through its design, scale, and materials provide an attractive business environment which takes account of the character and appearance of Cirencester.</p>	<p>POLICY LE4 – NEW EMPLOYMENT PREMISES & DESIGN QUALITY a) Proposals for new employment development outside existing industrial and employment areas should through its design, scale, and materials provide an attractive business environment which takes account of the character and appearance of Cirencester.</p>	<p>Ref 44-48</p>

<p>b) New employment and industrial proposals should demonstrate through a Design & Access Statement how they respect the character and appearance of the neighbourhood area. Where their location provides practical opportunities to do so, development proposals will be supported where, as appropriate to their scale and location, they provide clear and convenient connections with the town centre and create public access to the surrounding areas.</p>	<p>b) New employment and industrial proposals should demonstrate through a Design & Access Statement how they respect the character and appearance of the neighbourhood area. Where their scale and location provides practical opportunities to do so, development proposals will be supported where they provide clear and convenient connections with the town centre and create public access to the surrounding areas.</p>	
<p>WELLBEING & COMMUNITY POLICY WBC 1 – AIR QUALITY a) Measures that reduce traffic volume near educational establishments, particularly at peak times, will be supported.</p> <p>b) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will be resisted.</p> <p>c) Measures that reduce vehicle movement in the town centre’s historic streets will be supported, particularly Park Street, Dyer Street, Thomas Street, and the Market Place.</p> <p>d) Development construction traffic will be required to monitor air quality, including particulates, to ensure net neutral is achieved throughout site development, and if necessary, instigate mitigation.</p> <p>e) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.</p> <p>f) Monitoring of air quality within the town should be increased through locations identified as having greater risk of deterioration and particularly near educational establishments.</p>	<p>WELLBEING & COMMUNITY POLICY WBC1 – AIR QUALITY a) Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will not be supported.</p> <p>b) Developers will be required to monitor air quality, including particulates, to ensure that an Air Quality Neutral standard is achieved throughout site development for building and construction traffic emissions, and if necessary, to instigate mitigation.</p> <p>c) Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.</p>	Ref 49-59
<p>POLICY WBC 2 – HEALTH IMPACT ASSESSMENTS a) Health Impact Assessments (HIAs) will be required in the design and access statement of developments over 10 residential units to support the 20 Minute Neighbourhood principle. b) A rapid HIA assessment for developments of fewer than 10 homes will be required, or where the development is over 10 homes or greater than 10,000m² of commercial space a comprehensive HIA assessment will be required.</p>		Ref 49-59, 112
<p>POLICY WBC 3 – EQUAL ACCESS TO GREEN SPACES FOR ALL a) Development proposals should accommodate the needs of all users, including those with mobility needs, in the design and landscaping of public spaces.</p>	<p>POLICY WBC 2 – EQUAL ACCESS TO PUBLIC OPEN SPACES FOR ALL a) Development proposals should accommodate the needs of all users, including those with mobility needs, in the design and landscaping of public open spaces.</p>	Ref 49-59

<p>b) Access to new and existing green infrastructure should be provided through well-connected paths of appropriate widths, smooth non-slip surfaces, and navigation aids such as signs.</p>	<p>b) Access to new and existing public open spaces should be provided through well-connected paths of appropriate widths, smooth non-slip surfaces, and navigation aids such as signs.</p>	
<p>POLICY WBC 4 – ACCESS TO PLAY SPACES a) Developments of greater than 10 houses should provide appropriate play spaces for the site size, easily accessible to all users, which are maintained as part of ongoing social management plans. b) The development of new fitness trails and outdoor gyms in open green spaces, where appropriate, will be supported, especially those that connect to the cycling ‘wheel and spoke’ network of the town.</p>	<p>POLICY WBC 3 – ACCESS TO PLAY SPACES a) Developments of greater than 10 houses should provide or enhance nearby play spaces for the site size, easily accessible to all users. b) Provision of new publicly accessible play spaces should be maintained by the Town Council or a local community management trust. c) The development of new fitness trails and outdoor gyms in open green spaces, where appropriate, will be supported, especially those that connect to the cycling ‘spoke and wheel’ network of the town.</p>	<p>Ref 49-59</p>
<p>POLICY WBC 5 – COMMUNITY FACILITIES a) Existing community facilities that are designated as Assets of Community Value (ACV) will be protected from change of use or closure. b) The loss of existing community buildings (Use Class D1) will be resisted unless it can be demonstrated that demand within the locality for the facility no longer exists. c) Flexible multi-functional spaces that allow for the widest possible use and activity, particularly daily community needs which are missing, will be supported. d) Development proposals will be required to demonstrate the provision of community infrastructure in proportion to the increased population brought about by that development, particularly recreation and primary care, either on-site or off-site through developer contributions.</p>	<p>POLICY WBC 4 – COMMUNITY FACILITIES a) The loss of existing community buildings (Use Class D1) will not be supported unless it can be demonstrated that the facility is no longer viable. b) Flexible multi-functional spaces that allow for the widest possible use and activity, particularly daily community needs which are missing, will be supported.</p>	<p>Ref 49-59</p>
<p>POLICY WBC 6 – DESIGNING OUT CRIME a) Development plans should demonstrate in the design and access statement how principles that deter crime have been incorporated. b) Support will be given for the development of upper floor empty town centre premises to residential use to increase crime vigilance and create less opportunity for unobserved crime and anti-social behaviour. c) Support will be given for prevention of crime opportunities in the urban built environment by improvements to hidden or dark pedestrian footpaths.</p>	<p>POLICY WBC 5 – DESIGNING OUT CRIME a) Development plans should demonstrate in the design and access statement how principles that deter crime have been incorporated. b) Support will be given for the development of upper floor empty town centre premises to residential use to increase crime vigilance and create less opportunity for unobserved crime and anti-social behaviour. c) Support will be given for prevention of crime opportunities in the urban built environment by improvements to hidden or dark pedestrian footpaths.</p>	<p>Ref 49-59</p>
<p>POLICY WBC 7 – LIGHT POLLUTION a) Development should mitigate through design minimising night blight by using lower lumen lighting suitably positioned in a downwards direction and avoiding reflections onto surfaces.</p>	<p>POLICY WBC 6 – LIGHT POLLUTION a) Insofar as planning consent is required, developments should mitigate through design, minimising night blight by using lower lumen lighting suitably positioned in a downwards direction and avoiding reflections onto surfaces.</p>	<p>Ref 49-59</p>

<p>b) New commercial and external light signage will only be permitted with justification for operational, safety or security reasons, designing in such a way to minimise spillage beyond the application site using guidance on lighting by the Institute of Lighting professionals (ILP) GN01, the reduction of obstructive light.</p>	<p>b)New commercial and external light signage will only be permitted with justification for operational, safety or security reasons, designing in such a way to minimise spillage beyond the application site using guidance on lighting by the Institute of Lighting Professionals (ILP) GN01, the reduction of obtrusive light.</p>	
<p>POLICY WBC8 – NOISE POLLUTION a) Support will be given for measures that reduce town centre vehicle noise especially at night through encouragement to use peripheral roads. b) Developments will be encouraged at the design stage to consider better noise insulation with features such as trees and hedges in landscaping, and wall insulation.</p>	<p>POLICY WBC 7 – NOISE POLLUTION Developments will be encouraged at the design stage to consider measures that reduce vehicle noise and noise insulation with features such as trees and hedges in landscaping, and wall insulation.</p>	<p>Ref 49-59</p>

APPENDIX A - Initial Questionnaire Engagement March 2020

Table 3 – Views Captured by Theme

Environment and Climate Change

Environment and Climate Change	Value	Difference(s) by subgroup	Quote/ other suggestions
Environment and Climate Change	The abundance of open and green spaces and the beautiful parks.	Across all age groups	"The closeness of the Abby Grounds within the town and Cirencester Park literally brings the countryside right into the town".
"	Cultural heritage and historic centre	Overwhelmingly cited by 30 – 64 and 65+	"Own identity"
"	The history of the town	65+	"Beautiful market town steeped in History".
"	Cirencester is a rural town in a beautiful setting	Across all age groups	
"	Unspoilt traditional market town	Overwhelmingly 65+	"Quaintness".
"	The proliferation of trees and nature	Across all age groups	Could be combined with the open and green spaces but specifically mentioned
"	Clean with limited pollution	30 – 64 and 65+	

Environment and Climate Change	Concern	Difference(s) by subgroup	Quote/ other suggestions
Environment and Climate Change	Building on open green spaces	All age groups	

“	Flood resilience, water management and drain maintenance	30 – 64 and 65+	
“	Pollution	All age groups	C02 emissions; plastic; littering
“	Climate change and general environmental degradation	All age groups	As above
“	Cleanliness due to dog excrement and vandalism	All age groups	
“	Devaluing of historic buildings	65+	But see Development, Design and Built Environment
“	Corona virus	All age groups	Cited a couple of times but clear implications economically and socially

Environment, Climate Change, Heritage	Change	Difference(s) by subgroup	Quote/ other suggestions
Environment, Climate Change, Heritage	The protection and enhancement of green spaces including the planting of more trees	All age groups	
“	Tackling Climate Change effectively – reducing pollution, single use plastic, and carbon emission	All age groups	“A genuine engagement with the climate emergency”.
“	Preserve and protect the town’s heritage	30-64 and 65+	“It must keep its character, preserving its history but having good modern facilities for young and old”.
“	More action on flood prevention, drain management and dredging	30-64 and 55+	Almost 70% of respondents thought this issue is at least important to prevent future flooding that has occurred previously in the town”
“	Increased focus on litter picking, removal of graffiti and street cleaning	All age groups	

“	The improvement of verges and roundabouts including maintenance, more planting of wild flowers and establishing wildlife corridors	All age groups	
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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

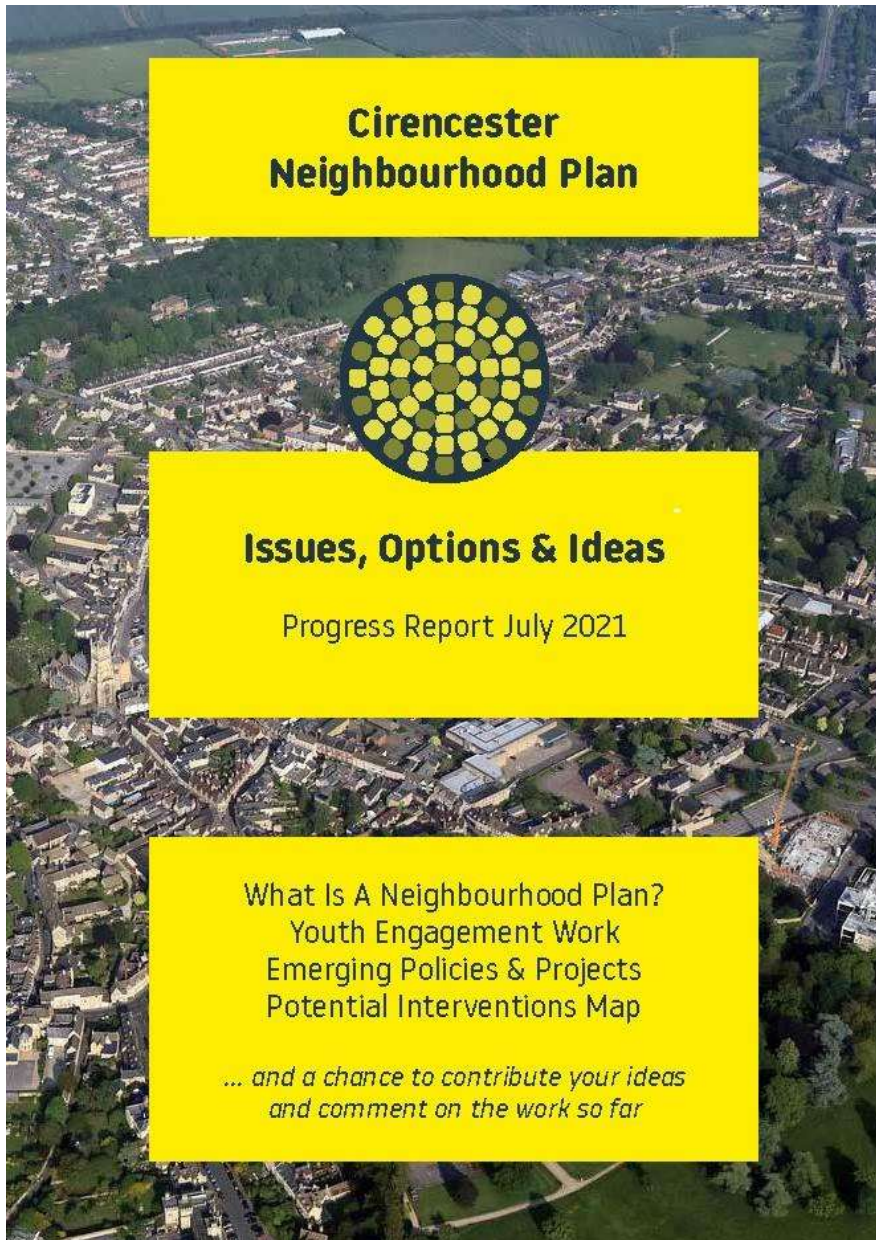
Community, Culture and Leisure	Value	Difference(s) by subgroup	Quote/ other suggestions
Community, Culture and Leisure	The sense of a real community spirit	All age groups – this was by far the most valued	
“	Friendly people	All age groups	
“	Education and the number of varying institutes (schools, colleges 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



Cirencester Neighbourhood Plan



Issues, Options & Ideas

Progress Report July 2021

What Is A Neighbourhood Plan?
 Youth Engagement Work
 Emerging Policies & Projects
 Potential Interventions Map

... and a chance to contribute your ideas and comment on the work so far

What Is The Cirencester Neighbourhood Plan?

Cirencester Town Council is supporting the preparation of the Cirencester Neighbourhood Plan, being prepared by the local community, the people who know and love Cirencester best. This will ensure that Cirencester gets the right development in the right place. When complete, the Cirencester Neighbourhood Plan will be used to influence and to decide planning applications, including new buildings and changes to existing buildings and the use of land across the whole town.

The neighbourhood plan is being prepared by Steering Group of local people on behalf of the Cirencester Town Council. This report sets out progress so far and the ideas, issues

and options discussed by the Steering Group. Cirencester has a rich history and a bright future. The Steering Group would like to hear from you and to get your thoughts on that future. You can do this by providing your own ideas and by commenting on those set out in this report.

Neighbourhood planning is a powerful tool that gives communities statutory powers to shape how their communities develop. The Cirencester Neighbourhood Plan will be a document that sets out planning policies for the whole of the town, consisting of the eight election ward boundaries of Abbey, Beeches, Chesterton, Four Acres, New Mills, St Michael's, Stratton and Watermoor.

Time Line	Plan Preparation Actions
March 2020	Early community engagement via a questionnaire survey
rest of 2020	Thematic Groups develop specific policy and project ideas
Spring 2021	Digital focus groups held on Zoom to test ideas further
April to June 2021	Youth engagement with college and local schools
July 2021	Preparation of this Progress Report
Summer 2021	Consultation on this Progress Report
Estimated Forward Time Line	
Autumn 2021	Refine policy and project ideas based on feedback received
Winter 2021	Further public consultation and engagement work
Spring 2022	Formal 6-week (minimum) consultation of full draft of the plan
Spring 2022	Revisions and changes based on consultation results
Summer 2022	Submission of revised plan to Cotswold District Council
Late 2022	Independent examination
Spring 2023	Referendum (plan obtains legal force if supported at referendum)

For more information on progress to date, please go to www.cirencesternp.org



Youth Engagement with Cirencester College



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

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



What the college students said ...

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

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

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

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

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

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

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

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

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

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

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



Youth Engagement with Local Schools

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

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



1 Modes of Transport

More Cycle Paths or Routes
Less Traffic & Fewer Cars
More Cycling

65

16

14

8



2 Maintenance

Less Dog Mess
Cleaner, Less Litter
Fewer Potholes

52

16

13

10



3 Improving Streets & Paths

Lower Speed Limits, Less Speeding
Wider Walking Paths
More or Different Routes

42

7

7

6

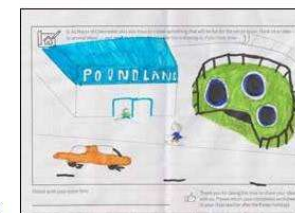
Number of responses from the total of 97 received that included these types of details...

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



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



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



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

	1 Pretty Outdoor Places	69
	Abbey Grounds	18
	Parks	17
	Cirencester Park	15
	2 Urban & Civic Places	48
	Museum	8
	Shops	6
	Town Centre	5
	3 Adventure Activities & Sports	29
	The Outdoor Pool	9
	Other Swimming Pools	5
	Leisure Centres	3

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

	1 Sports & Adventure Activities	52
	Trampoline Park	10
	Water Park	10
	Skate Park	8
	2 Entertainment & Things To Do	52
	Cinema	11
	Fun Fair	7
	Theme Park	5
	3 Playground Equipment	50
	Slides	10
	Swings	10
	More Playgrounds	6



Draft Vision, Aims & Objectives

DRAFT VISION The Cirencester

Neighbourhood Plan needs a Vision Statement at the beginning, to help set the scene. Neighbourhood plan vision statements can be a single sentence or a few paragraphs, setting out in words the type of place the town and surroundings should be like in the future. What sort of place will Cirencester be to live, work and visit? What sort of qualities and characteristics it should exhibit? This is the draft Vision Statement (right) developed by the Steering Group and based on all the research undertaken to date. **What do you think? Do you agree?**

DRAFT AIMS & OBJECTIVES What do the planning policies and projects in the plan seek to achieve? How do they work together? The aims and objectives should be concise statements setting out what protections and enhancements to Cirencester will be brought about by the plan. These are important as they will become benchmarks against which the effectiveness of the plan will be assessed post-referendum. Below is a set of draft aims and objectives. **What do you think?**



From Roman origins to a bright zero carbon future, Cirencester — the capital of the Cotswolds — will be a place that responds fully to the climate emergency, where we can celebrate the town's rich history and attractive appearance; where we can enjoy spending time, both in the urban streets and spaces and in the green open spaces and nature reserves; where workers, residents and visitors want to be; where developments integrate the needs of people and nature; and where there is a distinctive character and identity, rooted in traditional town centre uses, all enriched by new businesses and sustainable economic activity



To comment on the draft Vision, Aims & Objectives, please go to www.cirencesternp.org and complete the survey

1. Maintain and enhance the distinctive Cotswold visual character of Cirencester, its immediate setting, and the wider neighbourhood area.
2. Coordinate all new development so that it contributes to the "20 Minute Neighbourhood Model" including the creation of safe, sustainable, liveable and mixed communities with good access to jobs and essential services for the whole community.
3. Create a robust yet flexible network of streets and spaces to effectively promote active travel modes, for both current and future populations.
4. More effectively integrate the outlying residential areas with the town centre core, overcoming the barrier effect of highways infrastructure as currently experienced.
5. Reduce demand for energy, improve air quality, mitigate flood risk and achieve net zero carbon.
6. Protect and enhance the natural and historic environment, the quality and character of the built environment and the wider countryside.
7. Raise the quality of new development through use of sustainable materials, methods, details, and inclusive design that responds to the Cirencester context.
8. Ensure that land made available for development will be developed in an efficient manner, in such a way as to improve people's quality of life, for both new and existing residents.
9. Manage the threat of flood by safeguarding functional floodplain and ensuring that such measures necessary to protect the area are undertaken.
10. Deliver the community infrastructure necessary to support an evolving town into the future.



Emerging Planning Policies

The main part of a neighbourhood plan is a series of planning policies that will be used to determine future planning applications e.g. should a development proposal be granted planning permission or not? The planning policies will be used to help make these decisions. The draft planning policies in this report have been developed by the Steering Group and are grouped into six different themes or topic areas. At the present time, the draft policies are only short one-liners. The final policy statements will be more comprehensive.

What do you think? Do you agree? Are there issues important to you that you feel are missing from this set of draft planning policies?



Access & Movement

* active travel means walking and cycling

1. Improve active travel* routes that connect outlying residential areas (e.g. Stratton, the Beeches etc) with the town centre core.
2. Establish better active travel links between the town and the surrounding countryside e.g. Water Park, Kemble etc.
3. Through a range of coordinated measures – including street design, town centre management, signage, and a vehicle parking strategy – seek to reduce the number of vehicle movements within the town centre.
4. Support for the development of a single public transport hub, that will allow convenient and easy access to bus services, car clubs and taxi ranks.
5. Backing for measures that make walking and cycling more convenient across Cirencester.



Design & Built Environment

6. New development and their designs to respond positively to the Cotswold vernacular and the distinctive Cirencester context.
7. New developments to be sited in ways that protect and enhance identified views and vistas e.g. of church towers.
8. Promotion of locally affordable new homes in the most sustainable locations.
9. Encourage the conversion of upper floors across the town centre to residential uses to support a larger population living in the centre.
10. All development proposals required demonstrate how they will contribute to the "20 Minute Neighbourhood Model" – see interventions map for details.



Quality of the Public Realm

11. Support for proposals that enhance the quality of streets and spaces, such as better surface materials, more generous space for pedestrians and improved lighting.
12. Proposals that make Cirencester more walkable and more sociable, that identify and enhance spaces for social encounters – "bumping spaces" – will be supported by the plan.
13. Through the submitted Design & Access Statements (DASs) planning applications will be expected to demonstrate how they can enhance the town's streets and spaces and how they respond to relevant street design guidance.
14. Protect identified and mapped Non-designated Heritage Assets.
15. Support for a heritage trail, new wayfinding systems and quality signage.



Emerging Planning Policies /... continued



Economy

16. Proposals that offer to introduce the missing elements of the "20 Minute Neighbourhood Model" to the town will be supported.
17. Proposals that will erode the critical mass of town centre economic activity will be resisted. This includes proposals that will convert employment, leisure, food/drink, commercial or social spaces to residential uses.
18. New models of town centre economic activity, such as hybrid spaces – cafe, workshop, performance, health, education, co-working, social and/or community spaces – will be supported.
19. Protection of ground floors within the town centre core from conversion to residential. This will safeguard street level spaces for retail, social, community and entrepreneurial activity that will maintain a vibrant and lively town centre atmosphere.
20. Protect, enhance existing employment areas (e.g. Love Lane Industrial Area) allowing flexible growth through the sensitive introduction of new economic uses and activities. Seek the repurposing of out of town retail "sheds" to alternative commercial or social use as retail demand declines.



Environment & Climate Change

21. Support for proposals that move the town towards net zero carbon and mitigate the effects of climate change.
22. Identify and protect Local Green Spaces (LGS) as designated by the plan. These are spaces that are local in character, in reasonably close proximity to the community and hold a particular local significance, for example because of their beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.
23. Protect and enhance land identified as important for biodiversity, wildlife habitats and/or wildlife corridors, river corridors and wetlands.
24. Protect the functional floodplain from development, with the exception of essential infrastructure works required by flood mitigation.
25. Development proposals to accord with approved sustainable ultra-low carbon construction methods and "Building With Nature" techniques.
26. Measures that improve air quality across the plan area, especially in the town centre, will be supported.



Wellbeing & Community

27. Health Impact Assessments (HIA) will be required to support certain types of planning applications (criteria to be determined) with a key issue for HIAs to address being the cycling and walking characteristics of each new developments and how they collectively contribute to the connectivity of the whole town.
28. Protect and enhance access to open spaces – especially those that are green, open and accessible for recreation, sport and play – in order to support physical, social and mental wellbeing.
29. Support a network of appropriate play spaces for all ages.
30. The plan will promote new town centre cultural and leisure activity and destinations.
31. Require new development to limit light and noise pollution to enhance the ambience of the town and maintain dark skies at night.



To comment on the draft Planning Policies, please go to www.cirencestermp.org and complete the survey

Draft Plan Projects List

Neighbourhood plan projects are the capital works (e.g. a new community centre, a new stretch of footpath, investment in children's play area) or management initiatives (e.g. a town centre manager, a tourism strategy, a new community group that can collaborate and raise funds) that will ultimately be how some or all of the planning policies will be implemented

Here is a list of draft projects for inclusion in the Cirencester Neighbourhood Plan. What do you think? Do you agree? Are there projects that you feel are missing from this set of projects?

1. Introduce flood alleviations schemes at various locations across the town, as appropriate
2. Establish a series of connected cycle paths around the edge of town ("the wheel") that connect to routes into the town centre ("the spokes")
3. Establish longer distance cycle paths as follows: from Cirencester to Kemble; from Cirencester to South Cerney; and from Siddington to Stratton (improving the current inadequate shared space along the Gloucester Road)
4. A project to encourage the opening up of school buildings and grounds for community and public use during holidays, weekends and evenings
5. Ensure future technological requirements for vehicle fuel systems and energy sources are provided across the whole town e.g. Public electric vehicle charging points, hydrogen delivery pumps etc
6. Funding for regular, all-week (including late evening) public transport connections to key regional centres (e.g. Cheltenham), rail interchanges, hospitals and local destinations (e.g. Fairford and Tetbury)
7. Establish a Business Improvement District (BID) for the town centre
8. Establish a Town Centre Manager
9. Create a Cirencester Tourism Strategy, separate but linked to Cotswold-wide strategy
10. Establish better links with regional/ Gloucestershire business and skills bodies and exploit Cirencester's education cluster reputation to attract new businesses
11. Reconnect the Roman amphitheatre to the town centre, working with AQIVA and GCC Highways to identify a new connection location, funding and type, to be supported by brown heritage signage and maintenance
12. Project to identify methods and locations for new physical connections — including footpaths, cycleways, bridges, light-controlled crossings — to better link outlying residential areas with the town centre
13. Identify existing playgrounds in need of funding and/or maintenance and gaps in provision where new play spaces should be provided
14. Identify an alternative site and an operator for a new cinema project, to be part of a venue that can also support live music
15. Increase the number of neighbourhood assets (e.g. community spaces, play areas etc) in The Beeches, Outer Watermoor and Chesterton
16. Create a walking map for Cirencester, that identifies small spaces for social encounters, together with green and pleasant routes to link where people live with the town centre.
17. Audit mapping of all sports and recreational facilities to ensure the type, distribution, and quantity is appropriate for a growing population
18. Audit mapping of social and recreational spaces to ensure all spaces are inclusive of gender, age and disability
19. Audit mapping of all town views and vistas



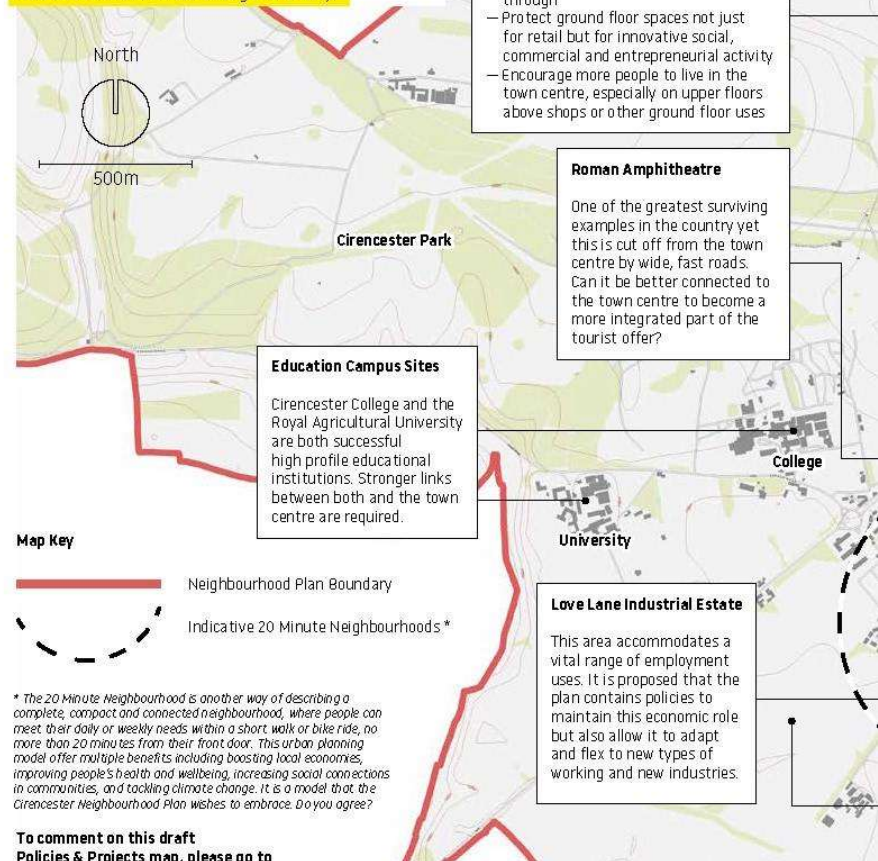
To comment on the draft Plan Projects, please go to www.cirencesternp.org and complete the survey

Potential Interventions Map

The final Cirencester Neighbourhood Plan will contain a map showing to which areas policies will apply and where projects could be delivered.

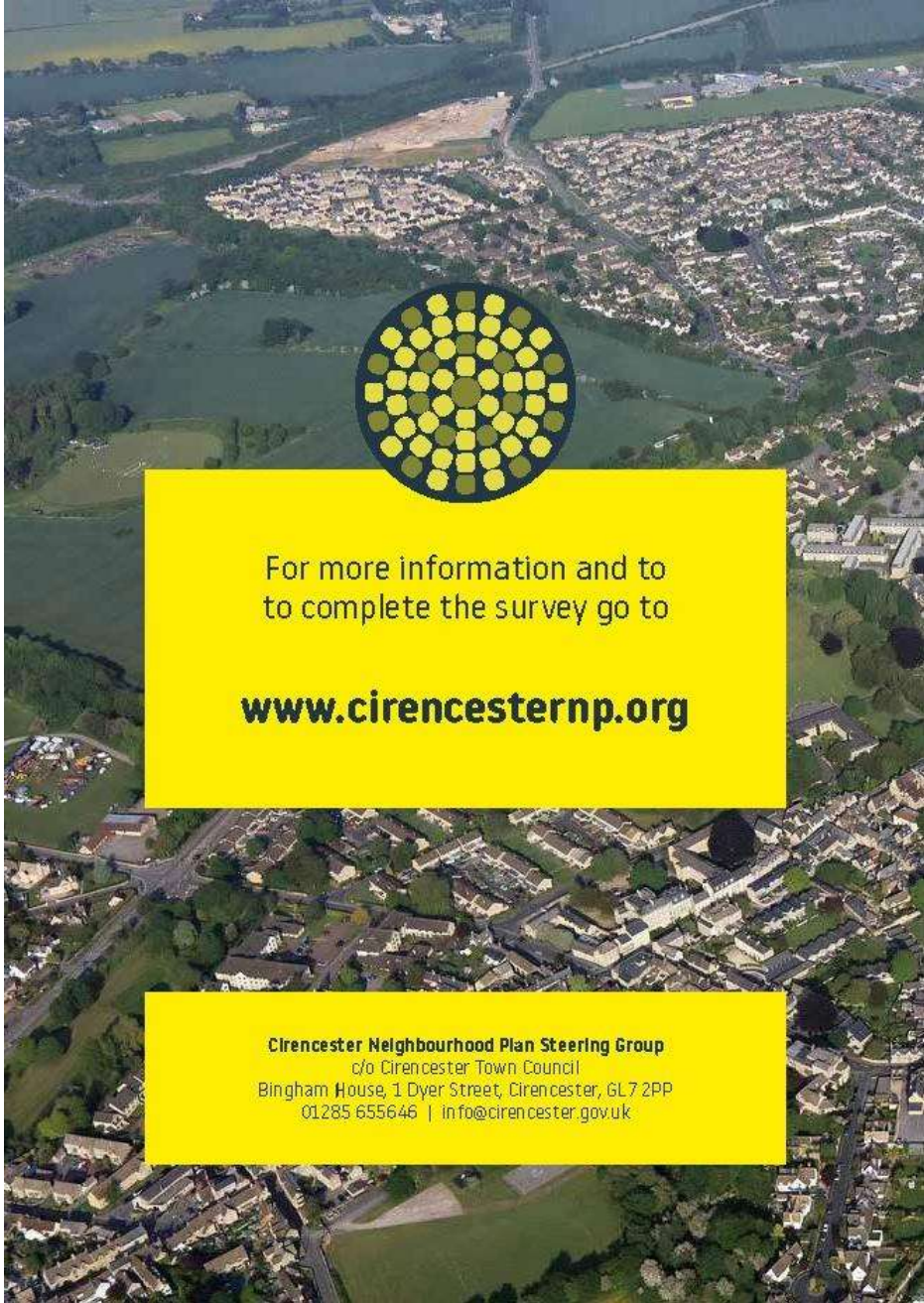
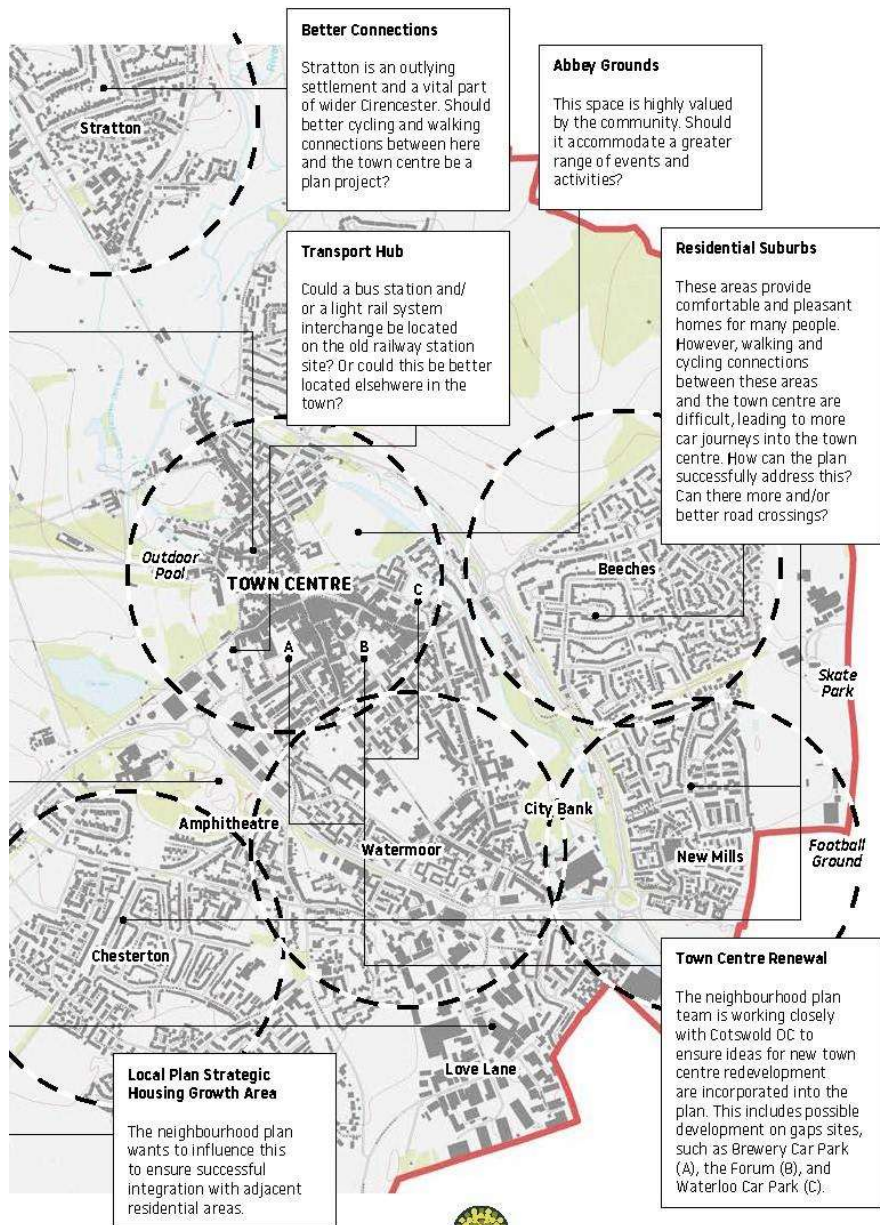
This is a draft version of the type of map that will appear in the final version of the plan.

Which areas would you wish to highlight? Which places would you want to see protected and why? And which areas could change and why?



To comment on this draft Policies & Projects map, please go to www.cirencesternp.org and complete the survey





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		<p>DBE3 Clause (a) Conservation areas are designated heritage assets, and thus the planning test that must be met is set out in the NPPF, paragraphs 200 through to 202. Clause (b) is problematic, as planning usually operates on use classes rather than more specific occupancy. The occupier or tenant could change at any moment, potentially undermining the argument for a permission just given, yet not empowering its removal. Retail premises could be merged to allow use by a pharmacist, for a vape shop to move in upon completion. We note that 'much needed services' is a subjective point. Clause (d) Is there a risk this could undermine the HMO policy, DBE 7? Does it facilitate a landlord unable to get HMO permission to formally subdivide into separate flats instead, and thus circumvent?</p>	Noted - Policy revised in consultation with CDC
23		<p>DBE4 policy to be re-drafted to state that those buildings and structures listed in appendix 5 should be considered as non-designated heritage assets and the appropriate local and national policies applied to them and note that further NDHAs may be identified subsequently; as noted in para 7.41, appendix 5 is not a definitive list. There is no need to add anything further.</p>	Noted - Policy revised accordingly
24		<p>Appx 5 NDHAs Correct where images separated from text, mislabelled image and provision of clearer maps to show extent of NDHAs.</p>	Noted – Mapping, images and text to be reviewed
25		<p>DBE5 there is inconsistency from Planning Inspectorate re this in NPs and CDC suggests we consider how similar approaches are received in other emerging plans. Should mention embodied carbon in policy and clarify Clause e. position on 'carbon offsetting' - re. not permitting it, do we actually mean to say that 'as a way of meeting the environmental requirements of the policy'? or should we be clarifying that to say that where a development proposal has sought to minimise impact, and still sought to offset any residual environmental harm, say from construction traffic, the Plan would welcome that commitment'?</p>	Noted - Policy revised in consultation with CDC
26		<p>DBE6 CDC advocates approach, in spite of Gov. statement 13 Dec. 2023, as necessary to stay true to vision for the NP. Re. e) question if high performing buildings, meeting heating and lighting requirements in this way can really meet all needs of occupants, where for example may have electric car, home working etc</p>	Noted - Policy revised accordingly

		08 QUALITY PUBLIC REALM	
27		QPR2 a) define 'unacceptable' to avoid subjectivity. QPR2 b) question appropriateness of expanding Ciren Town Centre Public Realm Design Code to whole town. Suggest 20th and 21st century suburbs should reflect immediate setting.	Noted - Policy revised accordingly
		09 THE 20 MINUTE NEIGHBOURHOOD	
28		TMN1 consider application of policy to single unit infills/smaller unit numbers as it seems more applicable to multiple unit developments. Consider introducing a unit number threshold?	Noted - Policy revised accordingly, avoiding the need to apply threshold numbers
29		TMN1 a) 'contribution' in second sentence undermines first as suggests financial value attached.	Noted - Policy revised accordingly
30		TMN1 b) Suggest move to 06 A&M section to improve clarity and focus on this important policy area.	Noted - plan revised accordingly
31		TMN1 e) Recommend additional wording such as 'New Development should....'	Noted - plan revised accordingly
		10 THE NATURAL ENVIRONMENT	
32		10.21 Local Nature Recovery Strategy will be county level so not in detail suggested here and 'recommended off site opportunities' have not been identified. If they are to be included, would need to be agreed with the landowners and mechanisms put in place to deliver off site Biodiversity Net Gain (BNG) in these locations.	Noted - plan revised accordingly
33		10.23 Reads like policy but not and would present challenges e.g. required consultation with local ecology experts and focus being in town greenspaces given potential disturbances from people and dogs etc.	Noted - plan revised accordingly
34		Para 10.42 Please note that our Green Infrastructure Strategy is no longer draft.	Noted - plan revised accordingly

Page 64,65,Appendix04 CDC objects to the inclusion of a number of sites: Ashcroft Roads Bowls Club, Brewery Court, Catalpa Square, Cricklade Street/West Way seating, Old Tesco Supermarket Seating Area, Market Place. The allocation of these sites would unduly constrain the town centre masterplan, and thus we believe they are not in general conformity. At no point does the NPPF describe or suggest that Local Green Space covers town squares and smaller incidental urban space. Building on this last point, we believe there are other spaces which do not qualify for this reason - the Cirencester Outdoor Swimming Pool, Quiet Garden at the Quaker meeting House. Also, Abbey Grounds, the Amphitheatre, Allotments, Cemeteries and Churchyards, St Michaels Park, Cirencester Park, are already subject to strong constraints. We question whether designating these as Local Green Spaces does anything other than double down on these constraints. In planning terms this is unnecessary. The Plan also seeks to designate a number of sports pitches, both those linked to the town's schools and sports clubs. The amenity of these sites is already protected – their designation as Local Green spaces would prevent their development, even if alternative space could be found. This feels unduly onerous – in particular for the schools, which may find their opportunity for expansion on-site constrained, even if further space is found for sports pitches. We would advocate that sports pitches are best suited for LGS designation where they serve additional functions within the townscape – for example within the setting of heritage assets. Question need for 'Local Community Space' column? Overall, we are concerned that currently there is limited evidence to persuade the examiner why any of these sites are of particular local significance, beauty, historic significance, recreational value, tranquillity, wildlife or for any other reason. Likewise, we would expect to see evidence which demonstrates why the sites are 'demonstrably special' to the local community as stated in NPPF 2023, paragraph 106, clause (b) such as, but not limited to letters from the local community, schools or local groups and societies. Recognising that the Plan is currently at Regulation 14, which may well assist with generating this evidence, we strongly recommend robust supporting evidence is presented to support the Regulation 16 submission.

Noted – List of sites reviewed and amended

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 <i>'removal of existing green and blue infrastructure within the town will be resisted. Instead, any development must take opportunities to enhance green and blue infrastructure by removing barriers to connectivity, both within and at the perimeter of the development area. To note this will require special consideration across the dual carriageways.'</i>	Noted - Policy NE4 a) more appropriate to amend and now reflects removing barriers to connectivity
65	AM1 Further enhance by adding additional routes: d) completion of a new route connecting Chesterton and the Steadings, (via existing LCWIP route 19) past the Amphitheatre and across the dual carriageway to Phoenix Way. e) completion of a circular perimeter route around the entire urban perimeter of Cirencester in particular to the N and E from Hare Bushes to Kingshill Country Park, but also with the aim of improving current restricted access across Cirencester Park. f) completion of an inner loop based on the Hare Festival way (completed via a redeveloped Forum and St Michaels Park).	Noted - routes added and now incorporated as main body text

66	Correction to Spoke and Wheel Map - footpaths run out in Kingshill Meadow on one side, and next to the new allotments on the other. Was drawn in as an existing route in the Spoke and Wheel map but it doesn't yet exist.	Noted - map to be checked and amended before final submission and publication
67	Para 6.10, 6.12 & 6.13 , suggests there is limited bus infrastructure. A particular problem is that Cirencester hospital only has a bus stop for buses going in one direction towards the RAU/Deer Park school roundabout. There is no bus stop at the hospital for buses coming from the RAU/Deer Park school roundabout into Cirencester.	Noted - no change necessary current main body text and policies adequate
	07 DESIGN & BUILT ENVIRONMENT	
68	DBE1 - Recommend Streets and Spaces should be strengthened along these lines. <i>'New developments should include connectivity in the form of paths suitable for foot, cycle and wheelchairs and will not be permitted to include new streets or hard standing especially those designed for passage or parking of private vehicles. These paths should provide connectivity both radially and in/out of town to enhance Cirencester's move to wheel and spoke connectivity across the urban area. Developments should be designed to minimise essential vehicle access points, allowing pedestrianisation of existing streets or parts of streets where practical.'</i>	Noted - no change necessary current main body text and policies adequate
	09 THE 20 MINUTE NEIGHBOURHOOD	
69	The aim should be for new development to improve foot/cycle/wheelchair connectivity and avoid any new streets designed for heavy, motorised vehicles. Going further, the policies suggest increased pedestrianisation and reduced motorised traffic access in the urban centre.	Noted - no change necessary current main body text and policies adequate
	10 THE NATURAL ENVIRONMENT	
70	Para 10.6 Neighbourhood Plan talks about "re-wilding", which we recommend should be changed to "wilding" or "biodiversity enhancement"	Noted - term changed throughout
71	Para 10.7 states "... a realisation of how much value to mental health there is in spending time in these spaces", but we recommend that this should be changed to "... a realisation of the positive mental health benefits of spending time in green spaces immersed in nature".	Noted - text amended

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	<p>NE5 Strengthen with regard to development in the urban centre as follows: <i>'For central locations, all development must lead to a reduction of hard non-draining surfaces. There should be a target minimum of 67% green space in line with the national average for urban green space (UK National Ecosystem Assessment, Chapter 10 Urban, Table 10.4, p368) with a 30% tree cover. This should include green verges, hedgerows and/or trees along pathways as well as concentrations of green spaces. All hard surfaces should be permeable wherever practical.'</i></p>	Noted - see reference 40 - Policy deleted
93	<p>NE5 Revise to include <i>'Development proposals should demonstrate how they will reduce flood risk through design and landscape measures, reducing run-off by limiting or reducing hardstanding with green space or permeable paving, also sustainable drainage systems to slow water, and measures such as tree planting to retain water.'</i></p>	Noted - see reference 40 - Policy deleted
94	<p>NE4 d) and e) Revise to say <i>'d) Both Developments and Domestic planning applications e.g. for extensions or garages should not result in a net loss of green space or drainage and this can be achieved e.g. by using permeable surfaces and/or green rooves. e) Removal of lawns and replacement with hardstanding will not be permitted as part of any development requiring planning approval and is strongly discouraged due to impact on drainage and flood risk.'</i></p>	Noted - see reference 38 and 39 - Policies deleted
95	<p>NE6 Extend to include more Local Green Space designations by updating Table 2 and Appendix 4 to revise 2 and include 7 additional green spaces as listed here: Cirencester Primary School's Playing field (Area A, see map below), which is adjacent to the river and Victoria Road Wildflower meadow (already designated). City Bank Glade (Area B). Opposite and across the river from Cirencester Primary School Playing field and adjacent to City Bank LNR (already designated). Opportunity Group woodland (C) adjacent to and immediately upstream of City Bank glade towards Beeches Road carpark. The woodland and footpath along the main branch of the Churn downstream of the Barn Theatre between Beeches Road and the A419 Swindon Road Dual carriageway (D). A strip of woodland between the A419 Swindon Road Dual carriageway downstream of the Beeches road bridge and Watermoor Point on the Tesco roundabout (Area E). Powell's school playing fields and adjacent grassland - between the river and Powell's School – mentioned in Policy DBE2 g). Football pitches presumably owned by Cirencester Town FC behind the Corinium stadium (also shown in a map in Appendix A).</p>	Noted - see reference 41 and 42 - NE6 clause a) amended clause b) deleted

96		<p>Suggested Corrections to Local Green Space designations 41/45/46 2 Acre field and Thistle Park actually extends further east as open grassland to include the undeveloped area up to Cranhams lane. The description of Area 31 Kingshill Playing Field in Appendix 4 needs to be extended. Although much of the area is playing fields and a skate park as described, it also includes some ecologically valuable areas (see map below). Kingshill meadow itself (A) is managed as species-rich grassland and also includes scrub and a pond. Area B is of great ecological value with extremely thin soil over limestone, making it unsuitable for football, but suitable for orchids and several hundred thriving there including rare species. Area C is rough ground probably where quarry waste was deposited and is of less ecological interest. NOTE: The orchids enjoy accidental protection from trampling as the area is not cut while surrounding amenity grassland is cut frequently and dog walkers and others tend to walk around and avoid Areas B and C as a result. So there is an advantage in maintaining their current low profile in this way.</p>	Noted - amendments to be made in line with advice and comments from Cotswold District Council
97		<p>NE7 Add additional policy NE7 '<i>Build and sustain partnerships with community and conservation groups and charities to help conserve local green spaces. Give due consideration to proposals to enhance green space for biodiversity, the creation of new or extended LNRs, and support efforts to record and monitor local wildlife. Monitor progress (recording signs of success and setting priority targets) on an annual basis through discussion between Cirencester Town council and partner groups such as/including Cirencester Wildlife Group.</i></p>	Noted - this is a community aspiration outside the planning remit of the Neighbourhood Plan, establishing a Cirencester and Churn Waterways and Environment Partnership is being recommended and followed up by the Town Council
98	National Highways	<p>06 ACCESS & MOVEMENT We welcome those policies which will improve pedestrian and cycle links between development areas, and which will safeguard and improve local facilities and services, leading to greater self-containment and reduce the need to travel which we see are proposed in the aims and objectives and Policies AM 1, AM 2, AM 3, AM 4 and AM 5.</p>	Noted - no change necessary
99	Historic England	<p>It is an impressive document in its scope and depth of evidence and policy....particularly impressed by those elements of the Plan which relate to the town's historic character and related considerations</p>	Noted - no change necessary

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		<p>NE6 LGSs It is considered appropriate in this instance to remove the RAU's sites from the Potential Local Green Spaces policy as the recreational benefit they provide is already secured by the Local Plan which also provides the required flexibility for the RAU to bring forward their Innovation Village proposals without further constraint.</p>	<p>Noted - amendments to be made in line with advice and comments from Cotswold District Council</p>
122	Thames Water	<p>Recommend separate policy covering water supply and wastewater infrastructure in NP to ensure appropriate upgrades to infrastructure are delivered alongside development to ensure sustainability. See full comment for detail. Recommend policy supporting text as follows: "Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades." "The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development."</p>	<p>Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan</p>
123		<p>Recommend policy covering water efficiency and sustainable design in the NP - Proposed policy text: "Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption) using the 'Fittings Approach' in Table 2.2 of Part G of Building Regulations. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met."</p>	<p>Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan</p>
124		<p>With regard to surface water drainage, Thames Water request that the following paragraph should be included in the Neighbourhood Plan: "It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding."</p>	<p>Noted – no change to Neighbourhood Plan due to this being more relevant and appropriate to the Local Plan</p>

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 town’s public space is dedicated to storing private vehicles. And the more space dedicated to cars, means less space for greenery, trees, community spaces, benches, fountains, everything that makes a space interesting and attractive. It would be great to see more pedestrianised streets in Cirencester, even Cricklade Street which should be fully pedestrianised is not! Anyone who has attended the Advent Market knows how buzzing and bustling the town can be when a bit more space is given over to pedestrians. This is something that should be adopted on a permanent basis as it creates a safe and attractive environment for people young and old. Perhaps a pilot scheme could be implemented that closes off some streets to make them more pedestrian friendly and allow pop-up stalls and outdoor seating.	Would like to see more public transport options and fully pedestrianised areas (Cricklade Street should be but is not) to reduce cars in town and encourage more more greenery and community spaces.
		Coates Parish Council is generally supportive of the aspirational vision for the CNP. Suggest the vision also refers to access for health care and education	Suggest vision should refer to access for health care and education.
		This is good background information.	

1 The Cirencester Context		Coates Parish Council is generally supportive of section 01 The Cirencester Context but is concerned about paragraph 1.55 where the CNP highlights that the international market is under-developed and refers to the 50,000 Japanese tourist who visit the Cotswolds every year concentrating their visit to better known tourist destinations other than Cirencester. We do not think it would be beneficial to Cirencester to end up in a similar situation as tourist destinations such as Bibury and Bourton-on-the-Water. If Cirencester were to become over run with international tourists, it would become less desirable to those living locally. Moreover, it is not clear how much additional revenue international tourists arriving on a coach tour stopping for a brief visit in Cirencester would generate. Section 1.8 refers to Cirencester Park Providing extensive public daytime access, but should be updated as from 15 March free public access is being denied and will require payment or a pass	1.55, 2.22, 2.23 concern about highlighting international tourism here due to concern about risk of being overrun as Bibury is. Balance to be struck for residents, desirability of living locally and risk of ancient sites being damaged. 1.8 Ref to Cirencester Park as providing extensive public daytime access to be updated as do photos of Cirencester Park entrance.
		1.53 Tesco has "downsized" and the Brewery area is very dreary.	1.53 Concern about Tesco "downsizing" and dreary Brewery area.
2 The Cirencester of Tomorrow		An ambitious vision. Let's hope some, at least, of it can be realised.	
		I am utterly unclear as to what the aspirations are! What are the proposals? My suggestion for transport would be: 1. Impose a 40mph speed limit on the ring road where they pass within 1/4 mile of residential areas. 2. Add separate cycle lanes wherever the road is wide enough, and if that means reducing two lanes of cars to just one in places, so be it. 3. Increase massively the number of pedestrian crossings on busier roads, and set them to prioritise pedestrians over vehicular traffic. 4. Have free parking outside the town centre, or paid for parplys free (small) bus shuttservice. Preferaelectric.	Suggest: 1. Impose a 40mph speed limit on the ring road where they pass within 1/4 mile of residential areas. 2. Add separate cycle lanes wherever the road is wide enough, and if that means reducing two lanes of cars to just one in places, so be it. 3. Increase massively the number of pedestrian crossings on busier roads, and set them to prioritise pedestrians over vehicular traffic. 4. Have free parking outside the town centre, or paid for parplys free (small) bus shuttservice. Preferaelectric.

		<p>Coates Parish Council is generally supportive of section 02 The Cirencester of Tomorrow, but would like to highlight their concerns regarding some of the content. regarding paragraphs 2.22 and 2.23, if Cirencester were to become over run with international tourists, it would become less desirable to those living locally. Moreover, it is not clear how much additional revenue tourists arriving on a coach tour stopping for a brief visit in Cirencester would generate. It is not clear how tourists visiting the Amphitheatre, which is noted in the CNP as a 'key feature' would boost the the local economy. Additional tourist visiting such a site are likely to cause more damage to the ancient site and disruption to the local community. Section 2.9 states that the town suffers from over-reliance on cars, and there is a perception that cars are unwelcome, but in reality cars are the main means of transport from neighbouring villages on which the town depends for much of its business. 2.16 states that the challenge is to provide long-stay parking at the periphery of the town, but this is inappropriate for people needing quick business access. The Plan appears to favour seasonal tourists over permanent nearby residents and 2.39 refers to reducing spaces given to vehicles for parking. A vibrant market town needs regular customers coming in for business; otherwise they will go elsewhere. Various photographs inaccurately show the entrance to Cirencester Park without the recent restrictions.</p>	<p>2.9 and 4.2 states that the town suffers from over-reliance on cars, and there is a perception that cars are unwelcome, but in reality cars are the main means of transport from neighbouring villages on which the town depends for much of its business. 2.16 states that the challenge is to provide long-stay parking at the periphery of the town, but this is inappropriate for people needing quick business access. 2.39 refers to reducing spaces given to vehicles for parking. A vibrant market town needs regular customers coming in for business; otherwise they will go elsewhere.</p>
<p>3 Preparing The Plan</p>		<p>Why has a small part of the SE of the town been omitted</p> <p>This is a comment about Timescales as I cannot find any other category in which to post this. I was part of the group which produced the South Cerney Neighbourhood Plan. I urge you to get the Cirencester Neighbourhood Plan to the 'Made' Status as quickly as possible. Your 2026 projected date is too late. There will be a General Election before then, and potentially, changes to Planning Legislation. Capturing the views of the Community in this statutory form is essential. Whilst new Planning Legislation may continue to give some weight to community consultation, there may be a lot of rework required to recast your work into a different form. From my experience, one can spend a lot of time capturing and refining detail, but the crucial value comes from setting out core policies.</p>	<p>Recommends working to get CNP 'made' before next General Election as it would potentially bring changes to Planning Legislation.</p>

		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	<p>As written, section 05 of the NCP is hard to follow. CPC has following comments. Whilst improved public transport and pedestrian and cycle networks are to be commended, by pushing car parking out of the centre of town, the plan lacks any consideration of access for elderly and those with mobility issues who do not live in the centre of town, as well as other residents coming in from surrounding villages. The latter needs to be addressed in the CNP. The plan needs to be mindful that pushing parking to the edge of town along with the 20 minute neighbourhood plan has the potential to take away the heart of the town. The decked parking could be unsightly and not in-keeping with the historical town. More focus needs to be given to affordable housing available for local people, both to purchase and rent across the across the age ranges of the local population. Creating a sense of enclosure to streets and spaces needs careful consideration as, historically, it has the potential to segregate communities and encourage anti-social gatherings, particularly in the evenings. It is not clear how tourists visiting the Amphitheatre, which is noted in the CNP as a 'key feature' would boost the local economy. It is more likely to cause congestion and ruin the local site. It is unclear how the infrastructure and improved public transport will be funded.</p>	<p>1) Need for balance between encouragement/enablement of active travel/public transport and needs of access for elderly and those with mobility issues / residents from outside centre of town and surrounding villages. Pushing carparks to edge of town lacks consideration for the latter. 2) Multi-storey suggestion unsightly and not in keeping with historical town. 3) More focus on affordable housing for local people. 4) balance to be struck between encouraging tourism at Amphitheatre and its protection. 5) Question about how infrastructure and improved local transport will be funded.</p>
6 Access & Movement	AM1 - Spoke & Wheel	<p>Coates Parish Council has the following comments on section 06 Access & Movement: Whilst the improvement of public transport, pedestrian and cycle networks is to be commended, motivating the public to use such services may be an issue and, by implication, running the bus service may not be a profitable proposition for a provider. By pushing car parking out of the centre of town, the plan lacks any consideration of access for elderly and those with mobility issues who do not live in the centre of town as well as for those residents from surrounding villages whose only access is by car. The latter needs to be addressed in the CNP. The decked car parking could be unsightly and not in keeping with the character of the town. CNP states Kemble station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that the Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safe guard the environment and reduce congestion for the residents of Kemble.</p>	<p>CNP Table 1 states Kemble station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that the Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safe guard the environment and reduce congestion for the residents of Kemble.</p>

AM1 - Spoke & Wheel	Action on buses - enormous submission to be saved as a word document	New bus routes and stops should be planned for and built as part of any new development.
AM1 - Spoke & Wheel	Fine as far as it goes. But it doesn't help a cyclist from Chesterton to Town Centre. The footpath from Apsley Road (School entrance) to Somerford Road should allow cycles.	Fine as far as it goes. But it doesn't help a cyclist from Chesterton to Town Centre. The footpath from Apsley Road (School entrance) to Somerford Road should allow cycles.
AM1 - Spoke & Wheel	Will you really get a route across the park. Especially now that entrance fees are going to be charged.	Can't get the proposed route across Ciren Park due to new entrance fees.
AM1 - Spoke & Wheel	There are some very good ideas here	
AM1 - Spoke & Wheel	It should be noted that the existing footpath between the Harebushes and Bowling Green is only a permissive path and runs on private land.	It should be noted that the existing footpath between the Harebushes and Bowling Green is only a permissive path and runs on private land.
AM1 - Spoke & Wheel	Cycling and walking needs to be embedded in all new developments and all parts of the town should be connected to a safe network of paths that link to retail, educational, health and employment areas. Parts of the town are cut off by the ring road and this creates difficulty for people to move around without using their cars.	All parts of town should be connected to safe network of paths linking retail, educational, health and employment areas. Overcome barrier of ring road for active travel. Cycling and walking needs to be embedded in all new developments.
AM1 - Spoke & Wheel	Please reference and support South Cerney Neighbourhood Plan (which is a Made Plan) cf: Paragraph 2.4.2 "Whilst National cycle route 45 runs along the disused railway line through Cerney Wick and South Cerney, there is no "off-road" cycling route to Cirencester, or to Kemble Railway Station. The most direct route is a busy, largely unlit, minor road, which many residents regard as unsafe, leaving them with no option other than travelling by car." Policy SC15 Sustainable Travel and Rights of Way Network: "Redevelopment of a new off-road cycle link towards Cirencester and a cycle path to the Duke of Gloucester Barracks and the Cotswold Water Park". The Gloucestershire County Council Transport Plan aspires to improve this but without any firm commitment to budget and timescales.	Request NP references para 2.4.2 of 'made' South Cerney NP and Policy SC15 in relation to safe out of town cycle routes linking Kemble Railway Station and Cotswold Water Park to Cirencester. Currently improvements are an aspiration for GCC Transport Plan but without commitment to budget or timescales.

AM1 - Spoke & Wheel	Any plan to improve cycling in Cirencester should be applauded. For cycling to be successful there needs to be a number of requirements - it needs to be safe, it needs to be a network and support facilities eg sheds need to be available. Within Cirencester that is, of course, extremely difficult, but it is possible within all of the many green spaces and some of the major roads. I lived and cycled in Copenhagen for many years and it's possible!	Suggests that for cycling to be successful, needs to be network with support facilities eg sheds.
AM2 - Town & Country Connections	Coates Parish Council has the following comment. Care needs to be taken regarding the safety of pedestrians when routes are mixed ie for cyclists and pedestrians	Shared pedestrian cycle routes need to incorporate safety measures
AM2 - Town & Country Connections	Will the light Rail scheme actually be built? In case not, and until it is, an hourly Cirencester to Kemble Station to Tetbury bus service is essential and it must connect with the train timetable - easy to achieve.	Suggest need for Cirencester to Kemble Station to Tetbury bus service connecting with train timetable if light rail scheme is not going ahead.
AM2 - Town & Country Connections	Excited if some of these things actually come to pass. This is all very aspirational. Some good ideas. and the links into the countryside on existing rights of way could be much better signed. I think you could have made more of existing rights of way which we are very fortunate to have. They don't seem to be mentioned in the plan. Not very fair to say the route up the church beyond N Cerney is "blocked" - there are lots of other rights of way. What we need are safer ways of getting out of the town to access them. I am very opposed to the Bathurst estate charging a Â£10 "deposit" to enter the park from mid-March 2024. This is retrograde and will discourage visits especially when locals have visitors - which presumably will incur further charges. Very bad for the Health Agenda. We are very fortunate that the Chester Masters allow walking in Hare Bushes but these are not rights of way and should not be taken for granted.	Existing rights of way, could be better signposted. Comment that wording in Table 1 re North up the Churn route regarding being blocked is unfair.
AM2 - Town & Country Connections	See my comments on AM1 re referencing and supporting specifics in the South Cerney Neighbourhood Plan.	
AM2 - Town & Country Connections	You need to include speed limits on major roads that pass residential areas	Recommend speed limits on major roads that pass through residential areas.

	AM2 - Town & Country Connections	I am happy with this, especially creating a walking/cycling route from the town to Kemble Station.	
	AM3 - Pedestrian Experience	As long as (i) does not hinder locals going about their daily activities. (h) could be supported by the Very Light Rail which could act as an effective park and ride from its proposed carpark opposite the RAU	Ensure AM3i doesn't hinder locals going about their daily activities. AM3h could be supported by very light rail with park and ride.
	AM3 - Pedestrian Experience	Happy, but short term parking must be in the town centre. Long term parking can be moved to the edge of town e.g. The Beeches Car park	Short term parking must be in town centre. LT parking can be moved to edge of town eg Beeches Car Park
	AM3 - Pedestrian Experience	Support moving long term, not short term, parking towards the periphery of the town	
	AM3 - Pedestrian Experience	Coates Parish Council have the following comment: By pushing car parking out of the centre of town, the plan lacks consideration of access for the elderly and those with mobility issues who do not live in the centre of town, as well as for those residents coming from neighbouring villages who only access is by car. The decked car parking could be unsightly and not in keeping with the character of the town. Widening footways could reduce carriageway width and potentially exacerbate traffic flow problems	AM3b widening footways could reduce carriageway width and potentially exacerbate traffic flow problems - need to manage to avoid conflict of purpose.
	AM3 - Pedestrian Experience	Need to keep central parking around a pedestrianised central area for tourists, shoppers and visitors, but with workers parking re-located to the periphery. Pedestrianised central area needs dedicated speed limited cycle lanes. Some trees in pedestrianised market place please.	AM3f pushing car parking out of the centre of town, access for elderly and those with mobility issues, need to keep central parking around a pedestrianised central area for tourists, shoppers and visitors, workers parking re-located to the periphery.
	AM4 - Integrated Mobility Hub	The current bus service is bad. Timetables (see AMZ re connection to Kemble) are often non-existent, illegible or out-of-date. Buses are dirty. Large double deckers are used on inner town services (50 and 58)	Exclude double decker buses from inner town centre

AM4 - Integrated Mobility Hub	Yes an IMH is vital but its positioning is almost impossible. Forum car park is the logical answer but then where do you park?	Support but if replacing large car park (Forum) need alternative parking for elderly in particular. Also consider people parking at Beeches CP and catching National Express Buses on London Road Stop.
AM4 - Integrated Mobility Hub	This is a brilliant idea. But alternative parking to replace Forum CP will be needed for the elderly in particular. (I don't mean disabled, just getting on a bit and unable to carry all the shopping home} Also, think of people parking cars at Beeches CP and catching National Express Buses.	Forum CP suggested for IMH
AM4 - Integrated Mobility Hub	Would like to see this at the Old Station Carpark. Although it is noted that National Express would continue to use the London Road stop.	Old Station Carpark suggested for IMH
AM4 - Integrated Mobility Hub	An Integrated Mobility Hub should be supported by dedicated bus lanes or bus gates to speed up travel times for buses. One of the central car parks should be transformed into a bus station to accommodate public transport options.	Suggest dedicated bus lanes to support IMH by speeding up bus travel times.
AM4 - Integrated Mobility Hub	Yes! Especially integrated timetables for Kemble train station and bus services.	
AM4 - Integrated Mobility Hub	The old station is a natural place for the mobility hub that has good and short access route to a dual carriageway, is suitable for long wheel base vehicles, is within the town centre, is a short walking distance to the Church, and connects with Cirencester's rich heritage.	
AM4 - Integrated Mobility Hub	Coates Parish Council have the following comment with regard to the absence of a drop-off facility for coaches and the proposed IMH, a coach park could destroy the natural character of the town, as in the case of Bourton on the Water.	Concern that coach park would destroy natural character of the town.

	AM4 - Integrated Mobility Hub	Happy, but it is my view, irrespective of whatever economic or passenger number surveys have been carried out, the Kemble railway shuttle will never be economic and will not happen. A transport link to Kemble is laudable however. This should be an electric bus service, possible on a dedicated bus lane, if feasible and economic. The challenges and risks of an electric bus connection tied to the transport hub seem minor compared to the major operational/economic risks of a light railway.	
	AM5 - Strategic Connections & Transport Links	Re-emphasise need for decent Cirencester - Kemble - Tetbury bus service. New trains up and down arrive / dep at 1X40/45 it should be easy to achieve.	
	AM5 - Strategic Connections & Transport Links	We desperately need a transport hub which local buses and national express coaches can access easily.	
	AM5 - Strategic Connections & Transport Links	The provision of the Very Light Rail would greatly enhance the connectivity to the National mainline network	
	AM5 - Strategic Connections & Transport Links	Coates Parish Council has the following comment. Whilst the improvement of public transport, pedestrian and cycle networks is to be commended, motivating the public to use such services may be an issue and, by implication, running the services may not be a profitable proposition for a provider. CNP States that Kemble Station is not fully utilised because of poor bus service connection and no safe at-grade cycle routes. Is there evidence to support this statement? It could be that Kemble station is being fully utilised, but the train users are using private cars to reach the station. The point then is that car use needs to be reduced to safeguard 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 circle map is misleading and confusing.
	TMN1 - 20 Minute Neighbourhoods	Currently, on our street, most traffic is ignoring the 20 mph advisory speed limit- often going faster than 30mph. 20 mph is essential but will it be enforced?	
	TMN1 - 20 Minute Neighbourhoods	Worried by proposal to extend all ring road roundabouts to 3 lanes because of new housing estate. The Tesco 3 lane roundabout is daunting & confusing which prevents some older drivers attempting to use it. Living in Abbey Estate we always walk to town by various routes. Many times we are overtaken by silent cyclists who make no allowance for where we might walk & how we don't hear them coming. Shared routes might need separation lanes & reminders to think of safety of walkers. Visitors to town will enjoy pedestrian spaces& roads but there must be good parking around this area & long stay places & low costs to boost businesses. markets etc. More seats & toilets open for longer would encourage people to walk.	
	TMN1 - 20 Minute Neighbourhoods	Increasing direct, safe walking and cycling connections are important to the town and the viability of the town centre. The dual carriageways, with national 70mph speed limit, create barriers within the town. The proposed crossings do not create new restrictions for vehicles because they are all located at roundabouts where vehicles are already required to stop. Many people consider subways unsafe and bridges significantly increase the distance pedestrians and cyclists must travel.	
	TMN1 - 20 Minute Neighbourhoods	Provided the 20 minute rule is seen as GUIDANCE only and is not rigid, Coates Parish Council is generally supportive, but care must be taken not to take away the heart of Cirencester's town centre	

10 The Natural Environment	NE1 - Biodiversity Net Gain	This is excellent.	
	NE1 - Biodiversity Net Gain	Important that the 10% biodiversity net gain is within, not outside, the town boundary.	
	NE2 - Rewilding Schemes	Always a good idea but rewilding becomes neglect and messy!! Prefer ordered control!	
	NE2 - Rewilding Schemes	To be encouraged	
	NE3 - Wildlife Corridors	Fully support this policy	
	NE3 - Wildlife Corridors	Why is the County Council trying to charge people for replanting the Highway trees? These are part of wildlife corridors. Too many have been cut down and not replaced.	
	NE3 - Wildlife Corridors	There are additional corridors and green spaces that should also be recognised and I point you to the comments submitted by the Cirencester Wildlife Group on this policy.	
	NE4 - Green & Blue Infrastructure Protection & Enhancement	Developers don't always deliver on their promises.	
	NE4 - Green & Blue Infrastructure Protection & Enhancement	Most of the policy and the supporting information in this section of the plan make sense. I would like to see reference made to Building with Nature standards as a way of securing good quality green infrastructure in new developments though, as this is a benchmark of what good GI should look like and is accessible to everyone. It incorporates specific standards for wildlife and biodiversity.	Make reference to Building with Nature standards as a way of securing good quality green infrastructure in new developments as benchmark of what good GI should look like, with specific standards for wildlife and biodiversity.
	NE5 - Flood Mitigation	No more building on the flood plain.	No building on flood plain

	NE5 - Flood Mitigation	I think the Policy needs to be strengthened, given past experience of flooding and projections of the impact of climate change. Developers should prove that their developments cannot make the situation worse, and, should contribute to reduction in risk and improvement of flood mitigation measures. Passing the problem further downstream cannot be an acceptable solution.	Strengthen Policy NE5 to require developers to prove their developments cannot make the situation worse and that they will contribute to reduction in risk and improvement of flood mitigation measures.
	NE5 - Flood Mitigation	Huge problems in Cirencester from flooding & sewage surcharging because old & inadequate sewage systems & treatment centres. Any improvements depend on Thames Water financial decisions. Our property is regularly affected in Winter & after heavy rain by polluting sewage flowing out of manholes into road drains.	
	NE5 - Flood Mitigation	Please see additional comments in Cirencester Wildlife Group's response.	
	NE6 - Local Green Space Designations	In the list of local green spaces, No. 42 St John Baptist Churchyard - why is there not tick under tranquility and wildlife?	Suggest No. 42 St John Baptist Churchyard -has tick under tranquility and wildlife
	NE6 - Local Green Space Designations	What happens if developers fail to keep promises & find "legal" ways to avoid keeping to local planning requests.	
	NE6 - Local Green Space Designations	Please see additional specific comments and recommendations in Cirencester Wildlife Group's response to this policy.	
	NE6 - Local Green Space Designations	this is important particularly as the largest green space within the town is about to start charging for access.	
	NE6 - Local Green Space Designations	As public access to Cirencester Park is now restricted, Coates Parish Council question whether it still be described as a Local Green Space with access enjoyed by residents and visitors	Question validity of Ciren Park as LGS given it is now restricted access.
	NE7 - Green Gaps	Is there really any power to stop these losses. How can a buffer zone be compensated for if it is removed?! These green spaces around the town are key to Ciren character & atmosphere making it so different to other historic towns encircled in suburbs.	

	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 carriageways reduce noise pollution?	
	WBC8 - Noise Pollution	Discouraging cars from entering the town centre at night could increase the risk of harm to women and vulnerable people.	Discouraging cars from entering the town centre at night could increase the risk of harm to women and vulnerable people.

Responses from Members of the Public and Other Organisations – Sentiment Pie Charts

By close of the consultation period, there had been 930 contributions from members of the public and other organisations.

930 Contributions

855 Comments 75 Agreements

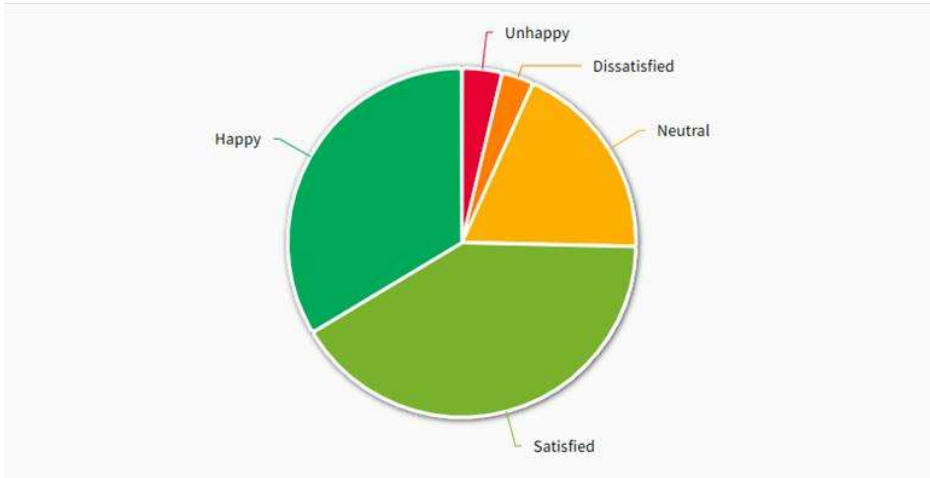


The following percentages are based on the number of contributions made to the consultation, not the total number of people who participated. Contributions were primarily made by people who live in Cirencester, work, or have a business.

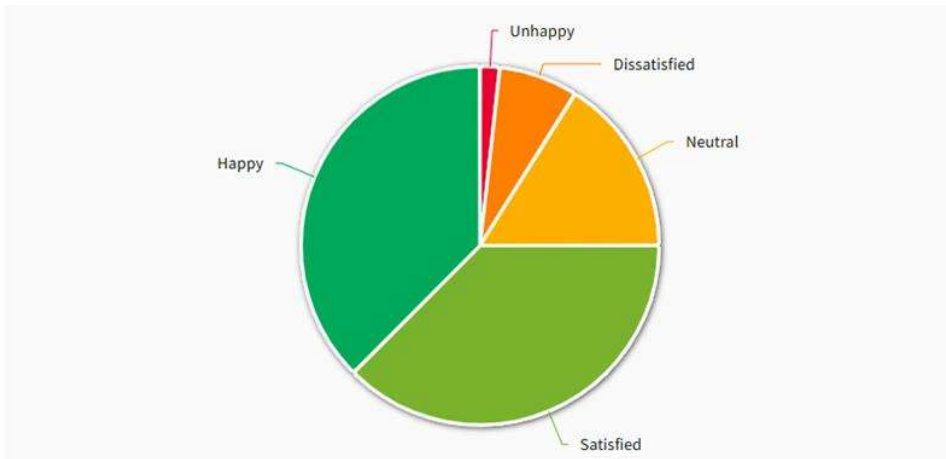
Age Profile:	Employment Status:
4% 35-44	1% Carer
6% 45-54	1% Student
35% 55-64	2% Town Councillor
32% 65-74	2% Retired Part-Time
20% 75-84	2% Part Time Employment
3% 85+	3% Self-Employed
	8% Steering Group Volunteer
	15% Full Time Employment
	66% Retired

126 respondents provided further details about their gender and identity; this provides a more accurate idea of the total number of people who participated in the consultation. 44% male, 40% female, 16% did not say, no-one identified as being transgender. 75% identified as white British, 4% identified as either white Irish, white British African or white British European, 3% identified as white-other. 9% identified as having a long-term illness or mobility impairment. 16% only use their car as the usual method of travel in the area, 15% walk/cycle/jog, 65% use a combination including car and walking. 11% also use the bus and train.

Vision – Pie Chart and Word Cloud – How do you feel about the vision?

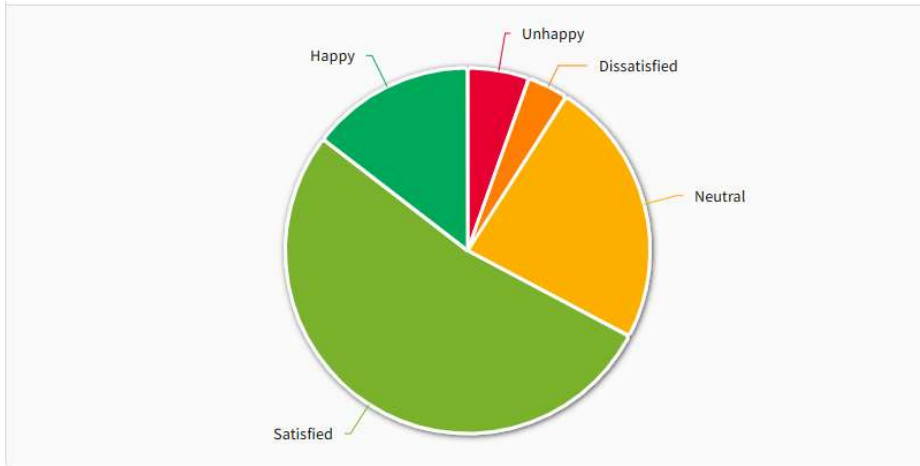


Aims and Objectives – Pie Chart and Word Cloud – How do you feel about the set of aims and objectives?

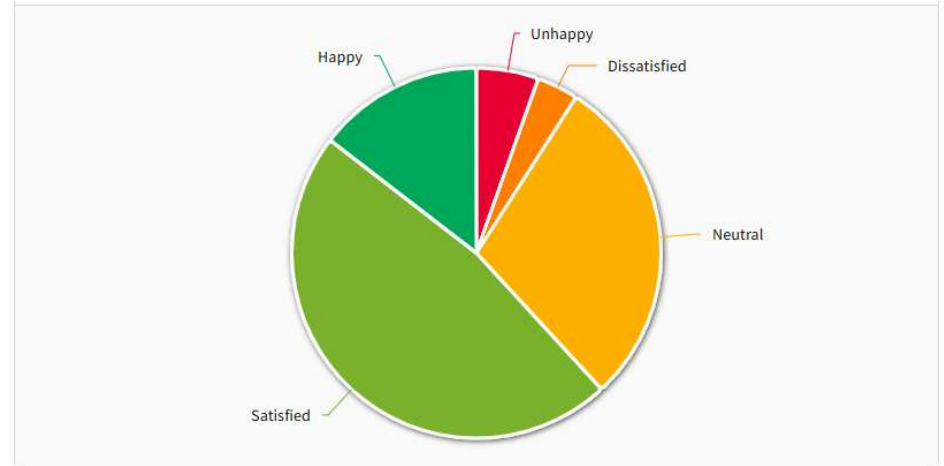


Cirencester Town Centre – Pie Chart – Policy TC1 and TC2

TC1 – General Development

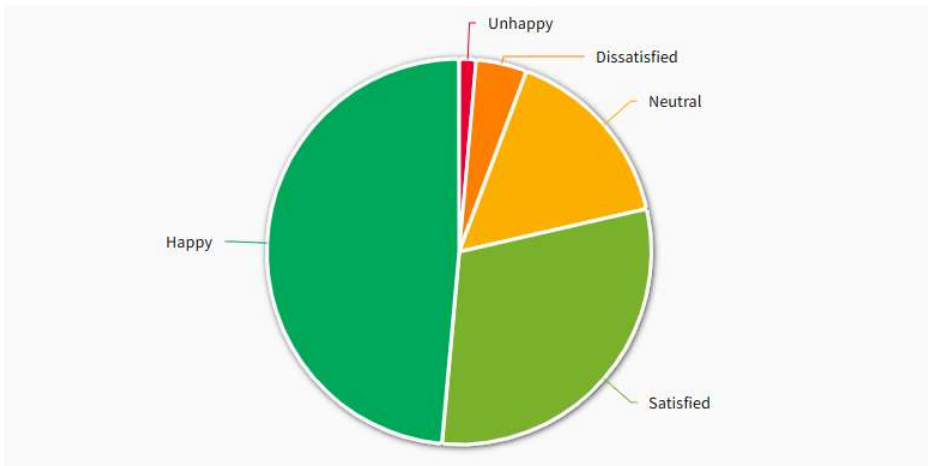


TC2 – Areas of Change

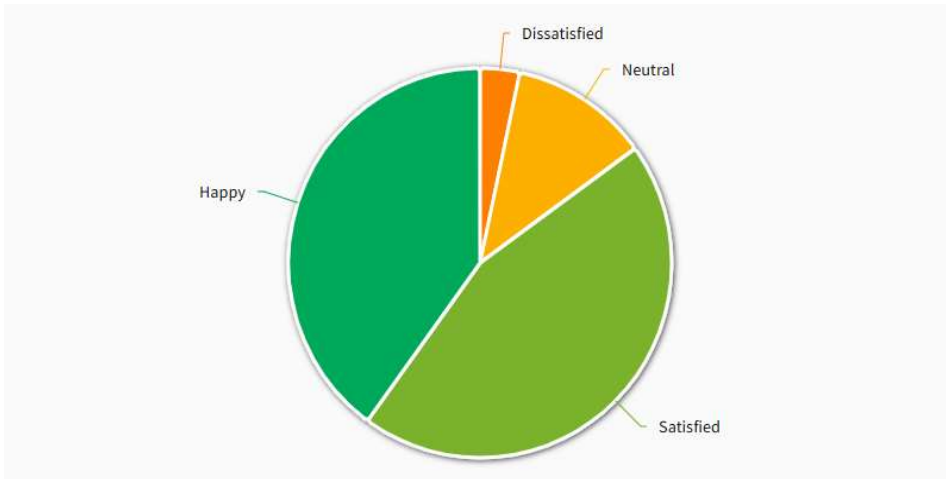


Access and Movement – Pie Charts and Word Cloud

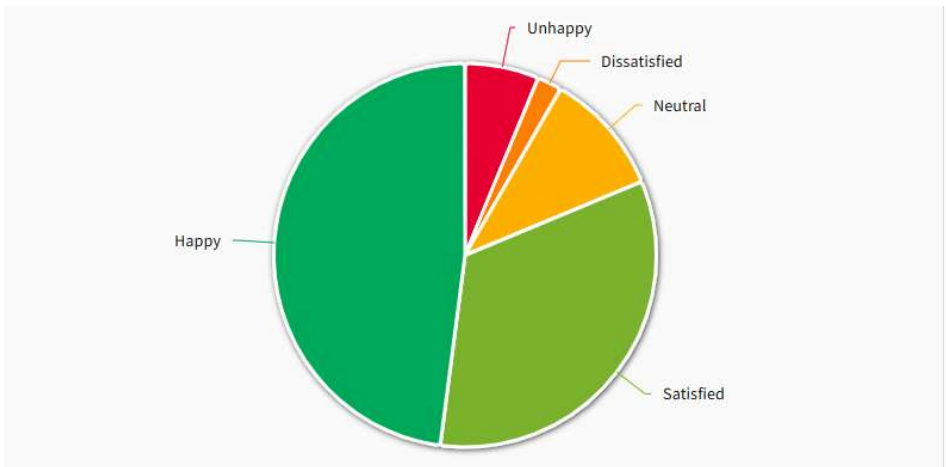
AM1 – Spoke and Wheel Cycle Network



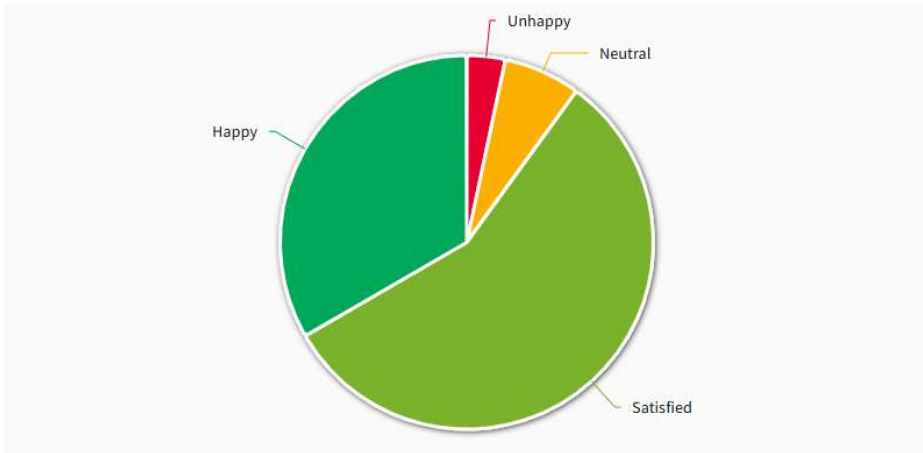
AM2 – Town and Country Connections



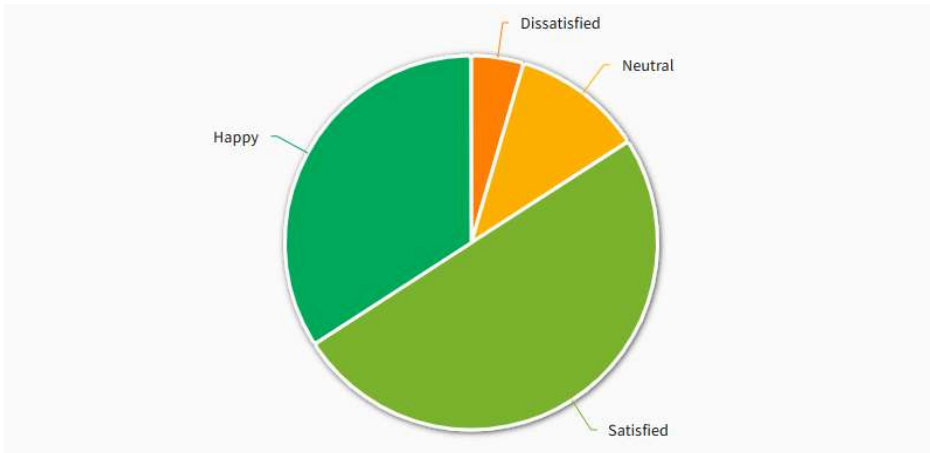
AM3 – The Pedestrian Experience



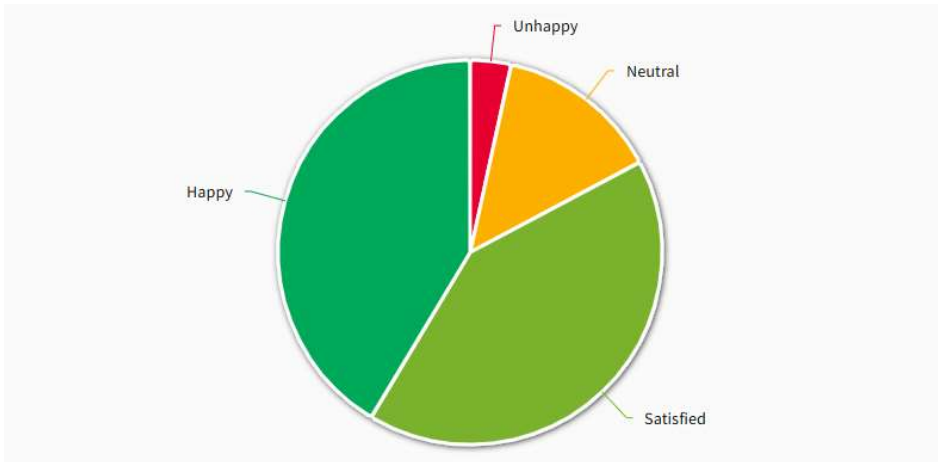
DB3 – Conversion of Existing Properties



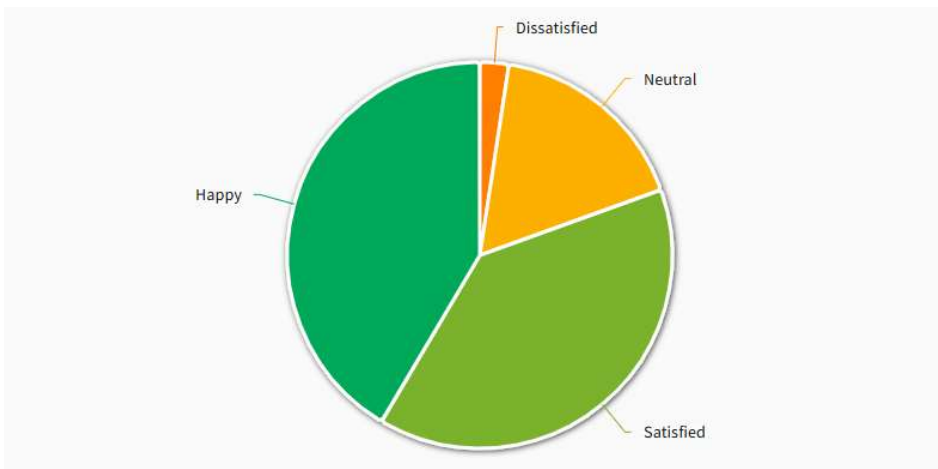
DB4 – Protection of Non-Designated Heritage Assets



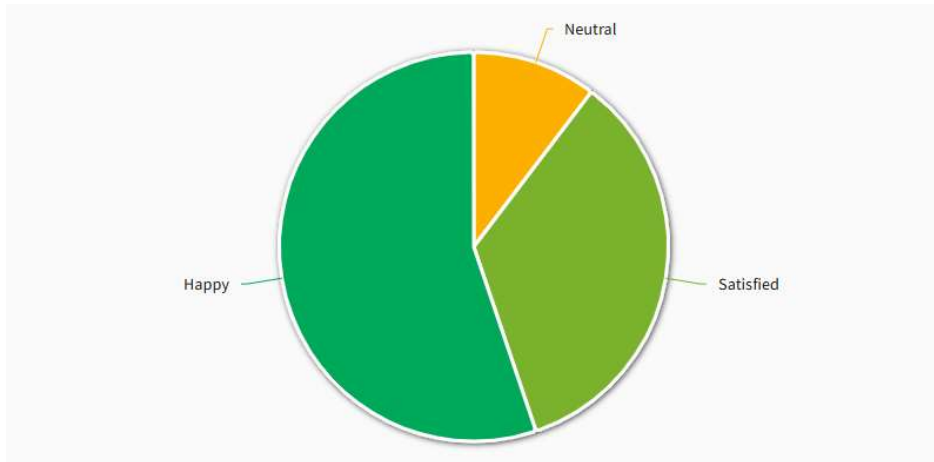
QPR2 – Quality Streets and Spaces



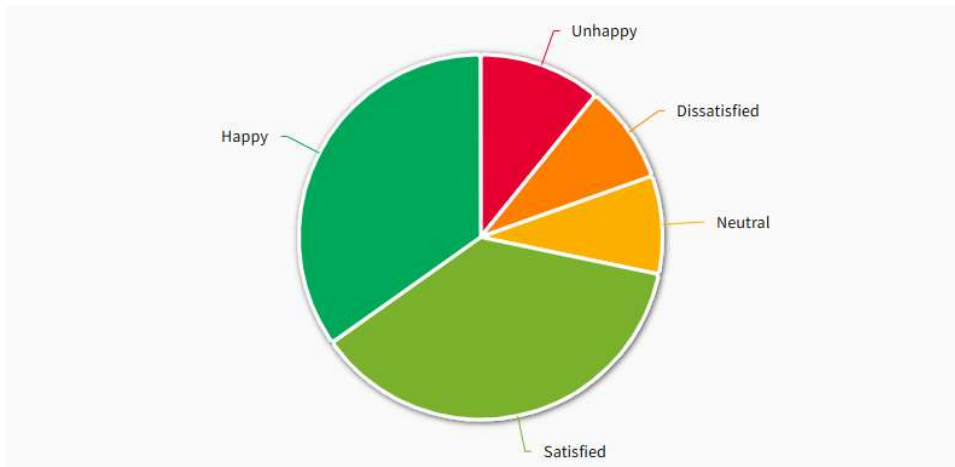
QPR3 – Social and Civic Spaces



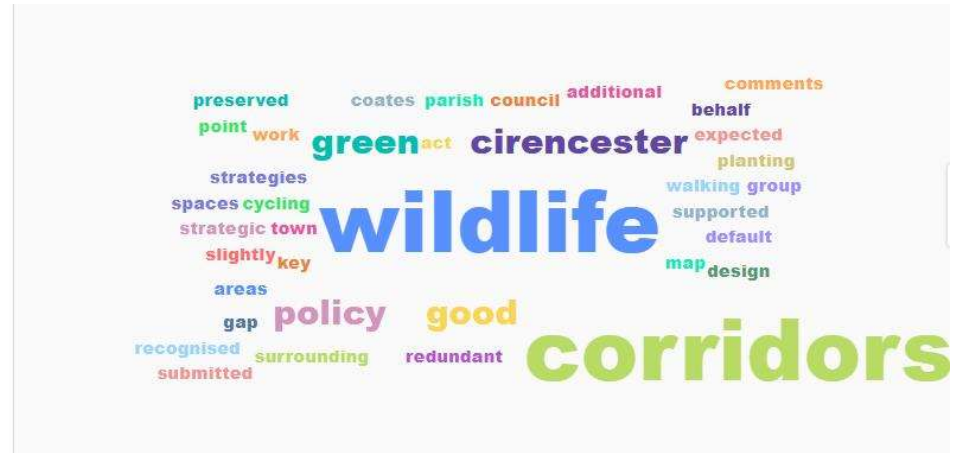
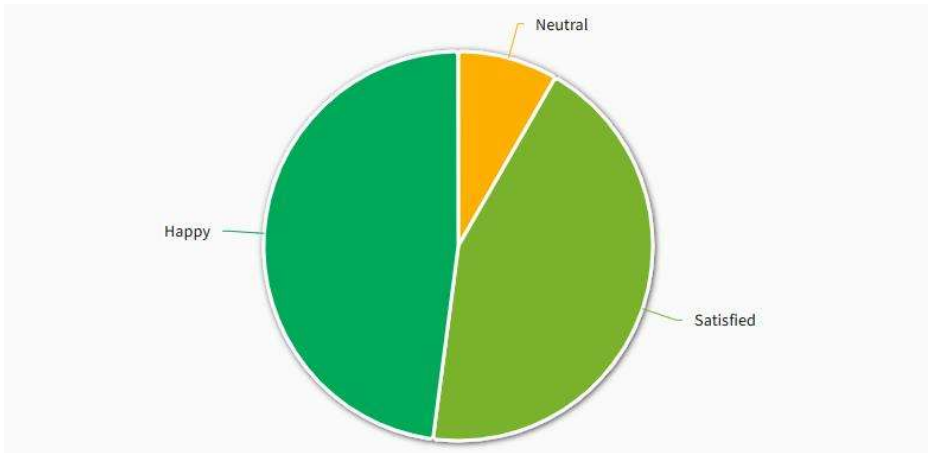
QPR4 – Heritage Trails and Wayfinding Systems



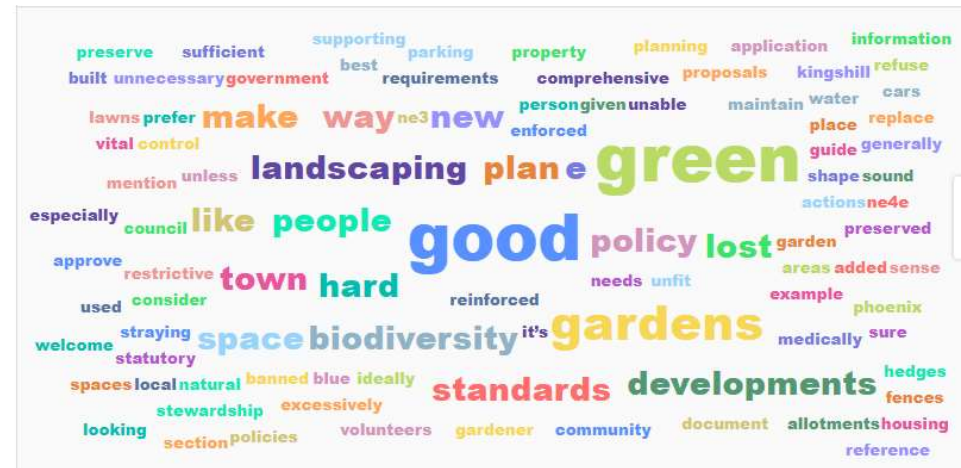
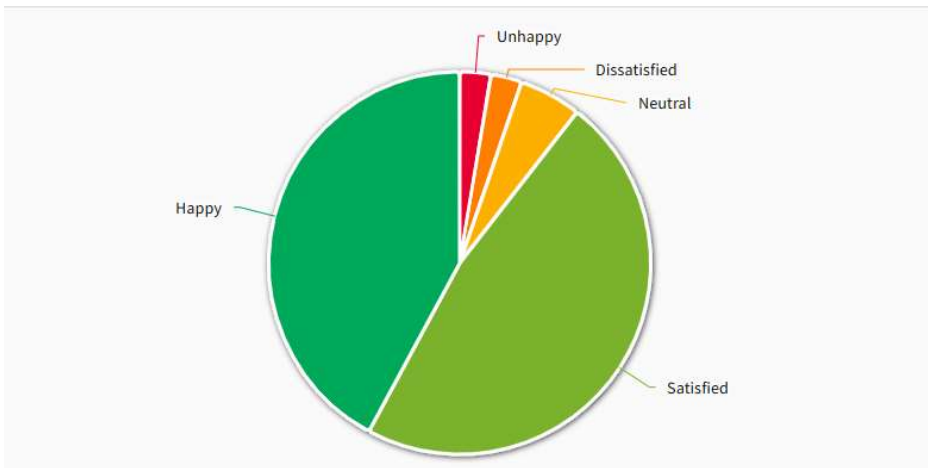
The 20 Minute Neighbourhood – Pie Chart and Word Cloud – How do you feel about this policy?



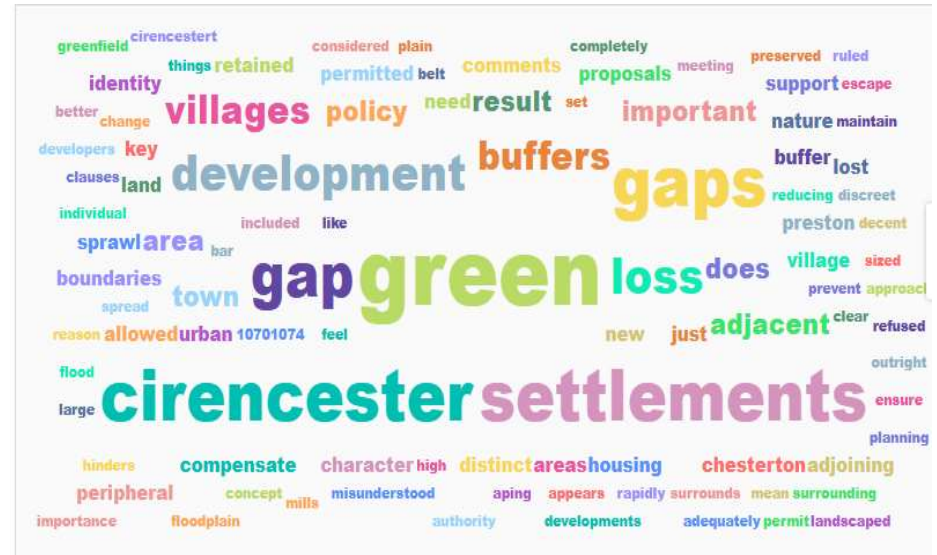
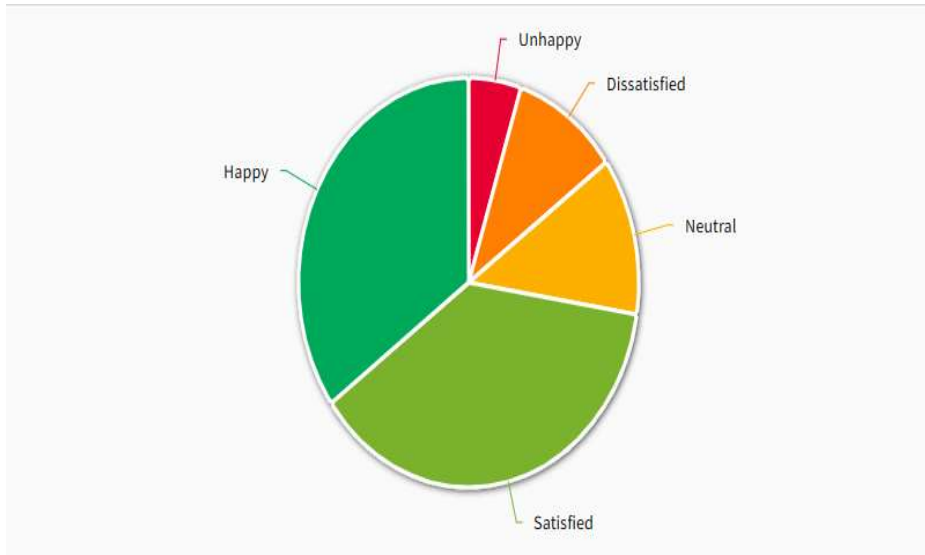
NE3 – Wildlife Corridors



NE4 – Green and Blue Infrastructure Protection and Enhancement

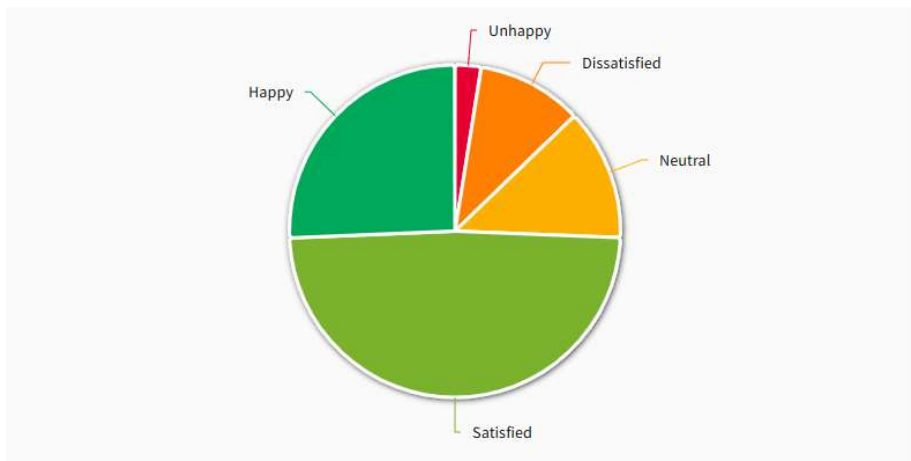


NE7 – Green Gaps

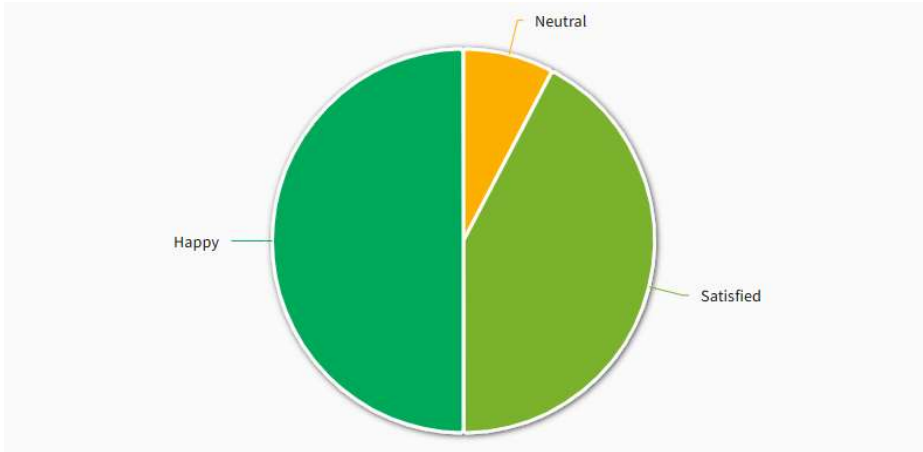


The Local Economy – Pie Charts and Word Clouds

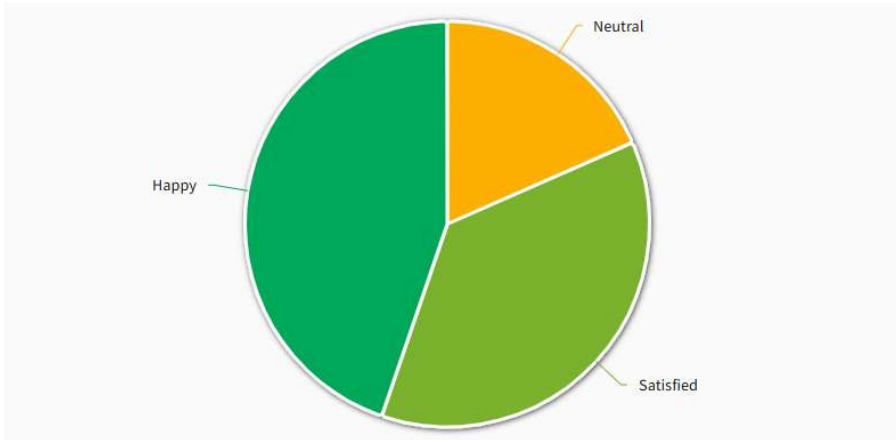
LE1 – Protect and Enhance Economic Activity



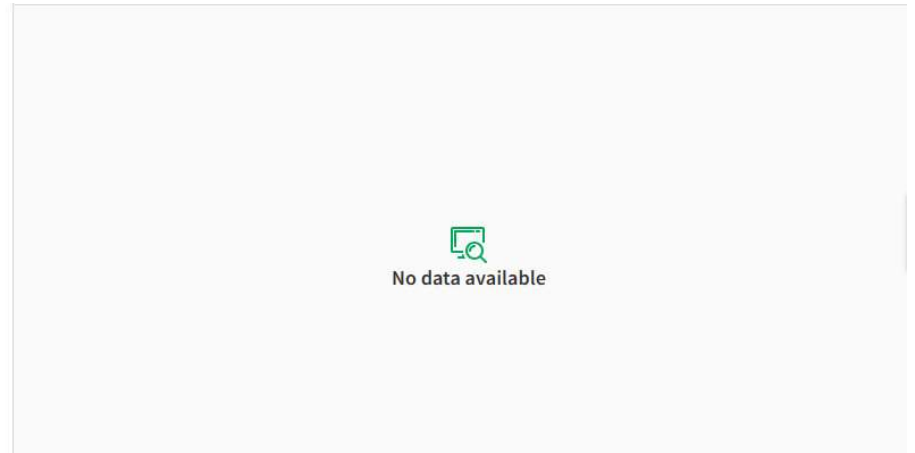
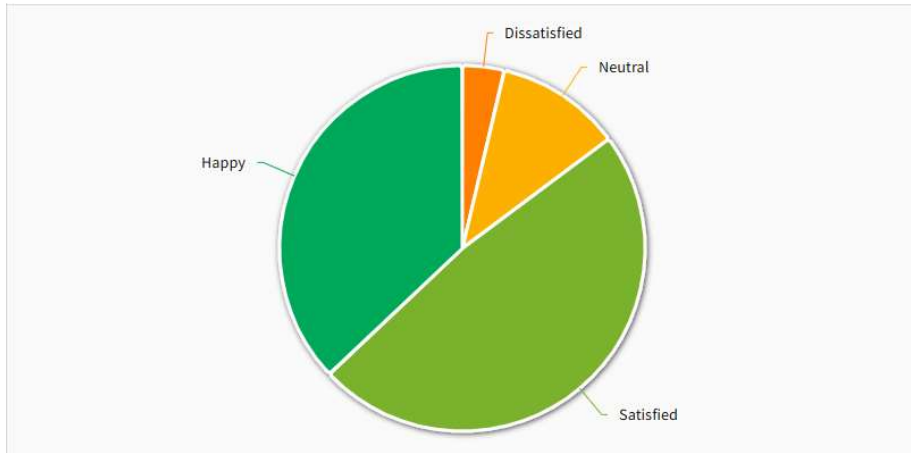
LE2 – Provision for Innovative Work Spaces, New and Small Businesses



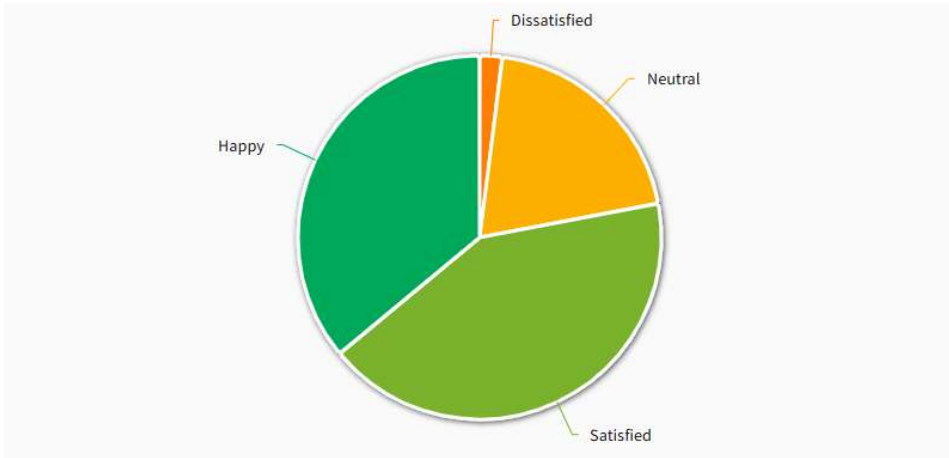
LE3 – Skills Development



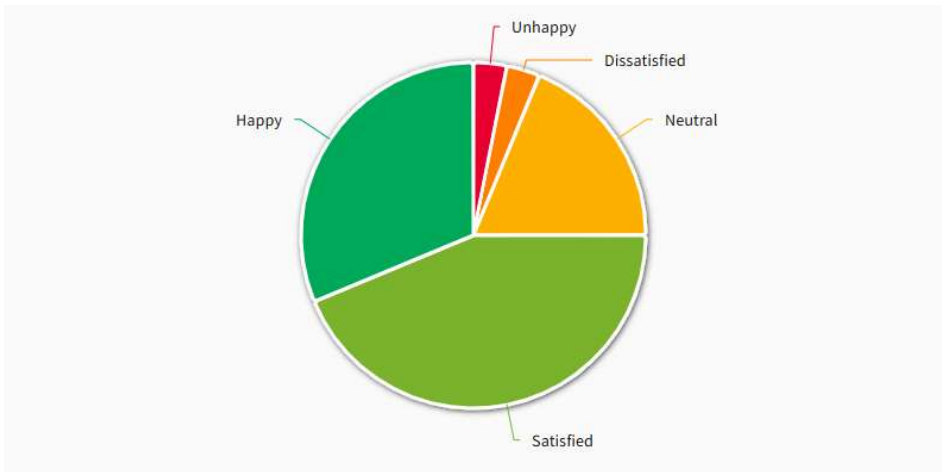
LE4 – New Employment Premises and Design Quality



WBC7 – Light Pollution



WBC8 – Noise Pollution

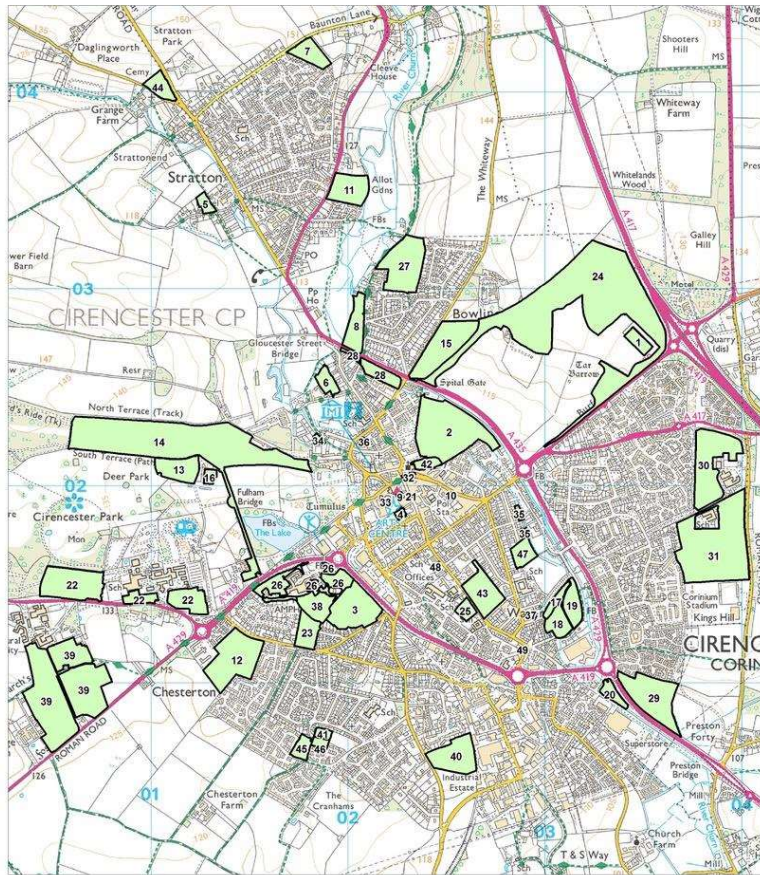


Local Green Space Designations

APPENDIX 03

LOCAL GREEN SPACES DESIGNATION

49 sites were identified by the Cirencester NDP Steering Group as worthy of consideration for designation within the Plan. 39 of those have been deemed not to meet criteria for designation in the Cirencester NDP, following consultation with Statutory Consultees. All 49 sites have been described and mapped below, with reasons given in the table opposite for non-designation in the Plan, on advice from Cotswold District Council.



Sites considered for designation within the Neighbourhood Plan

Reason for Non-designation as a Local Green Space	
	Proposed LGS Designation
	Already designated as a LGS within the Local Plan
	Already subject to strong constraints or protections
	LGS protections at this site could constrain future development of community benefit
	Site is not compliant with the NPPF

Number	Local Green Space Site	Reason	Number	Local Green Space Site	Reason
1	Abbey Farm Allotments Harebush		26	Hospital Grounds	
2	Abbey Grounds		27a	Humpty Dumps (Bowling Green Road)	
3	Amphitheatre		27b	Humpty Dumps (Bowling Green Lane / Ave)	
4	Ashcroft Road Bowls Club		28	Jack Gardner Memorial Garden	
5	Barn Way Allotments		29	Kingshill Country Park	
6	Barton Lane Allotments		30	Kingshill School Playing Fields	
7	Baunton Lane Playing Field		31	Kingshill Playing Field (Also known as Kingshill Sports Development)	
8	Bromford Allotments Bowling Green Lane		32	Market Place	
9	Brewery Court		33	Old Tesco Supermarket Seating Area	
10	Catalpa Square		34	Open Air Swimming Pool	
11	Cheltenham Road Allotments		35	Purley Road Allotments	
12	Cheltenham Cemetery		36	Quaker Meeting House Quiet Garden	
13	Cirencester Cricket Club		37	Queen Street Allotment Gardens	
14	Cirencester Park and Old Kennels		38	Queens Wood	
15	Cirencester Rugby Club		39	Royal Agricultural University Playing Fields	
16	Cirencester Tennis Club		40	Somerford Road Allotments	
17	City Bank Allotments		41	Springfield Road Allotments	
18	City Bank Nature Reserve		42	St John's Churchyard	
19	City Bank Recreational Ground		43	St Michael's Park	
20	Cricklade Road Picnic Area		44	Stratton Cemetery	
21	Cricklade Street/West Way Seating		45	Thistle Park Chesterton Community Garden	
22	Deer Park Secondary School & Cirencester College Playing Fields		46	Two Acres and Land at Cranhams Lane	
23	Four Acre Field		47	Victoria Road Meadow	
24	Harebush Woods		48	Watermoor Road Cemetery	
25	Holy Trinity Churchyard Garden of Remembrance		49	Watermoor Road/Way Corner Seating	

1. ABBEY FARM ALLOTMENTS HAREBUSH



Accessed from London Road or through Harebush Woods, this site is owned and managed by the Chester-Masters.

2. ABBEY GROUNDS



Hidden behind the large parish church of St John Baptist, the Abbey Grounds is the site of St Mary's Abbey, demolished in 1539, and forms an informal, free public recreational facility of 8.44 hectares, incorporating the former Abbey's trout lake, the only remaining Abbey structure in the Norman Arch, a children's playground, a bandstand, remains of the roman wall and large areas of mown grass used for a variety of informal games and leisure activities. Extending to the River Churn it retains some of the 17th century landscaping. It is bordered by the A417 Grove Lane Bypass, the rear of the town's Market Place and the later residential housing off Dugdale road, with winding pathways and extensive views across the grounds, especially from east to west towards

the parish church tower. Pedestrian access is from Gosditch St next to the church, through the Norman Arch from Grove Lane, via Corinium Gate or through the pay and display Abbey grounds car park on Dugdale Road.

3. AMPHITHEATRE



The open grounds, lake, wildfowl, trees and greenery form an impressive pastoral centrepiece, inviting restful contemplation of the general town scene. During August it hosts a free three day Phoenix music festival with other annual events such as the food and drink festival. Ownership is with Cirencester Town Council. Cirencester Amphitheatre stands on the site of a former limestone quarry, just outside what was the original roman wall, to the west of the town. It is now bordered by the A429 Bristol Rd bypass, the residential housing of Cotswold Avenue and Querns wood which sits within Cirencester hospital grounds. Built around the early 2nd century and one of the largest in Britain, today all that remains are the grassy mounds of its oval structure covering 5.2 hectares. Open to the public it is used as a thoroughfare by locals connecting Chesterton to the town centre, occasional historical events with the Ermine Street Guard and recreational use. The main entrance is Cotswold Avenue with information boards and limited parking. Ownership rests with Cirencester Town Council and English Heritage.

4. ASHCROFT ROAD BOWLS CLUB



Formed in 1930 the outdoor town lawn green bowls club is a private members club of 0.14 hectares located and accessed through the Brewery car park, well supported with league tournaments and a modern clubhouse with a licensed bar. Owned and managed by Cirencester Bowls Club.

5. BARN WAY ALLOTMENTS



Accessed from Barn Way, this site of 0.59 hectares sits on the peripheral of the town and is owned and managed by the Bathurst estate.

6. BARTON LANE ALLOTMENTS



Barton Lane Allotments are situated to the west of Cirencester, close to the town centre, tucked to the north behind Gloucester Street. There are 41 plots managed over 0.92 hectares owned and managed by St John's Hospital and Other Almshouses Charity. The site is well hidden and many residents of Cirencester are unaware of its existence, often pleasantly surprised when they discover it for the first time.

7. BAUNTON LANE PLAYING FIELD



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

8. BROMFORD ALLOTMENTS BOWLING GREEN LANE



Accessed from Bowling Green Lane this site of 2.14 hectares sits with the River Churn along its length and is owned and managed by the Chester-Masters.

9. BREWERY COURT



Pedestrian 0.08 hectare area of open space with seating, within the former location of an 18th century town Brewery, now the New Brewery Arts Crafts building which dominates the square. The area connects foot traffic from its boundary with Cricklade Street through to the Brewery Car park with several retail units within. Multiple private ownership.

10. CATALPA SQUARE



Demolition of several building in Dyer St during the 1960s and 70s created the area now known as Catalpa Square, 0.04 hectares in size and named after the four Catalpa trees planted within, now removed. Bordered by shops it serves mainly as a seating area dominated by the relocated Jubilee column of 1935. Privately leased.

11. CHELTENHAM ROAD ALLOTMENTS



Site of 2.63 hectares accessed from Cheltenham Rd on the peripheral of the Town in Stratton, owned and managed by St John's Hospital and Other Almshouses Charity.

12. CHESTERTON CEMETERY



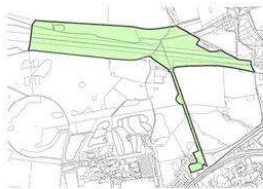
Opened in 1871 and still in use as a burial ground, the site of 4.57 hectares is accessed from Chesterton Lane through the former neo-gothic keepers lodge gate with on road parking. The site contains many war graves and a former non-conformist chapel, now used for storage. Owned by Cotswold District Council.

13. CIRENCESTER CRICKET CLUB



Membership private cricket club with pitch and clubhouse formed in 1842. It is one of the oldest in the country, sitting within Cirencester Park, towards the education quarter, next to Cirencester Tennis Club and accessed by vehicle from Tetbury Road or on foot through the park from Cecily Hill. Well supported with matches and junior level coaching.

14. CIRENCESTER PARK AND OLD KENNELS



Cirencester Park as a whole, stands at the north-west edge of the town and covers over 1000ha in area, extending towards the parishes of Coates, Duntisbourne Rouse, Daglingworth and Sapperton. It lies on gently undulating land, bounded to the south by the A419, to the west by a minor road from the A419 to

Winstone, and on the other sides by agricultural land.

An extensive wooded park divided by straight line avenues which define key viewpoints, it was established by Allen, first Earl Bathurst, from 1714 to 1775, with the help of Alexander Pope and much influenced by Bathurst's association with Stephen Switzer.

The Broad Ride, identified here, forms the central axis of the park. Privately owned the park is open to the public. A path connects Broad Ride with Old Kennels, redeveloped open land owned by the Bathurst Estate which now serves as an area of rewilding, car park and retail site with a footpath connecting the Education Quarter on the Tetbury Road roundabout through to Cirencester Park when open.

15. CIRENCESTER RUGBY CLUB



The current site of the Rugby Club sits on the fringes of the town, at the traffic lights on Grove Lane, with the Whiteway junction. It has existed here since 1953/4 using an old Nissen Hut as a clubhouse. Later additions formed the facilities now seen, including the spoils of the bypass to create and level up the pitches. A new car park was added in 2020 and today the club provides training for youth teams as well as professional fixtures. The site covers 4.86 hectares and is owned and managed by Cirencester Rugby Club.

16. CIRENCESTER TENNIS CLUB



Membership private tennis club run on a lease from the Bathurst estate, with 4 hard surface outdoor courts. It sits within Cirencester Park towards the education quarter and has been there since 1993. It is accessed by vehicle from Tetbury Road or on foot through the park from Cecily Hill. Well supported with tournaments, coaching and recreational play.

17. CITY BANK ALLOTMENTS



Located off Queen St along the River Churn, City Bank allotments of 1.02 hectares are owned and managed by and connect with the City Bank nature reserve area. The site has easy access to plenty of water due to the close proximity of the river. Owned by Cirencester Town Council.

18. CITY BANK NATURE RESERVE



City Bank was established in 2018 and is part of an area covering Victoria Road Playing Fields, The Glade, City Bank field and the Old Nursery. Nestled amongst the nearby houses, this area is a sanctuary for wildlife and a great space for recreation whilst connecting walkers to City Bank Park and beyond. Volunteers maintain the area which is a haven for wild orchids, a wide range of birds with otters, kingfishers, and water voles. Wildlife themed events and activities are regularly held as part of Love Parks Week and by local wildlife groups offering guided tours and talks. Access is from Victoria Rd or through City Bank Park. Owned by Cirencester Town Council.

19. CITY BANK RECREATIONAL GROUND



Flat open recreational field of 1.56 hectares bordered and enclosed by City Bank Park and City Bank

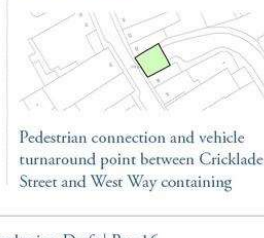
View, with footpath access through to the adjacent nature reserve. Used mainly for leisure it also connects, by footpaths, the Beeches area of the town to Watermoor, and is well used by dog walkers. Access has been improved with the addition of a wood bridge over the River Churn which meanders along its edge. Fitness equipment sits near the remains of a sluice gate to one of the towns former mills. Ownership with Cirencester Town Council.

20. CRICKLADE ROAD PICNIC AREA



Enclosed by the A419 Swindon Rd Bypass and Cricklade Rd retail sites, this 1.21 hectare parcel of land provides a free opportunity for the public to sit and enjoy the wide stretch of the River Churn within and from several picnic benches. No allocated parking but well served by pavements and a nearby pedestrian crossing. Owned by Cotswold District Council.

21. CRICKLADE STREET/WEST WAY SEATING



Pedestrian connection and vehicle turnaround point between Cricklade Street and West Way containing

seating and landscaping, sometimes used as a spot for busking musicians. Adopted public highway, owned and maintained by Gloucestershire County Council.

22. DEER PARK SECONDARY SCHOOL & CIRENCESTER COLLEGE PLAYING FIELDS



Deer Park Secondary School (2.9 hectares) and Cirencester College (2.42 hectares) are accessed from the Tetbury or Stroud roads and used by students of each establishment.

23. FOUR ACRE FIELD



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

24. HAREBUSH WOOD



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

25. HOLY TRINITY GARDEN OF REMEMBRANCE



Garden of Remembrance within the grounds of Holy Trinity Church Watermoor Rd, accessed through the churchyard towards the rear of the church. It is 0.08 hectares in size with some seating and a memorial stone plaque stating its function. Not a burial ground.

26. HOSPITAL GROUNDS



Cirencester Hospital has the largest NHS grounds in Gloucestershire at 6.76 hectares and contains areas of meadow and courtyards that provide a respite for staff and patients, whilst connecting, through a footpath, to Querns wood and onwards to the Amphitheatre, well used by walkers. A cleared open space with seating provides the opportunity for outdoor small events or performances and there is a small orchard. NHS ownership.

27A. HUMPTY DUMPS (BOWLING GREEN ROAD)



Humpty Dumps (Bowling Green Road) is an area of open land (0.28 hectares) bordered by Bowling Green, Road and Crescent. It is well used by riders and walkers, with other recreational activity including sledging

from the sloping parts, mountain bike riding, kite flying and star gazing. Informal paths connect the area to the town centre as well as providing a visual link between the urban landscape and agricultural land. The site is a haven for wildlife. Owned by Cirencester Town Council.

27b. HUMPTY DUMPS (BOWLING GREEN LANE/AVE)



Humpty Dumps (Bowling Green Lane/Ave) is an area of open land (4.8 hectares) off Berry Hill Crescent and Road. To the north west is a working farm with parts of the area used to graze sheep. Foot and bridle paths run through the site, both well used by riders and walkers, with other recreational activity including sledging from the sloping parts, mountain bike riding, kite flying and star gazing. Informal paths connect the area to the town centre as well as providing a visual link between the urban landscape and agricultural land. The site is a haven for wildlife. Privately owned.

28. JACK GARDNER MEMORIAL GARDEN



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

29. KINGSHILL COUNTRY PARK



On the site of an old water meadow this 2.34 hectare Country Park sitting alongside a recent large housing development bordering the A419

Swindon Rd bypass and hosts an outside gym with a running/walking track. There are benches for picnics and a community orchard. Well used by local residents with access from Griffiths Close, it provides a circular recreational space alongside acting as a green buffer between residences and a major highway. Located within are 50 allotment plots. Owned by Cirencester Town Council.

30. KINGSHILL SCHOOL PLAYING FIELDS



The Kingshill School Playing Fields sit adjacent to Kingshill Sports and Recreation Facility on Kingshill Lane and are used by students of the school.

31. KINGSHILL PLAYING FIELD (ALSO KNOWN AS KINGSHILL SPORTS DEVELOPMENT)



Kingshill Park covering 12.92 hectares sits adjacent to Kingshill secondary and Watermoor primary schools on Kingshill Lane, an open area of

field which sits alongside Coronium Stadium, home to Cirencester football team. Within is an open-air skate park, opened in 2014, and several footpaths connect walkers from here and London Road to the Beeches past former railway lines and on to the town centre roads. Owned by Cirencester Town Council.

32. MARKET PLACE



Dominated by the church of St John Baptist, the Market Place forms the principle space of the town having acted as the focus for social, religious and community activities since the early Medieval period. It retains its pre-eminence as the most important community space to a significant degree as a triangular area bordered by West Market Place at its most northern point leading south towards the junction with North Way. The mainly listed buildings within evolved as the town established itself from its medieval origins as a major centre of trade including a 14th century coaching inn, now the Kingshead Hotel. Significant structural changes to the area occurred from the eighteenth century onwards and most extensively during the nineteenth and twentieth centuries such as the opening of the Corn Hall in 1861. Recent changes have included extending the pedestrianised areas by removing the central parking bays. Today it still serves as the main location for trade, religious services and an annual mop fair. Various ownership.

33. OLD TESCO SUPERMARKET SEATING AREA



Pedestrian area of 0.09 hectares with bench seating with foot traffic connection from the Brewery Car park to Castle Street or through an open passageway to the Sheep Street car park, dominated by the larger retail units that surround it. Privately owned

34. OPEN AIR SWIMMING POOL



Located on the edge of Cirencester Park, 0.15 hectares and accessed from Riverside Walk off Thomas St, Cirencester Outdoor Pool is one of the oldest open-air pools in the country. Built by the Bathurst family about 1869 and later given to the town, now run as a charity, there is a 28-metre main pool, fed by a natural spring, with slide, separate children's paddling pool and a small refreshment café. Very popular with residents and visitors, it opens seasonally between May and September with booking essential to gain admission. Run as a charity by the open-air pool association with the land leased from Cirencester Town Council.

35. PURLEY ROAD ALLOTMENTS



Owned by the Bingham Library Trust and managed by Cirencester Town Council, the Purley Road allotments of 0.17 hectares are located behind the early 20th century Purley Road properties at the Cirencester primary school playing field end. They are the smallest town allotment sites with just 7 plots.

36. QUAKER MEETING HOUSE QUIET GARDEN



The Quaker Garden is to the rear of the meeting house at 53 Thomas Street 0.02 hectare in size. Once a burial ground, it was re-landscaped by WWI German prisoners as a garden and the headstones moved to its perimeter wall where they still rest. Open to the public once a week as a place for quiet reflection with mature trees and seating. Owned by the Quakers.

37. QUEEN STREET ALLOTMENT GARDENS



Located behind private homes on the corner of Victoria Road and Queen Street - near to, but not part of, the City Bank Allotments.

38. QUERNS WOOD



Querns Wood, accessed from and bordered by the hospital grounds, the Amphitheatre and Four Acre field, is an area of woodland with the NHS hospital grounds which includes a network of footpaths used by walkers to connect Chesterton to the town centre and for recreational use. Originally an arboretum established by the owner of Querns House, now the hospital, the site is believed to be part of the Quarry area that became the Amphitheatre. Mainly maintained by volunteers several new trees have been donated by local businesses. Owned by Cirencester Town Council.

39. ROYAL AGRICULTURAL UNIVERSITY PLAYING FIELDS



The Royal Agricultural University Playing Fields (4.85 hectares) are accessed from the Tetbury or Stroud Roads and used by students of the establishment.

40. SOMERFORD ROAD ALLOTMENTS



The Somerford Rd allotments of 3.4 hectares are situated to the north west of the town accessed from Somerford road and backing on to the residential housing of Oaklands, owned and managed by the Bathurst estate.

41. SPRINGFIELD ROAD ALLOTMENTS



Located next to Thistle Park. The site has a secured gated access but limited parking and is owned by Cirencester Town Council.

42. ST JOHN'S CHURCHYARD



To the rear of the church of St Johns the Baptist, the cemetery was closed to burials in 1871 and contains 25 grade 1 listed tomb monuments and other headstones in various states of repair with many mature trees and a recent war memorial bench. Accessed through a passage from the Market Place or by the rear door of the church on Gosditch St the area is maintained by volunteers.

43. ST MICHAEL'S PARK



St Michaels Park is located a short walk from the Market Place, bordered by Watermoor Rd, King St, the Avenue and Chester St. The main entrances are from the Tower St direction and on King Street, with public access daily, there are no allocated parking. Formal and informal open lawns and spaces include hard surface tennis courts, a children's play area, mini golf, boules, table tennis and crazy golf. The Park was developed in 1984 by , is 2.72 hectares and has a variety of formal and informal sports and recreation facilities and large open lawns. A winding path connects King street to Tower Street, much appreciated as a route from and towards the town centre. A variety of events are held at the park throughout the year such as Love Parks Week, a Teddy bears Picnic and outdoor cinema. A seasonal café provides refreshments and BBQs

can be rented. Ownership with Cirencester Town Council.

44. STRATTON CEMETERY



Opened in 1888 and sitting next to St Peters Church, Stratton, the site is 1.1 hectares, still in use and accessed through a small car park from Overley Rd. Owned and managed by Cotswold District Council.

45. THISTLE PARK CHESTERTON COMMUNITY GARDEN



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

46. TWO ACRES



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

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 Almshouses. Owned and managed by Cotswold District Council.

49. WATERMOOR ROAD/WAY CORNER SEATING



Development of an unused piece of open land by a local community group as and bordered by Watermoor Rd, Watermoor Way and School Lane, with seating, landscaping and a large art sculpture Hare used as part of the town's walking Hare trail. Adopted public highway, owned and maintained by Gloucestershire County Council.