

Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
BUILT ENVIRONMENT				
PRO171	7.3.9b - Permeability	<i>Permeability:</i> movement to, and through, a place. Developments should offer a number of routes to all modes of transport that connect locations and facilities within them, and beyond. It should be easy to move through all public areas in a logical manner. Historic settlements tend to have a good level of permeability, whilst more modern development, particularly culs-de-sac, have very low levels of permeability. The needs of pedestrians should be put before other traffic.	<i>Permeability:</i> movement to, and through, a place. Developments should offer a number of routes to all modes of transport that connect locations and facilities within them, and beyond. It should be easy to move through all public areas in a logical manner, for example via streets and spaces, with landmarks or other distinctive features, along the route. Historic settlements tend to have a good level of permeability, whilst more modern development, particularly culs-de-sac, have very low levels of permeability. The needs of pedestrians should be put before other traffic.	To provide clarity
PRO172	7.3.9b - Legibility	<i>Legibility:</i> the ease with which pedestrians, cyclists and/or drivers can orientate themselves and 'read' an area to understand how it is arranged, and which way to go for different places, amenities and facilities. A number of physical features can play a key role in achieving greater legibility. Linked sequences of spaces together with landmarks, act as points of reference; visual and physical linkages along the way, such as public art, or landmark buildings; design continuity through, for example paving materials, street furniture, special street lighting and lighting of key buildings; and green or landscaped linkages are all important in establishing legible public spaces. Also, there should be no arbitrary barriers to the ease of movement.	<i>Legibility:</i> the ease with which pedestrians, cyclists and/or drivers can orientate themselves and 'read' an area to understand how it is arranged, and which way to go for different places, amenities and facilities. A number of physical features can play a key role in achieving greater legibility. Linked sequences of spaces together with landmarks, act as points of reference; visual and physical linkages along the way, such as public art, or landmark buildings; design continuity through, for example paving materials, street furniture, special street lighting and lighting of key buildings; and green or landscaped linkages are all important in establishing legible public spaces. Also, there should be no arbitrary unnecessary barriers to the ease of movement.	To provide clarity
PRO173	7.3.9b – Human Scale	<i>Human Scale:</i> what is perceived at eye level. A comfortable pedestrian environment relates to the scale and pace of the pedestrian, rather than vehicle occupants. Development should be interesting at eye level with pedestrian friendly frontages. Consideration should be given to locating activity at the ground floor, particularly at focal points of pedestrian movement. Building frontages to public spaces should incorporate doors and windows to provide physical and visual links between them. Street and public spaces should be defined by built form or, where appropriate, structural	<i>Human Scale:</i> what is perceived at eye level. A comfortable pedestrian environment relates to the scale and pace of the pedestrian, rather than vehicle occupants. Development should be interesting at eye level with pedestrian friendly, frontages, i.e. frontages with activity or which provide surveillance. Consideration should be given to locating activity at the ground floor, particularly at focal points of pedestrian movement. Building frontages to public spaces should incorporate doors and windows to provide physical and visual links between them. Street and public spaces should be defined by built form or, where	To provide clarity

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		planting. Any gaps in the building line should be intentional, and well defined by the buildings that surround it.	appropriate, structural planting. Any gaps in the building line should be intentional, and well defined by the buildings that surround it.	
PRO174	7.3.9b – Public and Private Space	<i>Public and Private Space:</i> There should be a clear distinction between these spaces. Where buildings are set back from the pavement, the boundary of the public space should be clearly marked, for example by walls, or fences, which will assist in creating a sense of enclosure. Buildings should front streets, which will increase awareness of activities in public spaces and safety for users. Continuous building lines along street blocks create a strong street scene and allow private space to be located within the blocks' interior.	<i>Public and Private Space:</i> There should be a clear distinction between these spaces. Where buildings are set back from the pavement, the boundary of the public space should be clearly marked, for example by walls, or fences, which will assist in creating a sense of enclosure. Buildings should front streets or other public spaces , which will increase awareness of activities in public spaces and safety for users. Continuous building lines along street blocks create a strong street scene and allow private space to be located within the blocks' interior.	To provide clarity
PRO175	7.8.5	In Stroud District, the re-use of buildings within, or adjacent to, identified settlements where a village envelope has been defined, for commercial or industrial purposes, can help to provide premises for local employment. Such development is welcomed in these locations. Research commissioned by Stroud District Council on rural employment has shown that rural businesses within Stroud District tend to draw a high proportion of their employees from the local area. Therefore, where a new business sets up in, or close to, an identified settlement, they will have ready access to a potential workforce. Such enterprises can help to maintain the viability of that settlement, by providing employment, patronage for village shops and pubs at lunchtimes, and removing the need for those workers to leave the settlement to find work. In addition, providing employment close to a reasonable number of dwellings can help to remove, or at least minimise, the need to travel to work, and therefore assist in reducing CO ₂ emissions in the local area.	In Stroud District, the re-use of buildings within, or adjacent to, identified settlements where a village envelope has been defined, for commercial or industrial purposes, can help to provide premises for local employment. Such development is welcomed in these locations. Research commissioned by Stroud District Council on rural employment in 1997 has shown that rural businesses within Stroud District tend to draw a high proportion of their employees from the local area. Therefore, where a new business sets up in, or close to, an identified settlement, they will have ready access to a potential workforce. Such enterprises can help to maintain the viability of that settlement, by providing employment, patronage for village shops and pubs at lunchtimes, and removing the need for those workers to leave the settlement to find work. In addition, providing employment close to a reasonable number of dwellings can help to remove, or at least minimise, the need to travel to work, and therefore assist in reducing CO ₂ emissions in the local area.	To provide clarity
PRO176	7.8.6	However, Stroud District also contains a large number of rural buildings in more remote locations, either in the smaller villages or hamlets, or in the open countryside.	However, Stroud District also contains a large number of rural buildings in more remote locations, either in the smaller villages or hamlets, or in the open countryside.	To remove a superfluous part of the Plan.

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		<p>These buildings are often served by substandard roads, with little or no access to public transport. The conversion of these buildings to employment use would draw employees from further afield, and they will nearly always have to rely on the private car to get to and from work. In cases where the building proposed for conversion is particularly remote, the change of use will also often generate a level of traffic which will adversely affect the character of the countryside. This issue is dealt with in Policy E4 of the Structure Plan, which seeks to limit new employment uses within or adjacent to settlements with an adequate range of community facilities and public transport service. It is also covered by Policy T1, of this Plan, which deals with the need to locate development in locations accessible to means of transport other than the private car. Any proposal for the conversion of a building in a rural area will also be judged against that policy, and also Policy E1A which relates to the location of new employment uses.</p>	<p>These buildings are often served by substandard roads, with little or no access to public transport. The conversion of these buildings to employment use would draw employees from further afield, and they will nearly always have to rely on the private car to get to and from work. In cases where the building proposed for conversion is particularly remote, the change of use will also often generate a level of traffic which will adversely affect the character of the countryside. This issue is dealt with in Policy E4 of the Deposit Draft Structure Plan, which seeks to limit new employment uses to within or adjacent to settlements with an adequate range of community facilities and public transport service. It is also covered by Policy T1, of this Plan, which deals with the need to locate development in locations accessible to means of transport other than the private car. Any proposal for the conversion of a building in a rural area will also be judged against that policy, and also Policy E1A which relates to the location of new employment uses.</p>	
PRO177	7.8.8	<p>The conversion of buildings which are located well away from any identified settlement, or public transport route, into residential use, causes problems. As well as possibly detracting from the rural character of the area, such conversions mean that it is certain that the future occupiers will be entirely dependent upon the private car for all journeys, whether for work, school, shopping or leisure. Allowing such conversions would be contrary to the objectives set out in the housing chapter, and in the Structure Plan, which seek to provide new housing in areas where best use can be made of existing facilities, and to minimise CO₂ emissions from the use of the private car. Such conversions will be judged against Policy T1 as well as Policy B16.</p>	<p>The conversion of buildings which are located well away from any identified settlement, or public transport route, into residential use, causes problems. As well as possibly detracting from the rural character of the area, such conversions mean that it is certain that the future occupiers will be entirely dependent upon the private car for all journeys, whether for work, school, shopping or leisure. Allowing such conversions would be contrary to the objectives set out in the housing chapter, and in the Structure Plan, which seek to provide new housing in areas where best use can be made of existing facilities, and to minimise CO₂ emissions from the use of the private car. Such conversions will be judged against Policy T1 as well as Policy B16.</p>	To remove a superfluous part of the Plan.
PRO178	7.10.3	<p>The Structure Plan for Gloucestershire: Second Review contains Section 13, entitled 'Energy', and Policy EN3</p>	<p>The Structure Plan for Gloucestershire: Second Review contains Section 13, entitled 'Energy', and Policy EN3</p>	To provide guidance in response to

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		deals with renewable energy. This policy stresses the general environmental benefits associated with the harnessing of renewable energy, but acknowledges the balance that must be struck by setting out that such schemes must not have an unacceptable impact on the landscape, particularly in AONBs, on features of natural and historic interest, or the amenities of local residents and communities.	deals with renewable energy. This policy stresses the general environmental benefits associated with the harnessing of renewable energy, but acknowledges the balance that must be struck by setting out that such schemes must not have an unacceptable impact on the landscape, particularly in AONBs, on features of natural and historic interest, or the amenities of local residents and communities. The Structure Plan also states that the cumulative impact of individual or small groups of turbines on the landscape, and particularly in the AONB, will be a material consideration in determining proposals for wind energy. Proposals involving the erection of wind turbines in the Cotswold AONB would be unlikely to be acceptable, and would require special justification to outweigh the adverse effects on the landscape.	representations.
PRO179	B20		Proposals enabling the harnessing of renewable energy will be permitted, provided the following criteria are met: <ol style="list-style-type: none"> 1. there is no adverse visual impact on the Cotswolds AONB, or defined areas of landscape quality; 2. there is no adverse effect on sites of nature conservation or heritage conservation interest; 3. there is no unacceptable adverse effect on the amenities of local residents from noise, electrical disturbance or other environmental effects arising from the development. 	To provide guidance in response to representations
PRO180	7.10.8	Structure Plan Policy EN3 is a very detailed policy and already forms part of the development plan. It is not considered necessary to duplicate this or expand on it, by way of a Local Plan policy. Proposals for renewable energy schemes will be judged against that policy, which, for the sake of completeness, is set out below: <i><u>“Proposals for the development of renewable sources of energy will be encouraged, particularly where there are</u></i>	Structure Plan Policy EN3 is a very detailed policy and already forms part of the development plan. It is not considered necessary to duplicate this or expand on it, by way of a Local Plan policy. Proposals for renewable energy schemes will be judged against that policy, which, for the sake of completeness, is set out below: <i><u>“Proposals for the development of renewable sources of energy will be encouraged, particularly where there</u></i>	In response to the reintroduction of a policy on renewable energy.

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		<p><u>benefits to the local community. Renewable energy proposals will be permitted provided that the proposed development:</u></p> <p><u>(a) would not adversely affect the special character of the Area of Outstanding Natural Beauty or sites of nature conservation or heritage conservation interest; and</u></p> <p><u>(b) would not cause demonstrable harm to:</u> <u>(i) Special Landscape Areas or sites of special nature conservation or heritage interest as defined in local plans; or</u> <u>(ii) areas or facilities of special importance for tourism and recreation; or</u> <u>(iii) the amenity of nearby dwellings or residential areas; and</u></p> <p><u>(c) would not dominate any prominent skyline or vista as defined in local plans; and</u></p> <p><u>(d) would not result in an unacceptable level of visual impact: particular regard will had to the cumulative impact of existing, planned or proposed renewable energy developments; and</u></p> <p><u>(e) is justified, where necessary, in terms of national energy policies or local and regional requirements; and</u></p> <p><u>(f) is accompanied by adequate information to indicate the extent of possible environmental effects and how they can be satisfactorily mitigated."</u></p>	<p><u>are benefits to the local community. Renewable energy proposals will be permitted provided that the proposed development:</u></p> <p><u>(a) would not adversely affect the special character of the Area of Outstanding Natural Beauty or sites of nature conservation or heritage conservation interest; and</u></p> <p><u>(b) would not cause demonstrable harm to:</u> <u>(i) Special Landscape Areas or sites of special nature conservation or heritage interest as defined in local plans; or</u> <u>(ii) areas or facilities of special importance for tourism and recreation; or</u> <u>(iii) the amenity of nearby dwellings or residential areas; and</u></p> <p><u>(c) would not dominate any prominent skyline or vista as defined in local plans; and</u></p> <p><u>(d) would not result in an unacceptable level of visual impact: particular regard will had to the cumulative impact of existing, planned or proposed renewable energy developments; and</u></p> <p><u>(e) is justified, where necessary, in terms of national energy policies or local and regional requirements; and</u></p> <p><u>(f) is accompanied by adequate information to indicate the extent of possible environmental effects and how they can be satisfactorily mitigated."</u></p>	
PRO181	7.11.2	<p>The main issue relating to telecommunications in Stroud District is the visual impact of masts, particularly in areas of open countryside. The Plan seeks to encourage mast-sharing in order to reduce the numbers of masts. It also seeks to encourage the use of slimmer, less visually intrusive structures, and the selection of less prominent sites.</p>	<p>The main issue relating to telecommunications in Stroud District is the visual impact of masts, particularly in areas of open countryside. The Plan seeks to encourage mast-sharing in order to reduce the numbers of masts. It also seeks to encourage the use of slimmer, less visually intrusive structures, and the selection of less prominent sites. The Council is concerned about the potential proliferation of redundant masts, and will include a</p>	To provide further guidance

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			condition on any permission to the effect that, where a mast is no longer required, it should be removed within a reasonable time.	
PRO182	B21	Proposals for new telecommunications development will be permitted provided that all the following criteria are met: 1. it does not have an unacceptable impact on the landscape, particularly in areas designated for the importance of their landscape, or on areas or buildings of historic interest; 2. if the proposal is for a new antenna, it is to share an existing mast, or is in an area where no such mast exists or the possibility of sharing an existing mast has been fully investigated, and found not to be technically feasible; and 3. if the proposal is for a new mast, it is for the least obtrusive mast possible, and is in the least visually intrusive location possible.	Proposals for new telecommunications development will be permitted provided that all the following criteria are met: 1. it does not have an unacceptable impact on the landscape, particularly in areas designated for the importance of their landscape, or on areas or buildings of historic interest; 2. if the proposal is for a new antenna, it is to share an existing mast, or is in an area where no such mast exists or the possibility of sharing an existing mast has been fully investigated, and found not to be technically feasible; and 3. if the proposal is for a new mast, it is for the least obtrusive mast possible, and is in the least visually intrusive location possible; and 4. considerable public concern over the health risks associated with the proposed development does not exist.	To reflect the Council's resolution.