

Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
GENERAL POLICIES				
PRO021	3.4.2	The District Council will consult with the Environment Agency about proposed development in their defined 'Areas Liable To Flood'. Within other areas, development which would result in or increase the risk of flooding may be permitted subject to certain conditions. It is acknowledged that, in some cases, the level of increased flood risk may be so small as to be insignificant. The District Council must be satisfied that development proposals within certain flood risk areas incorporate mitigation measures which are themselves environmentally acceptable. Developers should have regard to the consultation draft of PPG25: Development and Flood Risk 2000 and the Environment Agency's 'Policy and Practice for the Protection of Flood Plains'. Developers will also be expected to meet appropriate costs, through Section 106 Legal Agreements, for providing any appropriate measures to mitigate the effects of water discharge, surface water drainage impact and providing long term management.	The District Council will consult with the Environment Agency about proposed development in their defined 'Areas Liable To Flood'. Within other areas, development which would result in or increase the risk of flooding may be permitted subject to certain conditions. It is acknowledged that, in some cases, the level of increased flood risk may be so small as to be insignificant. The District Council must be satisfied that development proposals within certain flood risk areas incorporate mitigation measures which are themselves environmentally acceptable. Developers should have regard to the revised consultation draft of PPG25: Development and Flood Risk 2000 2001 and the Environment Agency's 'Policy and Practice for the Protection of Flood Plains'. Developers will also be expected to meet appropriate costs, through Section 106 Legal Agreements, for providing any appropriate measures to mitigate the effects of water discharge, surface water drainage impact and providing long term management.	To update factual references.
PRO022	3.4.2a Insert new paragraph		The extent of coastal erosion has been assessed in the Severn Estuary - Shoreline Management Plan¹. For the District this indicates that of 35 kilometres of shoreline, 30 kilometres is defended against erosion. Within the Local Plan period there is generally a low risk of erosion and flooding. However, short lengths of shoreline have been identified where erosion risk may require attention in the longer term. The policies of the Local Plan generally do not favour development in the vicinity of the shoreline. A large area of adjacent land is protected as being of high landscape quality and, with the exception of Sharpness, there are no settlements where development is proposed. It is considered unnecessary to define a specific coastal zone policy to protect this asset. Footnote: ¹Severn Estuary Shoreline Management Plan, Second Consultation Document , 2.2 The Wye	To take account of coastal issues addressed in the Shoreline Management Plan.

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			<i>and the Avon to Haw Bridge- Gifford Associated Consultants - February 2000</i>	
PRO023	3.5.1	Most highway related issues are dealt with in the Transport chapter of this Plan. However, highway safety is another material planning consideration which should be taken into account when dealing with any proposal for development, and it is therefore appropriate to include a policy. Again, the likely severity of any effect on highway safety will vary from proposal to proposal, and upon its location. It is also important to note that highway safety, as expressed in Policy G5, includes the safety of all users of public highways, including pedestrians, cyclists and horse riders, as well as the drivers and passengers of private cars, motorcycles, goods vehicles and buses. When considering the effect any development proposal has on highway safety, this will always have to be compared against the effect an existing authorised use already has, or would have.	Most highway related issues are dealt with in the Transport chapter of this Plan. However, highway safety is another material planning consideration which should be taken into account when dealing with any proposal for development, and it is therefore appropriate to include a policy. Again, the likely severity of any effect on highway safety will vary from proposal to proposal, and upon its location. It is also important to note that highway safety, as expressed in Policy G5, includes the safety of all users of public highways and public rights of way (PROW) , including pedestrians, cyclists and horse riders, as well as the drivers and passengers of private cars, motorcycles, goods vehicles and buses. When considering the effect any development proposal has on highway safety, this will always have to be compared against the effect an existing authorised use already has, or would have.	To improve clarity.
PRO024	G5	Permission will not be granted for development that will would be likely to be detrimental to the highway safety of any user of any public highway	Permission will not be granted for development that would be likely to be detrimental to the highway safety of any user of any public highway or public right of way.	To improve clarity
PRO025	3.6.1a	The reuse of previously developed land is one of the main objectives of sustainable development. However, many previously developed sites have given rise to historic ground contamination. Sites that are most likely to suffer from ground contamination include those that have previously accommodated industrial activity or have been subject to landfill. Contamination can pose a threat to the health of prospective users of a site and can also harm the wider environment if the development itself results in the release of contaminants through land disturbance. Although few sites are so badly contaminated they cannot be used at all, the extent and nature of the contamination may limit the range of potential future uses. The District Council recognises the	The reuse of previously developed land is one of the main objectives of sustainable development. However, many previously developed sites have given rise to historic ground contamination. Sites that are most likely to suffer from ground contamination include those that have previously accommodated industrial activity or have been subject to landfill. Contamination can pose a threat to the health of prospective users of a site and can also harm the wider environment if the development itself results in the release of contaminants through land disturbance. Although few sites are so badly contaminated they cannot be used at all, the extent and nature of the contamination may limit the range of potential future uses. Likewise, it is acknowledged that the costs associated with the	To make reference to the Urban White Paper 2000.

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		<p>contribution previously developed land can make towards more sustainable patterns of development, but it also recognises that this objective needs to be evaluated against the risks of developing contaminated land. The District Council will encourage the redevelopment of appropriate contaminated sites, provided there is no unacceptable risk to human health or the environment.</p>	<p>remediation of contaminated land can influence the viability of any development proposal on that land. In an attempt to address this issue, the Urban White Paper 2000 makes reference to a number of new initiatives relating to the cleaning-up of contaminated land. The District Council recognises the contribution previously developed land can make towards more sustainable patterns of development, but it also recognises that this objective needs to be evaluated against the risks of developing contaminated land. The District Council will encourage the redevelopment of appropriate contaminated sites, provided there is no unacceptable risk to human health or the environment.</p>	