

Kingswood

Neighbourhood Development Plan

2014 - 2031



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Contents

Acknowledgements	1	10. Flood risk and drainage management	59
Foreword	2	11. Transport, road safety and access for all	62
1. Introduction	3	12. Non-Policy Actions and Priorities	79
2. History & Local Characteristics	6	References	87
3. Vision & Objectives	9	Appendix 1 Profile of the Community	89
POLICIES	12	Appendix 2 History of Kingswood	101
4. Development within and beyond settlement limits	12	Appendix 3 Glossary	104
5. Heritage assets	22		
6. Business & employment	29		
7. Facilities, infrastructure and assets of community value	34		
8. Environment	38		
9. Landscape character	51		

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Foreword

Kingswood is a medium sized rural parish in Gloucestershire located within the area covered by Stroud District Council and on the border with South Gloucestershire. It has 1400 residents and is the home to a major employer within the district, Renishaw plc. Renishaw has 1200 employees based at two sites within the parish. The parish has experienced high cumulative and speculative development leading to the community wishing to take the opportunity afforded under the Localism Act 2011. This Act introduced Neighbourhood Development Planning into the hierarchy of spatial planning in England, giving communities the right to shape their future development at a local level.

Kingswood Parish Council took the decision to complete a Neighbourhood Development Plan (NDP) as the parish has had a high level of new development in the period up to 2014. Due to this the community expressed a wish to influence the type and level of development that was being proposed for the parish. As the legislation was still very new and Stroud District Council did not have an adopted Local Plan, the Parish Council decided as part of the NDP process to complete a Village Design Statement, a Conservation Area Statement and an Environmental Character Assessment. These were all adopted by Stroud District Council as Supplementary Planning Advice in December 2014.

Kingswood Parish Council applied for a Neighbourhood Plan Designation in 2014. Stroud District Council granted the designation in June 2014. The area of the designation covers the whole parish. See map 1.

A Steering Group to perform the task of preparing a NDP was set up consisting of Parish Council members and community volunteers.

2.

Assistance and guidance was given with the input and statistical expertise from local business, Gloucestershire Rural Community Council, Harris Ethical, Navigus Planning and Stroud District Council.

On its completion and following a favourable local referendum, at a date to be set by Stroud District Council, the Kingswood NDP will form part of Stroud District Council's Local Plan. It can then be used to influence and determine what type of development could take place over the period of the plan.

While every attempt has been made to use plain English, specialist terminology is sometimes required to express policies/policy justifications precisely. A glossary is included to help the reader.

1. Introduction

- 1.1. This is the referendum version of the NDP, including modifications recommended by the Examiner.
- 1.2. The Kingswood NDP is produced by Kingswood Neighbourhood Development Plan Steering Group as the vision and development guide for the parish of Kingswood from 2014 to 2031.
- 1.3. It is designed to become part of the Development Plan for the district and be considered alongside and in conjunction with the Stroud District Local Plan. (online: Stroud District Council).
- 1.4. "Parish councils within Stroud District can produce neighbourhood plans which, when adopted, will also form part of the district development plan, together with the Stroud District Local Plan (Adopted November 2015). Neighbourhood plans must be in general conformity with and reflect the strategic policies in the Stroud District Local Plan. Neighbourhood plans should not promote less development than set out in the Local Plan, but can promote more development." Stroud District Local Plan (para 1.12). (online Stroud District Council).
- 1.5. The Kingswood NDP is prepared in accordance with both the 2011 Localism Act and national policy, contained within the National Planning Policy Framework (NPPF) (online Gov.uk); this requires local plans to be kept up-to-date and plan for current and future development needs.
- 1.6. The Plan covers the whole Parish of Kingswood, which is delineated by current and future parish Boundaries. See Map 1.
- 1.7. A NDP is specifically to be used as a guide to development within the parish and reflect the intentions and aspirations of the local community for any future development. In particular the NDP contains policies in relation to all significant aspects of potential future developments. It seeks to provide, within the confines of National and Local Policy, a vision for the future of the parish in order to ensure that any development is both appropriate and sustainable and enhances the lives of those who live and work in the area.
- 1.8. To this end, in producing this plan, community involvement has been sought at every point in its production.
- 1.9. The NDP Steering Group engaged with the community as a whole, plus community groups, businesses, Kingswood Primary School, Katharine Lady Berkeley's (KLB) Secondary School (which is just outside the parish boundary) and in addition to this neighbouring parishes, including those over the county border. As an employer, Renishaw plc has almost as many employees as Kingswood has residents; the NDP Group worked hard to include Renishaw as part of the process. A senior member of Renishaw staff sat on the Steering Group. Renishaw was also made aware of all consultations. In addition to this, the Steering Group carried out specific consultations targeted at Renishaw employees. The NDP has been informed by all of the consultation responses.
- 1.10. The NDP takes account of the plan period of 2006 – 2031 covered by the Stroud District Local Plan, in particular taking account of previous phases of development in the parish over

this time. However to keep the plan up-to-date and accurate, Kingswood Parish Council has committed to a review of the plan in five years' time. This will coincide with Stroud District Council's review of its Local Plan.

scales of new residential development to locations outside the Settlement Development Limits.

- 1.11. Kingswood's Vision is aspirational and covers the whole 20 year period of the plan. Some of the vision will be able to be achieved by the NDP but other aspects of it may not. Kingswood has demonstrated in the past that it is a strong and committed community. If the community wants to achieve something then it is capable of achieving it without external assistance. This was demonstrated by the building of the village hall which was the result of the community coming together to fundraise and complete it in two phases, with a third phase - the changing rooms - being completed later.
- 1.12. This NDP has been prepared in the context of substantial development interests for larger-scale development. At April 2016, there was recent and ongoing activity including a variety of recent planning applications and ongoing planning appeals, all for schemes comprising 50 or more units.
- 1.13. The NDP does not specifically address any such proposals nor take account of these totals in terms of the overall level of growth identified. The NDP includes policies that may be relevant in the context of considering or guiding larger scale development. These should be applied in the context of the strategy as a whole and as part of aiding the interpretation and application of the Stroud District Local Plan. The approach as a whole does not in principle support directing locally significant



Map 1: Kingswood Parish Boundary (purple line) - Designated Neighbourhood Area [Contains OS Data © Crown Copyright and Database Right 2017]

2. History & Local Characteristics

- 2.1. Kingswood has a long and rich history, which is of great importance to the local community. The settlement can trace its origins back to at least the Romano-British period from the 2nd to 4th Century AD and was also host to an Abbey of the Order of Cistercian Monks from around the middle of the 12th Century until the time of the Dissolution in 1538. A high proportion of the elements that reveal the significance of this rich heritage have been retained and relatively well preserved. Appendix 2 provides further details on a number of the historic elements in the parish.
- 2.2. Kingswood has many old mill buildings and this relates to its history of wool-mills. These buildings are still in existence and provide employment opportunities today. New Mills is the site of the headquarters of Renishaw plc, Abbey Mills, is home to an industrial estate and part of Langford Mill is now a solicitor's office. The community of Kingswood is proud of its industrial heritage.
- 2.3. The importance of these aspects is highlighted by the evidence assembled by the Community and accepted as Supplementary Planning Advice by Stroud District Council since December 2014. The Kingswood Conservation Area, which broadly covers the core of the built settlement of the main village, is a feature central to the identity of the parish. This is supported by a Conservation Area Statement, which provides a detailed analysis of a number of key buildings as well as the character of the area as a whole. It identifies a number of management priorities and suggestions for further archaeological investigation, which raise relevant considerations for future development proposals.
- 2.4. Kingswood has inevitably evolved as changing circumstances and new developments have affected the parish over many centuries. However, the main built form and character of the settlement has remained well defined over time. The Kingswood Village Design Statement explores these aspects in more detail and identifies a number of key character areas. These are formed from the main built and natural environment features both inside the main village and in the hamlets and open countryside across the parish. The countryside, views and feel of Kingswood is that of a traditional village and hamlets set in Gloucestershire countryside, benefitting from a comprehensive network of existing rights of way that provide access and appreciation of the surrounding landscape from the main centres. These highlight important elements to seek to preserve and enhance as a result of any new development.
- 2.5. The rate of development has increased in recent years; reflected in the high proportion of growth in the settlement compared to other settlements in the District, particularly as measured between 2006 and 2014 (the last plan period). The fast rate of growth in Kingswood can be attributed to its location and easy access to junction 14 of the M5 Motorway. Kingswood along with the neighbouring South Gloucestershire parish of Charfield has been subject to significant and ongoing development interest in recent years.
- 2.6. Whilst it has inevitably changed the character and established new characteristics at the edge of some parts of the village, for the most part new development has been integrated into the main settlement. This process has included the creation of new facilities and the introduction of measures to mitigate impacts

on existing habitats and changes to the natural environment. However, the community is mindful that recent growth has been associated with increased pressure on some existing facilities and has highlighted where others would benefit from improved provision.

- 2.7. It is therefore important that, if further growth is provided, it is able to continue to preserve and enhance the key features of the parish; meet the needs of the community; and be commensurate to the scale and form of the existing village.

Profile of the Community

- 2.8. The NDP for the parish of Kingswood is supported by a substantial amount of evidence providing a detailed portrait of the characteristics of the existing community and the services and facilities that sustain the settlement.
- 2.9. Stroud District Council's Settlement Role and Function Study 2014 (online Stroud District Council) provides important background evidence regarding the evolution of the settlement since the start of the Stroud District Local Plan period in 2006-2031.
- 2.10. The community has also commissioned additional research from Oxford Consultants for Social Inclusion (OCSI) to provide a more detailed profile of the socio-economic profile of the parish. All statistics have been sourced from rural community profile for Kingswood Parish as part of the Action with Communities in Rural England (ACRE) Rural Evidence project October 2013 (online Kingswood Neighbourhood Plan). This portrait is set out in full at Appendix 1.

From this evidence a number of key headlines can be drawn:

- Kingswood is a medium sized settlement, with a population of almost 1,400;
- Kingswood has amongst the highest proportions of young people (28%) and the lowest proportions of over-65s (16%) of comparable settlements in the District;
- Since 2006, the number of dwellings in Kingswood has increased by 15% - representing double the District-wide average of 7%;
- At 74%, the level of economic activity amongst the resident population is very close to the District average (73%);
- The wide range of existing commercial premises and key industrial occupiers gives Kingswood a very strong employment role;
- The proportion of working residents who travel less than 5 km to work is well below average - only 43% work within Stroud District (as compared to the District average of 54%). This reflects the strong draw of employment markets in Bristol and South Gloucestershire;
- Kingswood has a basic level of local retail provision and a limited range of local community services and facilities; and
- Access to services and facilities elsewhere is "fair", reflecting the existing profile of walking and public transport connections.

Opportunities for Kingswood

2.11. The NDP seeks to highlight, as far as is possible, the challenges that face the community of Kingswood Parish. In summary these challenges are:

- Addressing the separate issues facing the young and ageing populations in terms of their affordable and market housing preferences.
- Ensuring that Kingswood grows in a way that does not put unacceptable pressure on its infrastructure, whilst providing for the needs of local people.
- Maintaining and where possible, enhancing the environment of Kingswood, recognising that whilst located in an outstanding landscape setting it is a settlement that contains considerable industrial activity.
- Maintaining Kingswood's role as an area of agricultural value, along with the value this brings in terms of jobs and economic prosperity.
- Improving the services and facilities that Kingswood has which serve to support the rural population and enable Kingswood village to be a thriving settlement.
- Improving the supporting infrastructure so that any further development does not further overstretch the already poor public transport service (access to hospitals for patients as well as visitors of all ages, access to doctors, dentists and any other required health services), less than adequate Broadband connection, out of date and poorly maintained surface water drainage and sewage system and substandard road surfaces.

3. Vision & Objectives

Vision for Kingswood

- 3.1. In 2031, Kingswood is still a pleasant village to live in. It has retained its village feel along with its particular individual characteristics, including its high quality built heritage and its green and distinctive, spacious setting at the foot of the Cotswold escarpment.
- 3.2. Kingswood still has a village primary school that has space to accommodate the children of the parish who wish to attend it.
- 3.3. Kingswood continues to be the envy of Gloucestershire for its community spirit, the vibrant activity of local voluntary organisations and the range of lively cultural activities for all ages. The organisation 'Wild about Kingswood' is central to managing and protecting the key wildlife areas in Kingswood.
- 3.4. Kingswood playing field is well loved and continues to provide a physical heart to the community, enjoyed for leisure activities by all. The community and wildlife areas now provide mature habitats for a wide range of flora and fauna including a number of protected species. The community area has its designation as a local green space to emphasise its value to the community. This has been complemented by an extension to Kingswood village hall and car park, enabling its use by a wider range of community groups and for other local events.
- 3.5. The proportion of journeys made by non-car modes has increased. This is not only due to the number of local jobs and reduced school-run journeys, but also through improved cycle links and footpaths to the nearby town of Wotton-under-Edge, and improved bus services.
- 3.6. The established businesses are still thriving and an integral part of Kingswood. All businesses are working with the parish to help achieve their objectives in terms of commuter transport patterns and travel plans.
- 3.7. Where residential development has taken place over the whole period of the plan, it reflects the housing preferences of the demographic make-up of the community.
- 3.8. Within the context of growth, it has been ensured that historic and listed buildings have still been protected and new development has been in-keeping with the character of Kingswood.
- 3.9. Sewage and drainage systems have been brought up to 20th century standards, an improvement from the Victorian systems they replaced and high-speed broadband is available throughout the parish allowing those who desire it to work from home without difficulty.

Objectives of the Neighbourhood Development Plan

3.10. The objectives of the NDP as identified through engagement with the community are as follows:

1. To conserve and enhance the areas of countryside that separate Kingswood from Wotton-under-Edge, Hillesley, Wickwar, and Charfield.
2. To maintain, conserve and enhance the natural environment in respect of open spaces, public views of the distinctive landscape and wildlife.
3. To preserve and promote the heritage contained within the parish.
4. To support proposals for development in keeping with the scale and character of the parish.
5. To support sustainable development which reflects the housing preferences of the local community and different groups in terms of affordability, type, size and a mix which reinforces local character.
6. To ensure that alternatives to car use are available. To ensure that the needs and safety of pedestrians, particularly children and vulnerable groups are prioritised. To control vehicle parking accordingly.
7. To support business development and employment opportunities within the parish.
8. To protect and improve the existing community, leisure and sport facilities for all age groups.

9. To support and maintain the provision of a village school with spaces for all primary school age children living within the parish.

In order to make this a practicable proposition, it will be necessary to develop and then maintain an up-to-date evidence base of the needs and aspirations of the community in relation to all aspects of development.

Vision	Objective	Policy
In 2031, Kingswood is still a pleasant village to live in. It has retained its village feel along with its particular individual characteristics, including its high-quality built heritage and its green and distinctive, spacious setting at the foot of the Cotswold Escarpment.	1, 2, 4	SL1, SL2, E2, LA1, FR1
Kingswood still has a village primary school that has space to accommodate the children of the parish if they wish to attend	9	GSC1, GSC2
Kingswood continues to be the envy of Gloucestershire for its community spirit, the vibrant activity of local voluntary organisations and the range of lively cultural activities for all ages. The organisation 'Wild about Kingswood' is central to managing and protecting the wildlife areas in Kingswood.	1, 2, 8	GSC1, GSC2, E1, E3
The community area has its designation as a Local Green Space to emphasise its value to the community. This has been complemented by an extension to Kingswood Village Hall and car park, enabling its use by a wider range of community groups and for other local events.	2, 8	GSC1, E4
The proportion of journeys made by non-car modes has increased. This is not only due to the number of local jobs and reduced school-run journeys, but also through improved cycle links and footpaths to the nearby town of Wotton-under-Edge, as well as improved bus services.	6	SL2, E5, T1A, T1B, T5
The established businesses are still thriving and an integral part of Kingswood. All businesses are working with the parish to help achieve their objectives in terms of commuter transport patterns and travel plans.	1, 7, 8	BE1, BE2, BE3, GSC2, T5
Where residential development has taken place over the whole period of the plan, it reflects the housing preferences of the demographic makeup of the community.	4, 5	SL1, SL2, SL3
Within the context of growth, it has been ensured that historic and listed buildings have still been protected and new development has been in-keeping with the character of Kingswood.	1, 3, 4	CA1, CA2, CA3, SL2, T3A

Policies

4. DEVELOPMENT WITHIN AND BEYOND SETTLEMENT LIMITS

Relevant Neighbourhood Development Plan Objectives: 1,2,4,5

Introduction and Policy Intention

- 4.1. Kingswood is a rural parish and it is particularly important that development is directed to the most sustainable locations and that sprawl is avoided. Defining appropriate patterns of land-use also recognises the intrinsic value of the countryside and sustains appropriate uses within it. The purpose of a settlement boundary is to help provide that direction.
- 4.2. Kingswood village is the most significant settlement within the parish and therefore it is expected that development will primarily be focused within the village itself rather than the surrounding countryside and the outlying settlements of Nind, Monkham Thorns/New Mills borders and Chase Lane. The Kingswood Village Design Statement (December 2014) (online Kingswood Neighbourhood Plan) identifies these settlements as separate Character Areas with an individual identity. Maintaining their separate identities, sense of openness and contribution to the wider landscape setting are important aspects in achieving the objectives of the NDP as a whole.
- 4.3. The extent of the Kingswood Settlement Development Limits boundary is identified on Map 2 for the NDP and is identical to that of the Stroud District Local Plan.

- 4.4. This NDP contains policies to be applied alongside a Local Plan which provides for objectively assessed housing requirements in full. Provided that the Local Plan maintains a supply of housing land to meet these needs, to allow unrestricted development outside existing settlement limits could undermine the established strategy of managing growth in the district. This approach also reflects the need to effectively manage patterns of growth and focus significant development in locations which are or can be made sustainable, in line with the NPPF.
- 4.5. Maintaining a pattern of development in keeping with the scale and character of the parish and supporting existing agricultural businesses and rural land uses are important objectives for the residents of Kingswood. The Stroud District Local Plan provides criteria for appropriate development activity outside of the Settlement Development Limits through Policy CP15.
- 4.6. For the neighbourhood area this also means that any development outside of the settlement boundary should ensure that countryside is maintained between Kingswood, Charfield, Hillesley and Wotton-under-Edge. The countryside in these locations is important to prevent coalescence and maintain individual character through retaining visual and physical separations.

**Justification, Local Evidence and Support for the Approach Taken:
Settlement Development Limits**

- 4.7. The Stroud District Local Plan does not rely on future allocations in subsequent plans (including Neighbourhood Plans) to meet the full objectively assessed housing need to 2031.
- 4.8. The Local Plan settlement hierarchy allows distinction to be identified between different places.
- 4.9. In terms of the Local Plan, Kingswood's role is defined by its identification as a Tier 3 settlement under Stroud District Local Plan Policy CP3, and also by its identification as part of the 'Wotton Cluster'. Potential growth considered for the cluster as part of the plan-making process was ruled out in favour of more sustainable locations.
- 4.10. The strategy within the Local Plan seeks to safeguard the role and functions of Kingswood as a Third Tier settlement. The Local Plan recognises that policies to focus a range of different development types (including employment, housing, retail and community uses) within the Settlement Development Limits comprise the appropriate opportunities for development and to safeguard the opportunities for self-containment within such locations.
- 4.11. In order to interpret what development might assist in sustaining the role of Kingswood it is also necessary to regard the capacity and viability of existing services and facilities; recent patterns of development; and the Guiding Principles of the wider Cluster in terms of character and local identity.
- 4.12. Evidence gathered as part of preparing the NDP (see Appendix 1) sits alongside the evidence base for the Local Plan and provides more detail on the functions of the settlement.
- 4.13. Material prepared by the Oxford Centre for Social Inclusion (Appendix 1) recognises the wide range of businesses and employment opportunities available in the parish. The village possesses a limited number of services and facilities which accord with its role in the settlement hierarchy. None of these is shown to be threatened with closure, and wherever possible many provide additional facilities such as pharmacy collection. Conversely, the evidence highlights Kingswood's relative distance from higher order facilities such as a major hospital and provision for police, fire and ambulance services. As recently as September 2014, Kingswood Village Primary School contributed to evidence gathering to demonstrate that the full implications from recent development were not yet realised and the difficulties of accommodating further expansion within the facilities available.
- 4.14. Kingswood is amongst the main examples of Third Tier settlements that have already accommodated significant amounts of development in the past including within the current plan. These examples were cited by the Inspector for the Stroud District Local Plan Examination when recognising that it is now appropriate to re-focus strategic development at the most appropriate and sustainable larger settlements.
- 4.15. At 1st April 2015, a total of 74 dwellings had been completed since the start of the Stroud Local Plan period (2006). Stroud District Council's Settlement Role and Function Study 2014 (online Stroud District Council) identifies that:

- 4.16. *"Kingswood is a medium sized settlement, with a population of nearly 1,400. Since 2006, the number of dwellings in Kingswood has increased by 15%, the fastest (proportionate) growth rate of any settlement in this study and double the District-wide average (7%)."*
- 4.17. The context for much of this growth was provided through previous Local Plan allocations within the village (68 dwellings across two sites).
- 4.18. A further clear example of this can be found in the Inspector's consideration of 'omission sites' as part of the Stroud District Local Plan Examination, including one potential location in Kingswood. It was not considered necessary to identify additional greenfield land for development on land outside of settlement limits in locations lower in the hierarchy without a full range of services and facilities.
- 4.19. Maintaining the relative affordability of housing is another important aspect of maintaining sustainable development and safeguarding the role of Kingswood.
- 4.20. The tables below demonstrate the turnover of dwellings through sales market activity in Kingswood from Land Registry data. The figures have not been adjusted for inflation or to remove 'outlying' results compared to the local average. Activity is split between existing and new build property.
- 4.21. One key concern for the local community based on recent developments beyond the Settlement Development Limits is that where new housing has been made available it has tended

to achieve average sales values significantly above existing stock for the same given period¹.

- 4.22. In terms of the application of the presumption in favour of sustainable development, this NDP encourages the consistent application of these aspects of the plan-led approach in assessing the planning balance. This will not preclude thorough assessment of all benefits and harms and any other material considerations relevant to application proposals but provides a clear steer on the pattern of development likely to be appropriate to sustain Kingswood.
- 4.23. By its nature, the settlement boundary for the village of Kingswood encompasses the vast majority of built environment within the parish. In common with other settlements across the District, the concentrated development at the village and within the settlement boundary does provide some opportunities for limited levels of development. A relatively consistent pattern of 'windfall' schemes has been achieved through opportunities for conversion and extension of existing buildings or infill development around existing plots. There is no reason that such patterns of development should not be expected to continue provided that they can achieve sustainable development outcomes consistent with the other policies in this NDP, the Village Design Statement, the Conservation Area Statement and the Local Plan as a whole. This might be expected to provide a relatively limited number of individual dwellings or

¹ Although the average sales values of 'New Build' and existing Detached properties in 2014 appear to reverse this trend, sales from existing stock include two 'outliers' in the top 5 transaction values recorded over the whole period (both exceeding £600,000). With these removed, the comparable average would be £360,000

Price paid for properties in Kingswood Parish area 2008-2015.

	Detached	Flat	Semi-Detached	Terrace	Average Price
2008 Average	£413,000		£242,400	£252,498	£282,555
Existing Dwelling	£413,000		£242,400	£205,000	£280,375
New Build				£299,995	£299,995
2009 Average	£390,742		£218,432	£177,258	£257,293
Existing Dwelling	£472,498		£199,694	£164,700	£222,859
New Build	£372,575		£302,750	£185,106	£286,291
2010 Average	£361,880		£196,414	£189,990	£260,995
Existing Dwelling	£331,749		£196,414	£189,990	£228,240
New Build	£392,012				£392,012
2011 Average	£313,833		£231,143	£163,279	£242,846
Existing Dwelling	£308,063		£231,143	£163,279	£237,520
New Build	£360,000				£360,000
2012 Average	£311,000	£120,000	£185,625	£199,938	£218,000
Existing Dwelling	£311,000	£120,000	£185,625	£199,938	£218,000
2013 Average	£344,394	£119,500	£222,571	£208,035	£274,232
Existing Dwelling	£306,350	£119,000	£222,571	£208,035	£243,602
New Build	£386,664	£120,000			£359,998
2014 Average	£433,731		£246,666	£229,177	£311,744
Existing Dwelling	£491,600		£246,666	£231,583	£292,043
New Build	£392,395			£200,300	£368,383
2015 Average	£430,773	£115,000	£283,750	£244,575	£344,423
Existing Dwelling	£432,350	£115,000	£283,750	£244,575	£340,708
New Build	£415,000				£415,000
Average Price	£375,980	£118,500	£223,585	£203,576	£274,782

Source: Land Registry

smaller schemes promoting local distinctiveness and high quality design.

4.24. As part of safeguarding the village's role in the wider settlement hierarchy it is not envisaged that the social and physical infrastructure that currently supports the local area will expand beyond the limited level of facilities currently offered. Any development proposal for five dwellings or more should demonstrate through any Design and Access Statement how it would safeguard (and if appropriate sustain or enhance) the community and the benefits that might be delivered in order to achieve this.

4.25. This threshold has been chosen as it is above the Stroud District Local Plan requirement for providing affordable housing on-site and is likely to require access arrangements above the level of a private drive (thereby more integrated with the village). The scale would also exceed recent records of delivery inside the Settlement Development Limits and could be expected to provide a range of dwelling types and sizes. Evidence should demonstrate proposals' contribution to the overall housing mix, affordability of housing (including affordable housing) and opportunities for use of local services and facilities. In principle, subject to according with the other policies of the Plan, the NDP strongly supports any such schemes within Settlement Development Limits.

**Justification, Local Evidence and Support for the Approach Taken:
Supporting Sustainable Characteristics for New Development.**

- 4.26. The Stroud District Local Plan provides an overall framework for high quality design. This NDP complements this approach by providing greater local definition for how development outcomes should be assessed. Evidence and local understanding support the identification of relevant criteria to secure sustainable development within and beyond settlement limits.
- 4.27. The Kingswood Village Design Statement and Environmental Character Assessment together look in great detail at the nature and characteristics of development within the village, including assessment of the most recent developments (up to 2014). These documents highlight the difficulty of integrating new development within the existing built environment, but also set out important objectives and considerations for how this can be achieved.
- 4.28. Examples of good practice can be taken from some elements of the recent schemes at Chestnut Park and Tyndale View to demonstrate how development outside the settlement development limits can be best achieved within the context of the existing built environment. The delivery of additional off-site ecological mitigation and land for community orchards and public open space has helped to soften the appearance of built development. Alongside appropriate regard to density, scale, form and massing as part of urban design and integration with the public realm, the best outcomes for integrating new development may be achieved.

POLICY SL1: KINGSWOOD SETTLEMENT DEVELOPMENT LIMITS BOUNDARY

The development of the village of Kingswood shall be focused within the settlement development limits boundary as identified on Map 2 (or subsequently varied by any adopted Local Plan) and subject to compliance with other policies within the development plan.

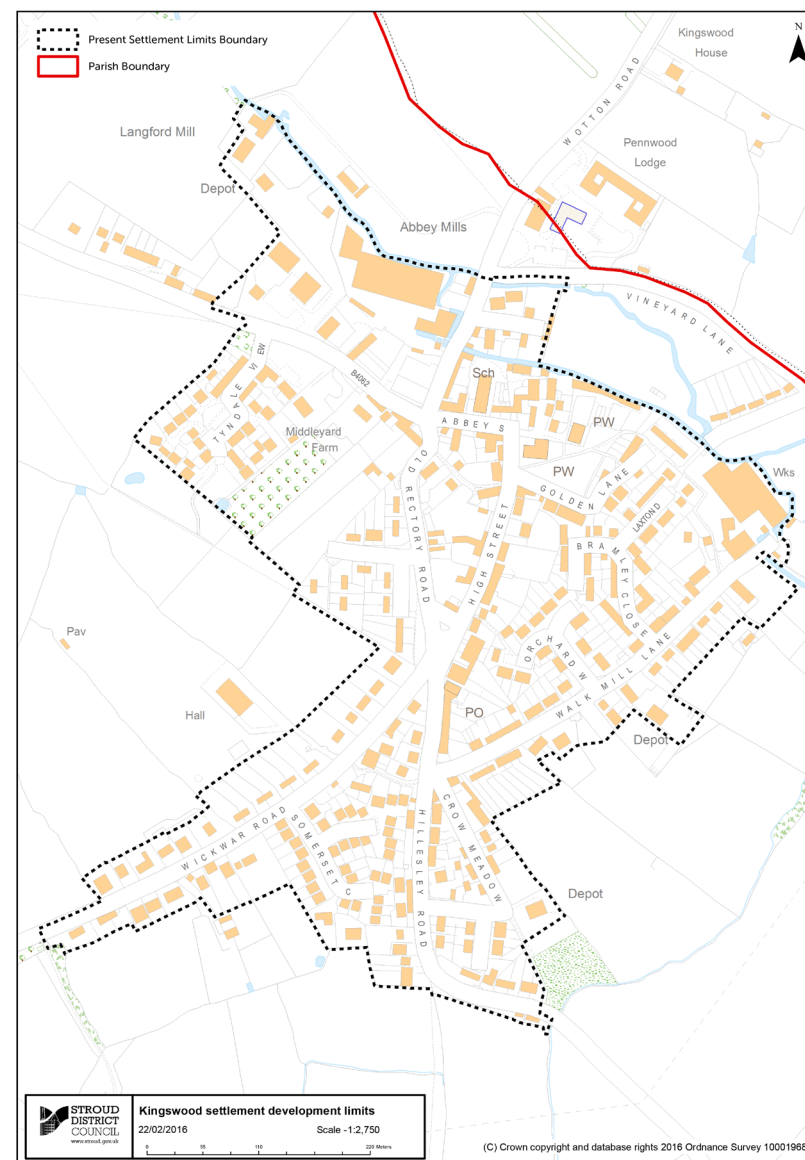
Proposals for more than five dwellings should demonstrate through any design and access statement their contribution to sustaining the role and function of the settlement and the viability and social cohesion of communities across the parish. As appropriate, evidence will be presented to demonstrate the contribution proposals make to sustainable living, such as travel plans and biodiversity action plans.

Applications at a scale and in locations that accord with the policies of the neighbourhood development plan will be supported particularly where they contribute to:

- Providing new homes including market and affordable housing; or
- Opportunities for retail and business facilities through new or expanded premises; or
- Infrastructure associated with education, leisure, community, social or recreational activities.

Development proposals outside the settlement limits boundary will not normally be permitted unless:

- They are necessary for the purposes of agriculture or forestry, or for enterprise, diversification or recreation that benefits the rural economy without harming countryside interests. New development in the countryside should not result in the loss of open land that contributes to the form and character of the village of Kingswood and separate hamlets across the parish; or
- They involve the provision of essential community facilities or infrastructure; or
- They are in accordance with Stroud District Local Plan policies in respect of other appropriate uses in the countryside including providing replacement of an existing dwelling and enabling development to maintain a heritage asset; and
- New dwellings will respect, support and where appropriate enhance safe and convenient connections across the parish in terms of rights of way and green infrastructure and their contribution to links with the countryside and identity of Kingswood village.



Map 2: Kingswood Settlement Development Limits

- 4.29. However, preparation of the Supplementary Planning Advice referred to above highlights that the community feels more can be done to ensure that development has regard to local character and the built and natural environment. The inevitable significant change in character and the relationship between the built environment and countryside as a result of significant new growth requires careful consideration. The Kingswood Village Design Statement, Environmental Character Assessment and Conservation Area Statement remain material considerations for decision-taking and will be updated as necessary.
- 4.30. Within the Village Design Statement, concerns are particularly raised in relation to the density of proposed development and its relationship with the character of nearby residential areas. Particularly where development has taken place outside of Settlement Development Limits, provision of sufficient open space should also have regard to the surrounding countryside, green infrastructure, open space and areas for recreation and community sports and events.
- 4.31. It is also important that any new residential development reinforces the local dwelling mix and demand for property. The market is considered to show a healthy turnover for a range of dwelling sizes. This is evidenced by annual sales counts from Land Registry data.
- 4.32. Those looking to relocate locally and who are able to afford market housing are likely to have opportunities to do so. The 2015 Parish Housing Needs Survey identified 23 such households, the majority of whom (18 of 23) sought two or three-bedroom houses and none seeking four bedroom houses. One concern

is that most recent major development ('Chestnut Park' in 2013 and 2014) disproportionately provided detached housing.

Justification, Local Evidence and Support for the Approach Taken: Affordable Housing

- 4.33. The existing need for affordable housing across the District as a whole is identified as part of the full objectively assessed need for housing in Stroud. Provision is made to deliver this requirement as a proportion of the overall requirement for housing within the plan based on the scale and location identified for future supply.
- 4.34. The Kingswood NDP attaches great importance to meeting the need for affordable housing arising within the parish in order to support and maintain a sustainable community and ensure that all those with a connection to the location have an opportunity to remain within it.
- 4.35. In May 2015 Kingswood Parish Council and Neighbourhood Development Plan Steering Group agreed to engage the services of Gloucestershire Rural Community Council (GRCC), the Rural Housing Enabler (RHE), to carry out a local Housing Needs Survey (online Kingswood Neighbourhood Plan).
- 4.36. The survey identifies that there are thirteen households in need of affordable housing in Kingswood. This includes eight households identifying a preference for affordable rented housing and five households seeking a shared ownership dwelling.

Number of sold properties in Kingswood Parish area 2008-2015.

	Detached	Flat	Semi-Detached	Terrace	Total Dwellings
2009 Total	11		11	13	35
Existing Dwelling	2		9	5	16
New Build	9		2	8	19
2010 Total	8		7	5	20
Existing Dwelling	4		7	5	16
New Build	4				4
2011 Total	9		7	7	23
Existing Dwelling	8		7	7	22
New Build	1				1
2012 Total	4	1	4	8	17
Existing Dwelling	4	1	4	8	17
2013 Total	19	2	7	10	38
Existing Dwelling	10	1	7	10	28
New Build	9	1			10
2014 Total	12		6	13	31
Existing Dwelling	5		6	12	23
New Build	7			1	8
2015 Total	11	1	2	6	20
Existing Dwelling	10	1	2	6	19
New Build	1				1
Total Dwellings	74	4	44	62	184

Source: Land Registry

4.37. Policy HC4 of the Stroud District Local Plan (online Stroud District Council) identifies appropriate circumstances where local housing need may require to be met on rural "exception sites" on land outside but adjoining settlement development limits. A Rural Exception Site is land identified outside of the defined settlement boundary that will be assessed for suitability of bringing forward a site for affordable housing. A full explanation of the Rural Exception Sites Policy is included in the glossary for the District Local Plan. Such sites will be supported where satisfactory evidence of a clear local need is presented and the land is not subject to any over-riding environmental or other material planning constraints preventing development.

4.38. It is also appropriate for this NDP to recognise the significant local employment base within the parish and its relationship with locally identified affordable housing needs.

4.39. In September 2015 a Housing Needs Survey was conducted by the same provider to identify the demand for affordable housing amongst employees at Renishaw New Mills and Renishaw Charfield Works. From the sample at the point the survey was prepared, this revealed thirteen households with a local connection (through local employment) who either identified themselves in need of affordable housing in the parish or are deemed to be in need of affordable housing on the financial information they provided. As well as identifying requirements

for affordable housing, this reflects a desire amongst some employees to live more locally to their place of work and support more sustainable travel patterns. Providing additional affordable housing secured by legal agreement specifically for these groups would help to safeguard the role of the settlement and improve levels of self-containment.

POLICY SL2: SUSTAINABLE DEVELOPMENT CHARACTERISTICS

New residential development will be supported provided that the proposals:

- Reinforce local distinctiveness and character through attention to matters of scale, density, massing, height, landscaping, layout and materials as part of achieving a high standard of design;
- Incorporate green space appropriate to the scale of the development;
- Ensure that all on-site provision associated with any scheme such as play facilities and sustainable drainage is well-integrated with the development and surrounding area;
- Where possible provides a mix of housing types and sizes to reflect local demand, the existing housing stock and to support the affordability of housing across the parish;

- Respect the privacy and amenities of neighbouring properties;
- Respect the integrity, character, and appearance and the setting of any identified heritage assets; and
- Proposals for major development as defined in the Stroud District Local Plan should set out how they have taken into account Supplementary Planning Advice in the Kingswood Village Design Statement and Environmental Character Assessment and Conservation Area Statement as part of preparing the application.

4.40. It should be noted that amongst those employed locally and expressing a need for affordable housing, all but one respondent considered that this might equally be met elsewhere in the neighbouring parishes of Charfield and Wotton. Each parish would ideally look to meet a proportion of the demand arising based on the latest evidence at the time proposals come forward.

4.41. The recent supply of commitments for residential development has provided a supply of affordable housing properties. The nomination rights for such properties are different, in the sense that they may be allocated to those in need across the District. However, local parishioners have an opportunity to obtain such properties as a result of local nominations. There are 36 registered affordable dwellings in the village at the present time and it is expected that this supply may meet some of the need in the immediate period. At the same time, the movement of people and changing definition of affordable housing (and

types of product such as starter homes) means that need will inevitably change and require to be reviewed. It should be stressed that only an 'Exception Site' has the greatest prospect of providing affordable housing for those who work locally but currently travel from further afield. Such needs are unlikely to form part of the objectively assessed housing need (especially where employees live outside Stroud) and may receive little priority in terms of nomination rights.

POLICY SL3: AFFORDABLE HOUSING

The Neighbourhood Plan will support delivery of any locally identified need for affordable housing arising within the parish.

Opportunities for affordable housing through this policy support delivery which secures specific provision for those employed locally (but currently living outside the parish) in addition to those living within Kingswood.

Proposals will be supported on one or more rural exception sites subject to the identification of suitable sites based on the following criteria:

- It is consistent with other policies within the development plan; and
- It has a safe access to the services and facilities within the village by pedestrians and cyclists; and
- It can provide an appropriate mix and type of dwellings and affordable housing tenures that is consistent with the preference expressed in the most up-to-date assessment of local affordable housing needs; and
- If market housing is required to ensure the deliverability of the rural exception site, then this should be the minimum level required to enable the development to proceed and must be supported by proportionate viability evidence.

This policy will be subject to a review of locally identified affordable housing needs arising in the parish undertaken as required to reflect any change in needs across Kingswood.

5. HERITAGE ASSETS

Relevant Neighbourhood Development Plan Objectives: 1,3,4

Introduction and Policy Intention

- 5.1. Planning policies should provide a positive strategy for the conservation and enjoyment of the historic environment.
- 5.2. The parish contains a significant number of designated and undesignated heritage assets. The Conservation Area lies at the heart of the built settlement and contributes strongly to the distinctive character of Kingswood.
- 5.3. Many well-frequented public and religious buildings lie within its boundaries leading to heightened issues in relation to modern use and infrastructure, most notably concerning the use and parking of cars in an area built prior to the car's existence. Getting the right balance here is essential to support the needs of modern life while conserving the distinctive, historic character.
- 5.4. The policy framework in this section contributes to preserving and promoting the heritage contained within the parish. It helps to define and support proposals for development in keeping with the scale and character of the parish, recognising that key facilities and buildings such as the Primary School lie within the Conservation Area

Justification, Local Evidence and Support for the Approach Taken: Listed Buildings

- 5.5. This policy complements the eleven guidelines for the Conservation Area (KCA 1-11) set out in the Village Design Statement (December 2014). These recognise key features such as the comprehensive footpath system and walls defining the High Street, southern side of Golden Lane and eastern side of Old Rectory Road that help to define and distinguish the Conservation Area.
- 5.6. The Kingswood Conservation Area Statement (December 2014), (online Kingswood NDP) adopted by Stroud District Council Environment Committee as Supplementary Planning Advice, provides the key evidence base for heritage assets within the parish. There are 37 listed buildings within the parish of Kingswood (detailed in full within the Conservation Area Statement). The majority of these (29) are within the village's designated Conservation Area.
- 5.7. Also described within the Conservation Area Statement are a number of non-designated (unlisted) assets which nevertheless reflect the key design characteristics and historical context of the area and contribute to its overall significance. There are also two Scheduled Monuments within the parish. One of these is the Abbey Gatehouse, a Listed Building which is described below. The other is the 'Horse Bridge', located in the south-west corner of the parish, carrying traffic on Chase Lane over the Little

Avon River. The Conservation Area Statement – Supplementary Information Report (online, Kingswood NDP) provides more detail on the various heritage assets identified within the village.

- 5.8. Kingswood's residents consider it of significance that the village has such areas of protection for its heritage. This principle extends beyond the designated Conservation Area and listed buildings. The village was formerly the site of a substantial Cistercian abbey believed to have been on the same scale as the Abbey at Tintern. The historical location of the main Abbey buildings is uncertain and there is considerable community interest in archaeological investigations in any of the possible areas of the village before further development is undertaken.
- 5.9. The heritage of Kingswood village is significant and some of the listed buildings and structures are particular highlights, which alongside other buildings and properties lend to the character and enhance the significance of the Conservation Area as a whole. These include:



Abbey Gatehouse and Adjoining Wall to East (Grade I listed)

- 5.10. The early 16th century gatehouse with a range of precinct wall on each side is all that remains of the Kingswood Abbey. It dominates the village and is frequently used as an icon to represent the village. It is maintained by English Heritage. There is an enclosed green by the Abbey Gatehouse.



New Inn House and Railings (Grade II* listed), No. 7 Wotton Road

5.11. Number 7 Wotton Road though having a Georgian facade is, in fact, medieval and contemporary with the Abbey. It is a rare surviving example of an abbey guesthouse.



Church of St. Mary (Grade II listed)

5.12. This is the Anglican Church, which was built in 1723, and as such is a rare example since the Church of England undertook little church building in the early 18th century. It was restored in 1900 and contains a number of interesting architectural features which are described in the Conservation Area Statement.



Terraced Cottages on The Chipping

5.13. Facing directly onto the Village Green is a terrace of three-storey cream-rendered Weavers' Cottages. Buildings in this location are believed to originate back as far as the 15th Century (although the current properties date back to the 1700s it is believed). They form part of Kingswood's strong local heritage as a cloth mill village (there are many weavers' cottages and old mills still extant).



Boundary House, including Gate Piers and Wall (Grade II listed)

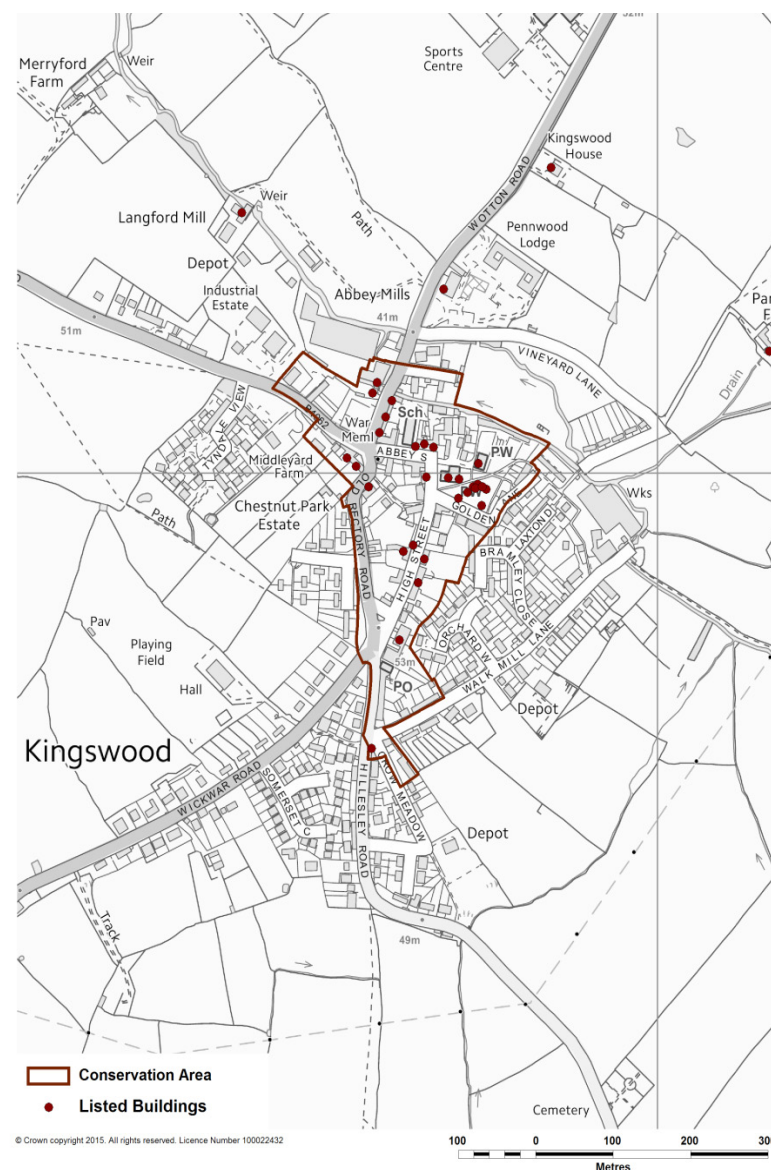
5.14. Boundary House (later renamed The Old Rectory) is, by some margin, the most architecturally important house in the village. Built in the mid 18th Century, the imposing front has three main storeys with a central pediment. It has merited an extensive description in Pevsner's "The Buildings of England".

Justification, Local Evidence and Support for the Approach Taken: Conservation Area

5.15. The Conservation Area lies at the heart of the built settlement and contributes strongly to the distinctive character of Kingswood. Many well-frequented public and religious buildings lie within its boundaries leading to heightened issues in relation to modern use and infrastructure, most notably concerning the use and parking of cars in an area built prior to the car's existence. Getting the right balance here is essential to support the needs of modern life while conserving the distinctive, historic character.

Justification, Local Evidence and Support for the Approach Taken: Archaeology

5.16. One of the key aspects in the settlement, and not just in the Conservation Area, is the Abbey. The exact position of the Abbey is not known, and wherever development occurs it is vital that archaeological surveys are undertaken, in accord with Gloucestershire County Council Archaeology and local people to ascertain the archaeological record in those positions. One might reveal the original Abbey location, but such recording will give extra information toward that end. Recent archaeological surveys as a result of the developments at Tyndale View and Chestnut Park have provided evidence of both medieval buildings and a significant Roman Settlement. The exact location of the Roman Villa has not yet been established. However the comments and findings from investigations related to recent development proposals give great weight to the scope for further presently unidentified remains to be discovered.



Map 3: Conservation Area (not to scale)

POLICY CA1: KINGSWOOD CONSERVATION AREA

Within the Kingswood Conservation Area and its setting, development proposals will be required to conserve or enhance the character and heritage assets of the area. Proposals for new development and extensions and alterations to existing buildings and structures will be supported providing that they:

- Ensure that the scale and massing of buildings relate sympathetically to the surrounding area;
- Ensure the use of appropriate building materials to respect the context of the development concerned and its setting;
- Respect the historic layout of the area in terms of access, rights of way and legibility within the street scene; and
- Make provision for any traffic generation in terms of provision for vehicle parking and any additional impact on congestion.

The issues within this policy should be informed by an analysis of local context and positively addressed through the explanation and justification in the planning application or design and access statement where one is required.

Proposals should have due regard to the relevant policies in the Kingswood Conservation Area Statement and the Kingswood Village Design Statement, which are both supplementary planning advice.

POLICY CA2: LISTED BUILDINGS AND NON-DESIGNATED ASSETS

Proposals will be supported where they:

- Take account of the most recent evidence of heritage significance including that prepared as part of the Conservation Area Statement, particularly in relation to unidentified monuments, historic uses of heritage assets and where development could better reveal their significance;
- Also take account of potential harm to the significance of non-designated heritage assets (including those identified in the Conservation Area Statement);
- Avoid the total loss of significance or substantial harm to designated heritage assets through alterations or new development in their setting except where this accords with local and national policy requirements.

POLICY CA3: ARCHAEOLOGY

Proposals and initiatives will be supported which conserve and, where appropriate, enhance the heritage significance and setting of the parish's heritage assets.

Development proposals shall have due regard to the potential for unidentified archaeological remains, particularly in relation to Kingswood Abbey and possible Roman villa settlements.

Applicants will be expected to engage with appropriate archaeological specialists and Gloucestershire County Council Archaeology in respect of such matters.

6. BUSINESS & EMPLOYMENT



Relevant Neighbourhood Development Plan Objectives: 1,7,8

Introduction and Policy Intention

- 6.1. The objectives for this NDP recognise the importance of economic development and its role in helping to support business development within the parish as well as the benefits for employment associated with protecting and improving community, leisure and sports facilities. The parish has opportunities to prosper through supporting small business development as well as larger employers operating within the area.
- 6.2. One of the main objectives of the NPPF is to build a strong, competitive economy.

6.3. In more rural areas, this aim recognises the wider importance of a prosperous rural economy in achieving the full range of sustainable development outcomes. It states that, "local and neighbourhood plans should:

- Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;
- Promote the development and diversification of agricultural and other land- based rural businesses;
- Support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion

of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and

- Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship."

Justification, Local Evidence and Support for the Approach Taken: Supporting Economic Opportunities

6.4. The community of Kingswood – both residents and existing businesses – supports the interests of economic development within the parish. There is an important balance that the NDP seeks to achieve. Encouraging the growth of appropriate commercial activities that create jobs for local people may for many be achieved by more sustainable working practices – such as through home working and the need for improved access to high speed broadband – rather than the provision of new facilities for businesses to occupy.

6.5. The community also wishes to ensure that future patterns of commercial activity are compatible with the character of the local area – in terms of scale, intensity and the pattern of surrounding land uses. Activity creating the movement of heavy goods vehicle traffic must also be considered in terms of its impacts on the amenity of the village. This will be achieved by:

- Protecting development which supports the economic development of the parish (including those within the B-Class Uses, public and community uses and main town

centre uses as defined by the NPPF and locally important retail, leisure and tourism activities) from changes of use where the existing businesses are of demonstrable benefit to the community (i.e. they create jobs which are capable of being accessed by the local workforce and/or they provide day-to-day services which are required by the local community);

- Minimising the growth of commercial uses which increase commercial traffic movements through the village; and
- Encouraging the delivery of high speed broadband to the parish (which also reflects the NPPF requirement to support high quality communications infrastructure).

6.6. Kingswood has a significant business base relative to the population of the parish and it is important that this is protected as part of safeguarding the role of the area. Away from Kingswood employment opportunities in many of the surrounding villages are more limited.

6.7. Core Policy CP11 of the Adopted Stroud District Local Plan 2015 (online Stroud District Council) provides the main policy framework to maintain and support job generation. This recognises the need to safeguard the existing strengths of the District whilst recognising that to support the needs of a changing economy the regeneration of sites should be supported where this would help intensify the number of jobs provided, subject to satisfying relevant criteria. Policy EI1 carries forward safeguards for retaining B-Class Uses on a number of key employment sites including four sites in Kingswood:

Renishaw New Mills (EK17); Renishaw Charfield Works (EK18); Abbey Mills Industrial Area (EK19); and Orchestra Works (EK20).

- 6.8. Diversification in terms of the rural economy and leisure and tourism sector is also recognised as an important component of economic growth. The community recognises where putting redundant or surplus rural land and buildings to better use can support commercial enterprise and where innovative diversification (such as guesthouses and farm shops) can also provide jobs and provide accessible services.
- 6.9. These existing employment opportunities are an important local alternative to the main employment hubs in Gloucester and Bristol or beyond which also attract many existing residents. Whilst there are opportunities to commute by non-car modes, inevitably the majority of people working away from Kingswood will do so by car. The protection of local employment opportunities will not only provide greater prospects for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.
- 6.10. The Plan considers that it is important to protect the stock of employment land use categories (as defined in the Local Plan) in the parish. To do so, it is necessary to restrict the change of use or loss to non-employment uses.
- 6.11. Changes of use or demolition requiring planning permission will only be permitted if it is clearly demonstrated that there is little prospect of the existing building or land being used for employment-generating purposes.

- 6.12. Some operations including changes between employment use classes and small-scale home-based activities do not require planning permission. This is an important aspect of the wider planning system in supporting economic development. However, where planning applications are required, the NDP recognises that policies should support the flexible use of premises. For example, this includes support for businesses established at home, enhanced home-working or small-scale enterprise outside existing employment locations.
- 6.13. Although not directly related to Key Employment Sites in the Stroud District Local Plan, Policy EI3 relating to small employment sites identifies that these will also be protected from loss to non-employment uses unless the applicant can demonstrate wholly exceptional circumstances. In order therefore to demonstrate that commercial land or property can be redeveloped for non-commercial uses, the land or buildings must not have been in active use for a significant period and it must be clear that there is little or no prospect of the premises or land being reoccupied by an employment-generating user in the future.
- 6.14. To demonstrate this, a sustained marketing campaign, undertaken through an appropriate commercial agent should be provided with any application for change of use. This must show that all reasonable steps have been taken to market the property and that there has been no interest from a credible party.

POLICY BE1: PROTECTION AND ENHANCEMENT OF EMPLOYMENT OPPORTUNITIES

Proposals which help to generate employment and develop business through the extension, conversion and replacement of existing buildings or provision of new buildings within existing employment sites or at locations in accordance with the other policies of the plan will be supported, provided that they avoid significant adverse effects in terms of:

- Impact on neighbouring properties, or the locality in general in terms of noise, fumes, odour or other nuisances;
- Impact on local and rural character in terms of scale, visual impact and nature of operations; and
- Traffic generation, congestion and other traffic related nuisance.

Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- The land or building in question has not been in active use for a continuous period;
- The land or building in question has no potential for either reoccupation or redevelopment for employment generating uses as demonstrated through the results

both of a full valuation report and a marketing campaign covering a reasonable period and the minimum necessary to demonstrate exceptional circumstances supporting other uses; and

- Proposals for any alternative use are appropriate for the land in question, having regard to other policies in the development plan and any relevant constraints.

POLICY BE2: SMALL SCALE ENTERPRISE AND HOME WORKING

Small-scale enterprise from home-based businesses and increased opportunities for home-working will be supported. This includes conversion of part of a dwelling, small-scale free-standing outbuildings within its curtilage or conversion of existing outbuildings within the curtilage provided it can be demonstrated that:

- Residential amenity and character of the neighbourhood, or rural character, will not be unacceptably harmed by virtue of noise and disturbance, smell, traffic generation, health and safety impacts;
- Any extension or free-standing building has regard with the other policies of the Plan and does not detract from the character of the host building or surrounding area in terms of scale, design, appearance, use of materials or nature of operations;
- The operation of the business activity can be contained within the existing curtilage of the premises.

POLICY BE3: RURAL DIVERSIFICATION

Proposals for small business use and employment-generating diversification through the conversion of disused agricultural and other rural buildings or well-designed new buildings within their curtilage will be supported providing that:

- The premises are of sound traditional construction; and
- There are no significant adverse impacts in terms of access, amenity or impact on rural character through changes in appearance or the nature of operations.

7. FACILITIES, INFRASTRUCTURE AND ASSETS OF COMMUNITY VALUE

Relevant Neighbourhood Development Plan Objectives: 1,2,7,8,9

Introduction and Policy Intention

- 7.1. The local community in Kingswood attaches great importance to the existing facilities, services and infrastructure which provide for the needs of the parish. This includes a broad range of resources including those already run and managed by the Parish Council (or other public bodies) as well as private businesses providing goods and services locally.
- 7.2. The key priorities for the local community are referred to in a separate "Project List" which is reviewed regularly and secures formal resolution from the Parish Council for the items identified. This is an important separate document informing the delivery strategy for the NDP. Future updates to the "Project List" will include identification of potential funding sources and funds required to support the management of existing or future facilities. More detail is also available in the "Non-Policy Actions" Section of this NDP.
- 7.3. This approved list of priorities should be used to inform regular updates of the Infrastructure Delivery Plan (and Local Transport Plan) for the district as a whole. Regard will also be had to these priorities when considering any monies delivered to the Council as part of the "meaningful proportion" following the introduction of Community Infrastructure Levy Charging (CIL).

- 7.4. It is important that the policies in this NDP provide additional detail on the criteria for maintaining and enhancing community infrastructure and facilities and the pattern of delivery which will be specifically supported.

Justification, Local Evidence and Support for the Approach Taken - Provision of Community Facilities

- 7.5. In accordance with the Stroud District Local Plan, proposals to deliver essential community facilities in their own right are supported in principle at locations outside of the settlement development limits. In all instances where provision of community facilities is proposed (whether or not related to additional development) evidence should demonstrate that they cannot be accommodated within the identified settlement development limits or through the re-use or replacement of an existing building. Evidence should provide details of future use and occupation to confirm that the facility is required and supported by sufficient demand. Such examples may include, but are not limited to the following:
- Opportunities to extend the village playing field.
 - Opportunities to allow for the provision of facilities for a youth club.
 - Opportunities for the provision of toilets for the playing field.

- Support the re-location of the village primary school to a new location with fewer capacity constraints.
 - Opportunities to increase car parking facilities within the village.
- 7.6. Kingswood is associated with a number of existing services and facilities outside of the existing Settlement Development Limits, such as the KLB Secondary School and Care Homes. These pose challenges in terms of accessibility such as the poor footpath connections. It is important that any additional facilities delivered remain central to the community they serve and do not increase car dependency. This is particularly important for any replacement facilities, such as the Primary School currently in the heart of the village. New locations providing community infrastructure should therefore typically be within or immediately adjacent to the Settlement Development Limits.
- 7.7. Applicants would be expected to demonstrate a proven need for the facilities and means of delivery and future occupation by service providers to ensure that benefits are secured. Simply reserving land for such facilities will not normally be considered acceptable.
- 7.8. This NDP also supports a thorough and consistent approach towards requests for infrastructure provision. The effect from earlier developments may not yet be fully realised in terms of pupil numbers, which are already being exceeded for some intakes at Kingswood Village Primary School. Such outcomes must also take into account the significant constraints for expansion on the primary school site. Intakes are likely to fluctuate further due to recent development in adjoining parishes. Historically some schemes have been requested to make financial contributions where others have not. The NDP supports a comprehensive approach to take account of any cumulative impacts, address this issue and support and sustain Kingswood's role by maintaining primary school capacity in the village.
- 7.9. Whilst no strategic development is proposed within this NDP, significant weight is given to continue to monitor and review levels of demand and capacity for existing infrastructure provision. Evidence of any newly arising infrastructure need that may be best provided by and associated with the delivery of new development will be considered as part of subsequent reviews of the Kingswood NDP.
- 7.10. As an exception to Kingswood's role within the settlement hierarchy, modest levels of development may be supported where they would sustain or enhance the role of the settlement specifically through assisting with the delivery of new or replacement community or infrastructure and facilities where this accords with the other policies in the Plan as a whole.
- 7.11. This NDP supports the Parish Council in continuing to keep under review the capacity of existing infrastructure and facilities and priorities that may be identified to protect and enhance their ongoing use. This recognises that some of the current requirements do not necessarily relate to the demand generated by new development, nor necessarily controlled by policies relating to the use of land. Nevertheless, achieving these is likely to relate to delivery of the objectives of the NDP

as a whole. This also relates to the need to expand existing facilities and secure additional land where necessary.

- 7.12. In addition to the infrastructure priorities, the intensive and over-subscribed use of the playing field has identified the need to give serious consideration to the purchase and acquisition of additional land in close proximity to the existing facility in order to increase capacity. This has been actively explored by the Parish Council by making a purchase offer on the adjacent land
- 7.13. Development proposals will be supported where it can be demonstrated that they can appropriately contribute to current infrastructure priorities, including having regard to the requirement of the Community Infrastructure Levy Regulations (CIL Reg. 122) (online Stroud District Council).

POLICY GSC1: PROVISION OF COMMUNITY FACILITIES AND RECREATION SPACE

Proposals providing for essential community infrastructure and facilities beyond the settlement limits will be supported subject to evidence that demonstrates the need for new facilities in the parish such as a school, youth facilities or parking and that the need could not be met by redevelopment or extension of existing facilities.

Proposals will need to demonstrate that they are well-related to the main settlement and accessible to all users that the facility serves. Proposals must also demonstrate the viability of the facility and that it will be delivered, occupied and provided for the intended purpose.

Proposals for other uses including housing outside of the settlement development limits will only be supported where it can be demonstrated that they enable and assist in sustaining and enhancing the role of the settlement through the provision of essential community infrastructure or other direct benefits. Such provision is subject to conformity with the other elements of this policy and the policies of the NDP as a whole and limited to proposals of a form and scale in keeping with the character of the area and well-related to the village.

**Justification, Local Evidence and Support for the Approach Taken:
Protecting Existing Facilities and Identifying Assets of Community
Value**

- 7.14. The local community also recognises the strain that commercial pressures, issues in the wider economy and changing patterns of land use and community uptake can have upon existing services and facilities. The retention of key facilities is strongly supported by the community. For this reason, the NDP supports the identification of Assets of Community Value and other future appropriate measures that may secure their protection.
- 7.15. Local businesses providing services and facilities for the local community will also be considered for nomination for registration as Assets of Community Value. The community also attaches great importance to ensuring that any new facilities or open space delivered as part of new development are offered sufficient protection – in particular the Great Crested Newt Mitigation, allotments and community orchard linked to the previous development of Tyndale View and Chestnut Park.

POLICY GSC2: ASSETS OF COMMUNITY VALUE

The Kingswood NDP supports the identification, nomination and appropriate protection for land and facilities recognised as assets of community value.

The NDP will resist any change of use or loss of assets of community value, unless it can be clearly demonstrated that the asset is no longer financially viable or considered necessary or of value to the community or a suitable replacement can be provided elsewhere.

Any replacement provision should meet or exceed the existing benefit to the community of the current site, especially with regard to safety and accessibility.

Development proposals on land or facilities identified as assets of community value should enhance the value of the asset or provide additional opportunities for residents to meet, socialise, exercise or learn.

8. ENVIRONMENT

Relevant Neighbourhood Development Plan Objectives: 1,2,4

Introduction and Policy Intention



View of Kingswood from Wotton showing new development on the right

8.1. This NDP follows the Stroud District Local Plan in recognising the contribution that the natural environment makes towards local identity and an area's distinctive qualities. For Kingswood, this means recognising the contribution made by the areas

of countryside that separate Kingswood from Wotton-under-Edge, Hillesley, Wickwar, and Charfield. The natural environment contributes towards local heritage and the area's locally valued landscape, open spaces, opportunities for recreation and wildlife.

- 8.2. Kingswood has seen substantial development in the second half of the 20th century with housing being mainly built on the east-side of the settlement filling the space formerly covered by orchards between High Street and Walk Mill Lane. Two recent developments have significantly expanded the village settlement into the countryside to the west-side. External to the village settlement is agricultural land in all directions.
- 8.3. The Stroud District Local Plan recognises the overall strategy to direct development towards brownfield sites and the most sustainable settlements can contribute towards safeguarding the environmental qualities of other areas. This assists in avoiding adverse impacts on wildlife and habitats.
- 8.4. It is therefore imperative that any potential harm arising from proposed development is, wherever possible, avoided. If it is not possible to avoid such harm, then it will be necessary to identify and ensure that appropriate mitigation strategies are put in place. If it is not possible to put in place the necessary mitigation, then development should not be permitted. Wherever possible, Local Plan policies look to ensure all new

development designs in areas for nature conservation. Policy CP14 recognises the contribution of biodiversity enhancement to sustainable development and achieving a sense of place. This takes account of the hierarchy of all biodiversity assets, including undesignated sites.

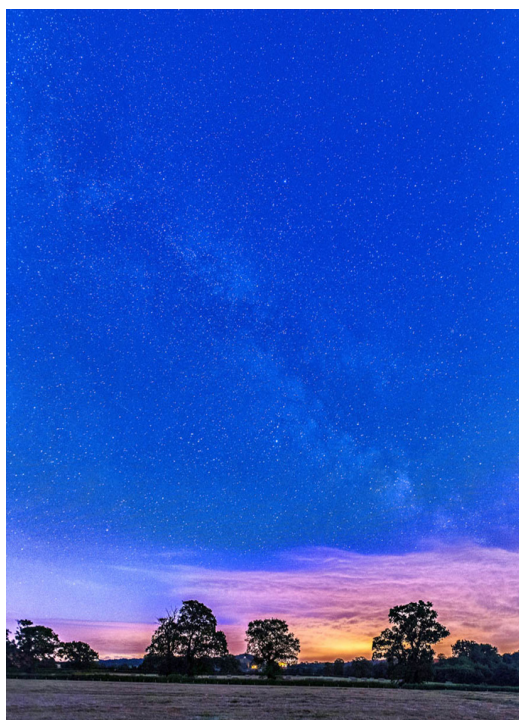
Justification, Local Evidence and Support for the Approach Taken: Conservation of Natural Habitats

- 8.5. Kingswood is rich in wildlife, as one would expect from a rural setting. Hedgerows, ponds and running water provide ideal habitats within the parish.
- 8.6. The Kingswood Environmental Character Assessment (online Kingswood Neighbourhood plan) was completed on behalf of the community in October 2014. This provides a detailed profile of key biodiversity assets across the parish and is supporting evidence for this NDP. It is the wish of the community that habitats are not lost due to development. It is therefore essential that proposed developments identify and mitigate against any loss or disruption.
- 8.7. Kingswood supports an assemblage of wildlife typical of its rural nature and geographical position, including species that are legally protected or recognised as being of conservation importance (See Appendix 1). A report titled The State of the Natural Environment (Gloucestershire Environment Partnership, 2011), mentions the re-introduced Red Kite, and also Otter, which have 'made a remarkable recovery during the past fifteen years, from being virtually absent from the county to now being present on practically every river catchment'. Both these

species have been recorded in Kingswood in recent years (See Appendix 1 of the 2014 Environmental Character Assessment).

- 8.8. Of particular importance are the habitats associated with the brooks and streams that traverse the parish with an established water vole population (Gloucestershire Wildlife Trust, 2014), however high value wildlife habitats within the parish more generally are limited and declining.
- 8.9. Different habitats have different management requirements to maintain them and encourage wildlife. Site-specific Management Plans can be commissioned to meet the particular conservation goals for a given site and organisations such as Natural England and the RSPB produce guidance for landowners on management of a range of particular natural habitat types (Natural England, 2014, RSPB, 2014).
- 8.10. Some general management advice is being collated in a Kingswood Parish Council Guide, Habitat Management for Wildlife, which will be made available to landowners shortly.
- 8.11. Well-designed developments should be able to properly establish the location of habitats and the movement patterns of wildlife such that development does not impact on these. The relocation of any habitat should only be undertaken as a last resort when it is proven that a scheme cannot be designed to accommodate flora and fauna in their existing location (including consideration of whether a reduced quantum of development would provide a solution).

8.12. The village has seen a substantial amount of development beyond previous settlement development limits over recent years. Many of these have incorporated measures to preserve or relocate valuable flora and fauna, such as the ponds at the Chestnut Park development. However, the community views it as essential that such provision establishes a permanent relationship with surrounding habitats and green infrastructure and that they are not negatively impacted by further development. Mitigation that involves the movement of species via artificial habitats should not include double migration and development should not create islands out of previous mitigation sites.



View of habitat in Kingswood

POLICY E1: CONSERVATION OF NATURAL HABITATS

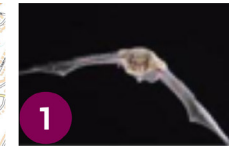
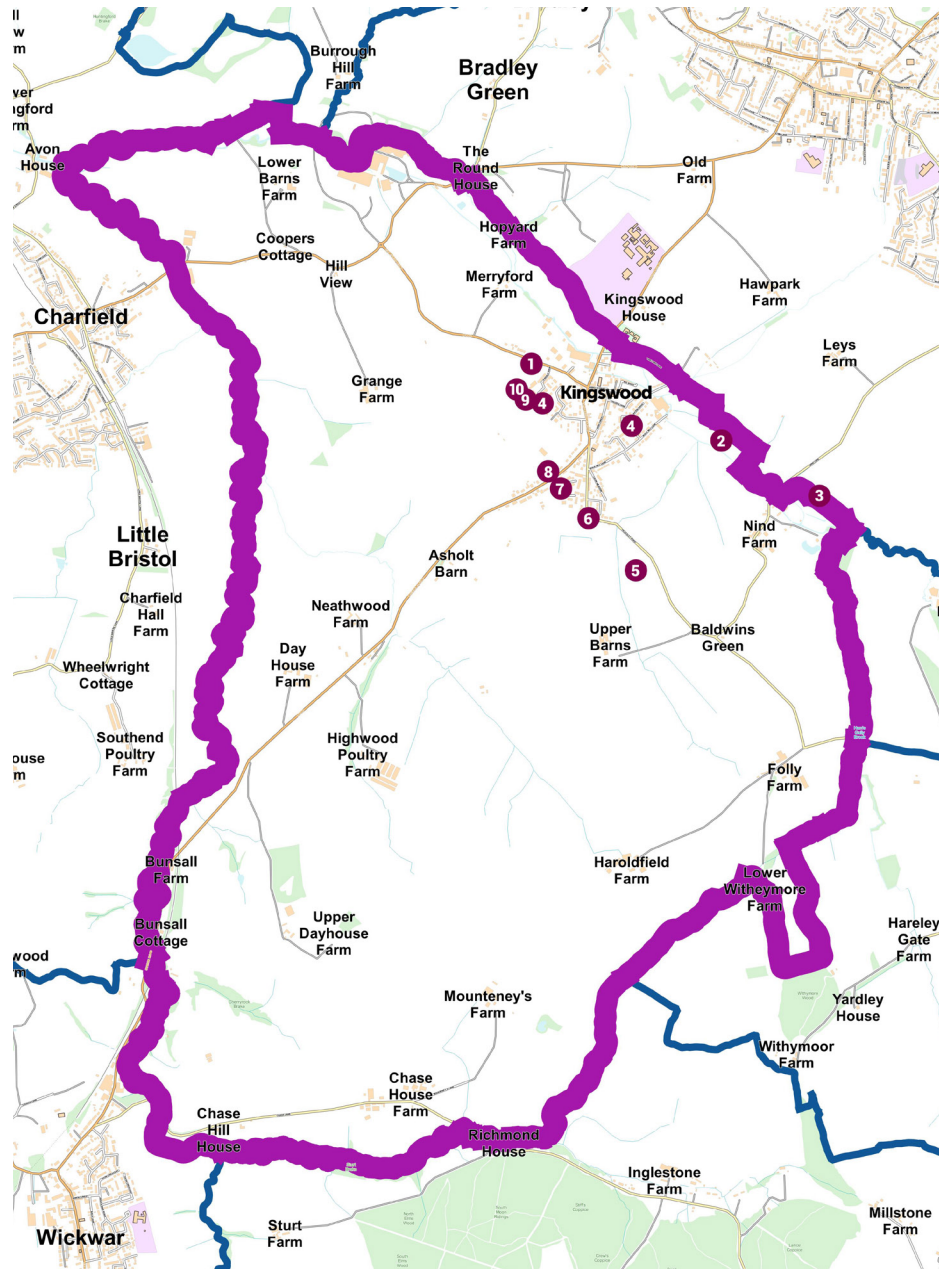
Development proposals that would result in either the loss of or unacceptable harm to an existing area of natural habitat of acknowledged local importance (including those identified through mapping of priority habitats and protected species) will only be permitted where:

- Proposed mitigation measures would result in an effective solution to ensure that the integrity of the habitat continues after the implementation of the development; or
- The development concerned identifies appropriate measures for the relocation of the existing habitat to an appropriate area as a last resort and is confirmed by agreement from relevant statutory consultation bodies and secures appropriate management arrangements both for the relocation and subsequent monitoring and aftercare; and
- Development would not have any negative effects on areas of existing habitat established as part of mitigation following previous development in terms of their quality and the ability of species to migrate between these and sites elsewhere as confirmed by agreement from relevant statutory consultation bodies.

Map 4 Showing Locations of Rare and Protected Species recordings (Source: Compilation of Wildlife Records, Kingswood Environmental Character Assessment (2014))

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Species on this map have been included in the Environmental Character Assessment 2014. The dot indicates the location of a recorded sighting. In each case the species is rare or protected. Further details are available in Appendix 1 of the 2014 Environmental Character Assessment.



**Justification, Local Evidence and Support for the Approach Taken:
Minimising the Environmental Impact of Development**

- 8.13. Kingswood is not specifically situated in a landscape area of recognised value, although it does contribute to the setting of the Cotswolds Area of Outstanding Natural Beauty (AONB) in terms of views into and out of the area. This does not mean that the community of Kingswood does not also appreciate the local value of the immediate landscape that it has. Whilst much of the land around Kingswood village has been well established for farming, there are examples of small-scale features that are particularly distinct within this landscape. These include mature trees, hedgerows and ponds. These are important aspects of the village's identity and its contribution to its wider setting.
- 8.14. This principle is supported by policies within the Adopted Stroud District Local Plan 2015 (online Stroud District Council), including Policy ES8, which sets out that development causing unacceptable loss of trees, hedgerows or community orchards will not be permitted. Policy ES7 seeks to strengthen landscape type key characteristics and ensure that all proposals for development will be determined using the Stroud Landscape Assessment (online Stroud District Council); the Kingswood Environmental Character Assessment (October 2014) (online Kingswood Neighbourhood Plan) provides additional evidence to inform this approach.
- 8.15. Such features should be retained as part of any development.

**POLICY E2: MINIMISING THE
ENVIRONMENTAL IMPACT OF
DEVELOPMENT**

Development will be expected to retain and enhance well-established features of the landscape, including mature trees, hedgerows and ponds. Any proposal for removal of such features must be justified by substantive evidence

If there is significant loss of trees and shrubs as part of development, then new provision will be expected elsewhere on the site or if not possible on sites elsewhere within the parish providing equivalent coverage and acceptable contribution towards the natural environment and local character.

Justification, Local Evidence and Support for the Approach Taken - Green Infrastructure and Development

- 8.16. It is considered important to seek to enhance the green infrastructure assets of the parish where possible. Policy ES6 of the Adopted Stroud District Local Plan 2015 (online Stroud District Council) recognises the importance of understanding the connection between biodiversity assets, including taking account of the Gloucestershire Nature Map. Many (although not all) key features including priority habitats and areas subject to active wildlife management are on the edge of the parish, away from the main settlement.
- 8.17. It is therefore important that the green infrastructure assets of the parish are maximised and made properly accessible. Development proposals are encouraged to facilitate improved connectivity between wildlife areas and green spaces that are used by the community.
- 8.18. The green infrastructure provision comprises an important aspect of local landscape character contributing to the identity of individual settlements and the pattern of countryside and development across the parish as a whole. Priorities for the "Kingswood Vale" Character Area identified in the Landscape Character Assessment for Stroud District (2000) (online Stroud District Council) include "the implementation of appropriate landscape schemes for any development to maximise integration with the landscape pattern and minimise visibility from the AONB."
- 8.19. The form and function of these connections is highly valued by the local community and should be recognised as part of any new development proposals. This includes the existing relationship between built development and the countryside beyond, the relationship with locally important views and connections to the surrounding landscape.
- 8.20. As well as the rural environment, green infrastructure also includes the natural and man-made open spaces that exist within a predominantly built up environment. Within Kingswood this includes the Playing Field, The Chipping, graveyard, watercourses running through the village and private gardens. Green infrastructure provides connectivity for wildlife and a range of habitat quality. The promise of provision of a small number of allotments has been secured through planning. The extent of this valuable resource, both for wildlife and people does not meet the demand within the community even before it is fully established.
- 8.21. The Parish Council manages a number of natural and amenity areas in the village and is due to adopt others. These include a mitigation area associated with the great crested newt pond and remaining orchard strip on Tyndale View/Chestnut Park. The Parish Council seeks to manage these areas sensitively for wildlife in accordance with management plans and guidance from organisations including Natural England and Gloucestershire Wildlife Trust. Where management plans do not exist, general principles to protect and promote wildlife will be adopted in line with the leaflet Habitat Management for Wildlife, 2014.

POLICY E3 GREEN INFRASTRUCTURE AND DEVELOPMENT

Proposals that seek to improve the connectivity between wildlife areas and green spaces will be encouraged in order to enhance the green infrastructure of the parish and its contribution to landscape character and local identity.

Justification, Local Evidence and Support for the Approach Taken - Local Green Spaces

8.22. Under the NPPF (online Gov.uk), neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:

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

8.23. The following areas have been identified by the community as being of value to them and in need of protection:

The Village Playing Field



8.24. The Playing Field, located to the south of the village centre off the Wickwar Road, provides an open space with open vistas to a wide sweep of the Cotswold escarpment that is enjoyed by people of all ages. The Playing Field consists of a play area as well as cricket square and football pitches. The playing field is surrounded by fields separated by hedges. The margin between mown grass and hedgerow is deliberately large to encourage wildlife.

8.25. These wide strips of land were recently used by Gloucestershire Wildlife Trust for a species-identification training evening for local residents.

The Chipping



8.26. The village centre has an open space where there is some unregulated car parking by the village shop and pub that is opposite a grassed area. This is known as The Chipping. This area is used for community events and the annual carol singing by the community. It is an important community space and forms the central part of the village although designated as Highway Land.

Wildlife Areas, The Community Orchard and Allotments



8.27. These areas have been transferred to the Parish Council via a Section 106 agreement and are expected to provide a valuable asset to the community in terms of protecting wildlife and maintaining the view toward Tyndale Monument and Wotton Hill which are an important backdrop to many community events. The intention is that the area is managed by the community and the Parish Council will be the owners of the land. The Parish Council is working with Stroud Valleys Project on the management and maintenance of the land. It is intended to form a community group called "Wild about Kingswood" who will work in partnership with the Parish Council and Stroud Valleys Project. The intention is that the land will be managed in a sensitive way to maintain and enhance the existing wildlife population and conserve and enhance the hedgerows and planting.

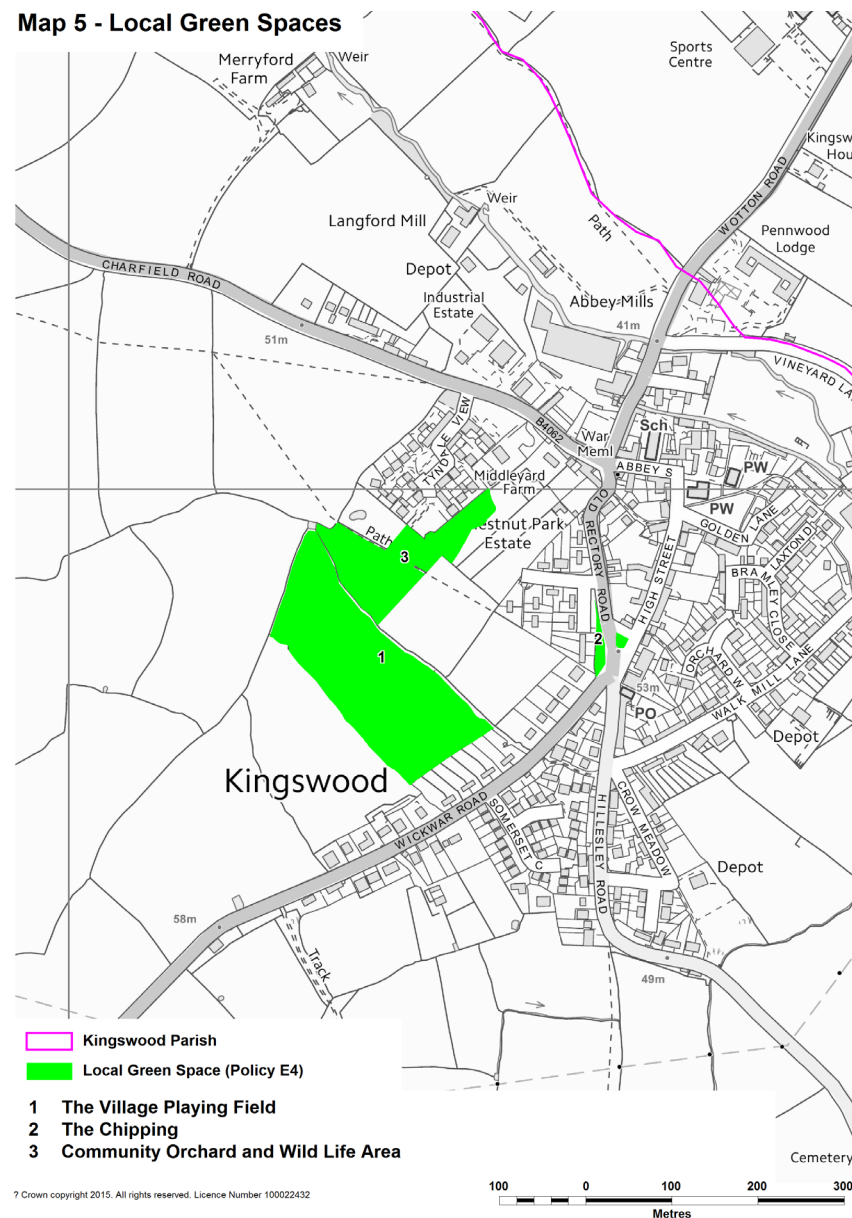
8.28. It is intended to carry out information and educational events on this site and to involve the school, community groups and individuals. The number of Local Green Space designations will be kept under review. The implementation of the Allotments, Community Orchard, GCN Mitigation and wildlife area will be monitored by the Parish Council. Where appropriate the community will consider further protections and may look to designate Local Green Spaces or other areas of open land of importance to the local population as Assets of Community Value in accordance with Policies GSC1 and GSC2.



POLICY E4: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

The following areas and as shown on Map 5 are designated as local green spaces:

- The village playing field
- The Chipping
- Community orchard and wildlife area



Policy E4: Justification for Local Green Space Nominations

Local Green Space NPPF Criteria	The Chipping	The Playing Field	Community Orchard and Wild Life Area
Where the green space is in reasonably close proximity to the community it serves	In the Centre of the Village	The playing field is home to the village hall and is the focal point of community activity	Adjacent to the playing field and recent residential development and will be used for recreational educational purposes
Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and	<p>The Chipping is in the historic Conservation Area and has many Listed Buildings surrounding it.</p> <p>It is used for smaller community gatherings such as carol singing</p>	The centre for sporting and recreational activities such as the village show, summer ball etc. Extensive views from the area to Tyndale Monument and Wotton Hill	The community orchard and wild life pond provides opportunities for the community to manage the land to enhance the habitat and wildlife. Part of it is Great Crested Newt Mitigation (GCN); the community wishes to enhance and increase the original GCN population
Where the green area concerned is local in character and is not an extensive tract of land.	Is a small contained area of green verge and parking	Is a contained area well-defined by the boundaries of sports pitches and surrounding hedgerows	Is a contained area of land specifically identified as part of previous planning applications and planning obligations detailing the area for the purposes stated

Justification, Local Evidence and Support for the Approach Taken - Footpaths & Cycle Paths

- 8.29. Kingswood is fortunate in having in excess of 19 miles of Public Rights of Way. There are also seven footpaths leaving the village centre that are in good condition and well utilised locally. There are a number of locally important views from these footpaths that should be protected and maintained.
- 8.30. Many of these paths link the mills and the Abbey. There are 51 footpaths in the parish of Kingswood. All the paths are numbered and shown on the Public Rights of Way Map (Gloucestershire County Council, online); the footpaths are given a designation of CDK and a number.
- 8.31. In the 1980's the Parish Council produced a large map of the footpaths within Kingswood. A copy is mounted in the area below the Abbey Gatehouse. At the same time a leaflet was produced giving details of four walks within Kingswood.
- 8.32. It is important that the policies of the NDP conserve and enhance the role of public rights of way and seek to avoid adverse impacts on their route, function, character and recreational value. The National Planning Policy Framework recognises open space as all areas of public value contributing opportunities for sport, recreation and visual amenity. The policy framework of the Stroud District Local Plan (Policy ES13) seeks to avoid harm to such places including those that contribute to the setting and distinctive character of a settlement. In Kingswood, many of these benefits are provided by existing rights of way and their relationship with the surrounding countryside, landscape and settlement pattern.
- 8.33. For Kingswood this also relates to footways within and leading into the village. Certain key destinations, including KLB School and Renishaw are outside the village so it is important that public rights of way and footways are retained and, where possible, enhanced to improve safe pedestrian linkages with these destinations.
- 8.34. There are a number of locally important views from these footpaths that should be protected and maintained. The 2010 Parish Plan identified the following views as significant: Views from The Ash Path Footpath CKD16; Views to the Tyndale Monument at North Nibley (these can be seen from footpaths CKD 12, CKD 6, CKD8, CKD 1, CKD 2, CKD 4 and CKD 5); and Views of the Abbey Gatehouse.
- 8.35. There are extremely limited cycleways within Kingswood. The footpath linking Chestnut Park and Tyndale View was upgraded to a cycleway. However it is now a tarmac path rather than the green path that was there before. This has caused concern to the community. Future cycleways should be constructed of sympathetic material and create a green path rather than urbanising existing footpaths. The only other designated cycle path is at the Renishaw Roundabout where there are a few metres split between the roundabout's four exits, which are therefore isolated and not connected to any wider cycling infrastructure. The Sustrans Cycle route goes through Chase Lane, however, this route leads on to busy roads with a 50 mph speed limit and is not conducive to the promotion of safe cycling. The NDP seeks to provide more safe access to pedestrians and cyclists on all its major routes in particular to both Kingswood Primary School, KLB School, Wotton (New Road) Skate Park, both Renishaw sites and the town of Wotton-under-Edge.

POLICY E5: PUBLIC RIGHTS OF WAY FOOTWAYS AND CYCLEPATHS

Proposals for new development will be supported provided that they conserve and enhance:

- The existing network of public rights of way and the locally identified views from them; and
- The existing footways serving the village of Kingswood and other key destinations, including KLB school and the Renishaw facility.

Existing public rights of way and footways should only be diverted where the pre-existing connectivity, in-particular within green corridors, can be maintained.

Development should protect existing provision for cyclists and where appropriate seek to enhance connectivity to the cycle networks whilst enhancing safety for cyclists.

Enhancement of cycleways in green corridors should use sympathetic materials such as Breedon wayfarergravel or others similarly recommended by relevant stakeholders.



View of the Abbey Gatehouse



View to Cotswold Escarpment and Tyndale Monument from the playing field



Telephotoview of the Tyndale Monument taken from the playing field



View of Wotton Hill with new Chestnut Park in the foreground taken from the playing field

9. LANDSCAPE CHARACTER

Relevant Neighbourhood Development Plan Objectives: 1,2,4

Introduction and Policy Intention

- 9.1. Policy to conserve and enhance the local landscape through this NDP helps to ensure support for proposals that are in keeping with the scale and character of the parish. This is part of an important understanding of the relationship between the built, natural and historic environment as well as defining and sustaining the separate identity of different places. The landscape setting also makes a significant contribution to the enjoyment of open spaces and green infrastructure of greatest value to local residents.
- 9.2. Enhancing valued landscapes is an important objective to which the planning system should contribute (NPPF Paragraph 109) with great weight given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty (NPPF Paragraph 115). To achieve this, national policy supports a criteria-based approach to judge the effect of any development proposals on landscape or biodiversity areas based on locally specific features.
- 9.3. In order to ensure that protection is considered for all landscapes (in line with the European Landscape Convention) commensurate with their status, guidance recommends drawing distinctions between international, national and local



- designations (NPPF Paragraph 113). Appropriate weight should be given to their importance and contribution to key aspects of the environment e.g. biodiversity and wider ecological networks.
- 9.4. In setting the criteria to ensure appropriate protection of landscape character in Stroud District, the supporting text to Policy ES7 notes: "the principal pressure on the landscape arising from new development is erosion of the separate identity, character, visual and functional amenity of settlements and their setting, and impacts on the open countryside"
 - 9.5. Within the Stroud District Local Plan, the principles for place-making (Policy CP4) recognise the need to take account of a wide variety of landscape features at various scales (e.g. in relation to

topography, orientation and links with biodiversity) in assessing proposals. This also includes the role that wider countryside may play in providing the landscape setting, separate identity and character of different settlements (Policy CP15). Key views and vistas are also an important part of enhancing the heritage significance and setting of the District's assets (Policy ES10). Landscape features in the built and natural environment such, as field patterns and archaeological remains, help to establish identity and define the core of built settlements. High quality design can be ensured by making provision for retention and enhancement of landscape features as part of proposals (Policy CP14).

- 9.6. Following Policy ES7, proposals in all areas should look to conserve or enhance the special features of different and distinctive landscape characteristics across the District and specifically any relationship with protected landscapes such as the Cotswolds AONB. Existing natural features such as trees, hedgerows and watercourses which contribute to the landscape and its setting should be capable of being protected or managed in order for development to be considered acceptable.

Justification, Local Evidence and Support for the Approach Taken - Landscape

- 9.7. Secondary evidence provides an initial understanding of the landscape within Kingswood. Reflecting Kingswood's location just beyond the limits of the Cotswolds AONB, relevant interactions with and contributions to the setting of this wider important landscape are also considered as part of

the character assessment of the AONB specifically. The key evidence comprises:

- Stroud District Council Landscape Assessment – Landscape Character Types, Supplementary Planning Guidance (November 2000)
- The Cotswolds AONB Landscape Character Assessment prepared by LDA Design (commissioned October 2002)
- Gloucestershire Landscape Character Assessment prepared for Gloucestershire County Council by LDA Design (2006)

- 9.8. The 2006 Landscape Character Assessment for Gloucestershire notes its purpose to "direct the management of landscape change and ensure the pattern of landscape character and local distinctiveness is celebrated, protected and enriched".

- 9.9. The unique landscape of Kingswood Parish recognised in these assessments identifies a number of Landscape Character Types. Characteristics of this landscape character area include:

- An irregular, sometimes broadly undulating landscape that becomes gentler in places, appearing almost flat
- Transitional landscape from Cotswold Escarpment foothills to Severn Vale lowlands
- Mixed pasture and arable use with regular and irregular enclosure pattern
- Visually semi-enclosed to open with more open outward views to the south
- Surrounding escarpment and outliers form a backdrop to many views across the Vale

- Relatively sparsely settled agrarian landscape with rural villages and scattered farms and dwellings
 - Streams locally incised
- 9.10. It is also instructive to note the contribution that the 'Unwooded Vale' Landscape Character Type makes to the Cotswolds AONB, as described in the Landscape Character Assessment (2002) for this area. This is recognised as a transitional 'edge landscape' between the escarpment and its outliers, however, where appropriate "reference is made to the characteristics and features that occur within the wider adjacent vales in order to provide the context and linkage with the wider landscape type".
- 9.11. This is supplemented by the analysis and interpretation of the landscape undertaken by the local community and the descriptions of local character provided in the Kingswood Village Design Statement and Kingswood Conservation Area Statement (Supplementary Planning Advice adopted by Stroud District Council December 2014).
- 9.12. Kingswood Village occupies the foreground of the expansive views from the Cotswold AONB and stretches of the Cotswold Way national walking trail, looking west towards the River Severn. The high quality views from the AONB contribute to the character of Kingswood. The escarpment stretches around Kingswood to the north and the east within the identified landscape of the Severn Vale.
- 9.13. Outside the main settlement of Kingswood Village, this is a rural, agricultural, landscape of scattered farmsteads and occasional old mill buildings with their associated watercourses, ponds etc. The outlying settlements within the parish of Kingswood

Nind, Monkham Thorns / New Mills Borders / Chase Lane are described in detail in the Kingswood Village Design Statement (2014). This recognises that the characterisation and distinct identity of these places draws from and contributes to the wider landscape setting in terms of the relationship with surrounding countryside; rights of way and green infrastructure links; ecological networks; waterways; and the relationship with the Cotswolds AONB.

- 9.14. Sporadic mature standard trees create distinct features in the landscape and within the settlement. Due to the village's position on the north-east boundary of the parish, it is necessary to consider the Cotswold escarpment edge and slopes (Wotton-under-Edge Parish) which are important aspects of Kingswood's setting in the landscape
- 9.15. The NDP reflects the advice from the Cotswolds Conservation Board (CCB) found in the Position Statement "Development in the setting of the Cotswolds AONB". This follows statements within the Cotswolds AONB Management Plan that recognise *"the surroundings of the AONB are also important to its landscape and scenic beauty. Views out of the AONB and into it from surrounding areas can be very significant in this regard"*
- 9.16. The CCB considers that the setting of the Cotswolds AONB does not have a geographical border: *"The location, scale, materials or design of a proposed development or land management activity will determine whether it affects the natural beauty and special qualities of the AONB. A very large development may have an impact even if some considerable distance from the AONB boundary."*

9.17. A key issue for this NDP is the recognition of impact on the setting of the AONB from development which affects visibility from public viewpoints. There are a number of such locations within the immediate vicinity of Kingswood which are highly valued by the local community and which the policies in this NDP seek to identify. The CCB lists examples of adverse impact which will include:

- Blocking or interference of views out of the AONB particularly from public viewpoints
- Blocking or interference of views of the AONB from public viewpoints outside the AONB
- Loss of tranquillity through the introduction of lighting, noise or traffic movement
- Introduction of abrupt change of landscape character
- Loss of biodiversity, particularly of species of importance in the AONB
- Loss of features of historic interest, particularly if these are contiguous with the AONB
- Reduction in public access
- Increase in air or water pollution

9.18. The backdrop of the Cotswold escarpment and its unique character provides the most important, visually striking aspect of the landscape. The views of the escarpment from the parish, which include The Tyndale Monument at North Nibley, Jubilee Clump on Wotton Hill and far reaching views towards Tor Hill, are very recognisable and significant and provide local residents with a unique sense of place and an enviable connection with the landscape in which they live.

9.19. The importance of the views on coming into and out of the parish (and views of the village from the AONB) has been consistently highlighted in every consultation. The following most significant locally identified views were set out in the Kingswood Parish Plan (2010) and it is considered that they continue to reflect the identity and relationship with the surrounding landscape and therefore warrant protection and enhancement:

The Top 3 Views in Kingswood

View	%
Ash Path and Stream	52
Views to Tyndale Monument	49
Abbey Gatehouse	44

9.20. Locally identified key views in the parish have previously been recognised and mapped at Appendix 2 to the Environmental Character Assessment (2014) and are those for which specific protection is sought as part of Policy LA1.

9.21. The community in the parish attaches great significance to these connections with the wider landscape character (including the relationship with the Cotswolds AONB) and distinctive features within the local landscape that contribute to the character of the area and the identity of its individual settlements.

9.22. This is reflected in the network of green infrastructure across the parish; the desire to protect and manage key biodiversity assets; and the evidence of enjoyment of important views ascribed to

features in the local and wider landscape reflected in existing Supplementary Planning Advice prepared by the community. The policy approach seeks to ensure that locally specific criteria are recognised and responded to in the consideration of any future development proposals.

POLICY LA1: LANDSCAPE CHARACTER AND LOCALLY IMPORTANT VIEWS

All development proposals should seek opportunities to conserve or enhance the local environment commensurate with their scale and location and in accordance with other policies within the development plan. Proposals should demonstrate that they have taken account of locally distinctive landscape features and landscape character types contributing to the identity of locations within the parish.

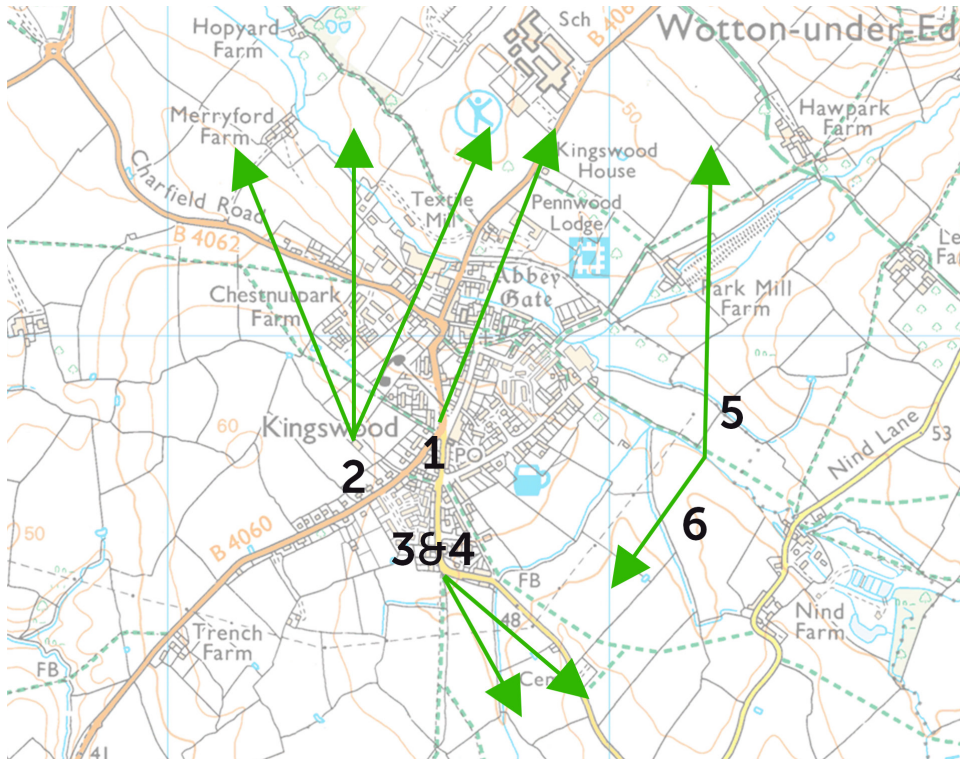
Development proposals located outside the settlement development limits boundary, for which specific provision has not been made in the NDP, must fully assess their impact on the landscape and secure appropriate mitigation where necessary.

Development which meets all of the following criteria will be supported:

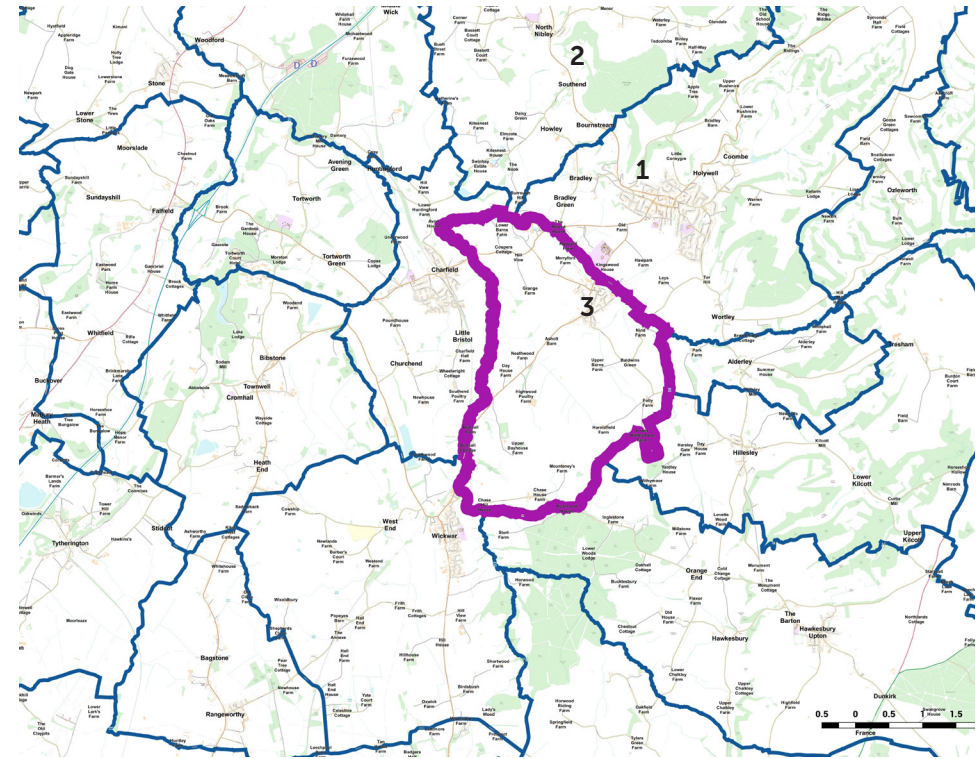
- Conserve and enhance the identified features and components of natural beauty;
- Reflect local topography and avoid any adverse impact of views into and across the development from other locations through changes to skyline, height or mass;

- Avoid the fragmentation of priority habitats and other areas of ecological importance locally and as part of wider ecological networks;
- Maintain the character, local distinctiveness, tranquillity, sense of place and setting of green infrastructure links and local green spaces;
- Contribute to maintaining the historic settlement pattern and mix;
- Prevent the coalescence of outlying settlements with Kingswood and maintain local identity and distinctiveness within the surrounding countryside;
- Protect and maintain the locally identified key views of the ash path, Abbey Gatehouse and Tyndale Monument at North Nibley (along with Wotton Hill) for the enjoyment of all users from open space of public value (including the village hall, playing field and community orchards), public rights of way within or adjacent to proposed development and routes leading to the village centre including the High Street and Abbey Street; and
- Maintain and enhance existing relationships at landscape transitions between built development and the surrounding countryside in terms of density, mass, scale and the pattern of landscaping and vegetation

Where relevant, proposals should have regard to their potential impact on the setting of the Cotswolds Area of Outstanding Natural Beauty.



Map 6 - Views from Kingswood to surrounding area with reference to photographs in the following pages. (Source: Parish Online and Kingswood Environmental Character Assessment, 2014)
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Map 7 - Kingswood and Surrounding Context - Source: Kingswood Environmental Character Assessment, 2014 [Contains OS Data © Crown Copyright and Database Right 2017]

- 1 – Location of Wotton Hill
- 2 – Location of Tyndale Monument
- 3 – Location of Kingswood



View 1: Wotton Hill from Village Centre



View 2: Tyndale Monument at North Nibley, Westridge Wood and Jubilee Clump on Wotton Hill from Village Hall



View 3: Views to the South of the Village



View 4: Fields to South of the Village



View 5: Rural View from the Ash Path



View 6: Rural View from the Ash Path

10. FLOOD RISK AND DRAINAGE MANAGEMENT

Relevant Neighbourhood Development Plan Objectives: 1,2,4

Introduction and Policy Intention

- 10.1. This NDP recognises the important contribution that the management of water resources and water quality makes towards the natural environment and wider ecological links.
- 10.2. Full consideration of flood risk issues needs to be set out in supporting information or a flood risk assessment including the sequential test and implementing the "Exception Test" where necessary.
- 10.3. The local priorities in the NDP provide further direction to the approach to minimise flood risk as set out in the Stroud District Local Plan.
- 10.4. Positive actions to reduce flooding across the parish will be welcomed. For example, where there are existing culverts and development creates the opportunity to open these up, then proposing to do so will likely result in reduced risks of localised flooding, which will therefore be viewed favourably.

Justification, Local Evidence and Support for the Approach Taken – Flood Risk

- 10.5. Development should ensure that it minimises the potential for all types of flooding event. This can be through a range of flood mitigation measures, both for the scheme as a whole and for individual buildings. As well as seeking to mitigate flood risk, the opportunity should be taken to enhance biodiversity where it is possible. Whilst no large-scale development is anticipated to

come forward in the immediate term, the opportunity may arise to provide flood attenuation ponds. Not only do these address potential issues of rainwater run-off from development but they provide new habitats for species to colonise and potentially thrive.

- 10.6. It is accepted that there may be more suitable alternatives to flood attenuation ponds in order to address their principal objective of minimising run-off. These include other forms of Sustainable Drainage Systems (SuDs) or domestic rainwater management systems for smaller developments. However, if there is an opportunity to provide a flood attenuation pond as a form of SuDs then its provision as a means of affording additional benefits, will be supported.
- 10.7. Additionally, it is not acceptable for new development to require measures that could worsen flooding impacts elsewhere, such as the loss of open watercourses.
- 10.8. The creation of new culverts will not be viewed favourably as it is consistently observed that developments which do so serve to increase the prospects of localised flooding.
- 10.9. According to the Strategic Flood Risk Assessment (SFRA levels 1 and 2) for Stroud, all areas currently proposed for development are at lower risk of flooding or have sequential testing policy safeguards applied. However, there are watercourses that transect the parish in the form of brooks and streams. The main watercourse within Kingswood village is the Ozleworth Brook. There are a number of properties adjacent to the Ozleworth Brook (at the lowest part of the village) that experience significant flooding. This has occurred after periods of prolonged heavy rain

and where capacity of the waterways and drains is exceeded or passage of water is blocked.

10.10. Some flooding occurs as the result of a combination of overspill from mains sewers and surface water drains and water from adjacent ground flooded by the brook.

10.11. The ground conditions across the parish are predominantly clay. The main route for surface water drainage is currently overland flow following the land topography, which falls from northwest to southeast. Where ditches exist, these act as temporary storage devices or flow routes to larger storage areas (such as ponds) or to sewers. Otherwise, the main flow routes appear to be roads and pathways.

10.12. The assessment and management of surface water run-off will be paramount to ensuring that new developments, and all the adjacent land and properties, are safeguarded against flooding now and in the future.

10.13. The Water Framework Directive (WFD) aims to prevent deterioration in the status of aquatic ecosystems, and to protect them and improve the ecological condition of waters. Planning authorities have a duty under the WFD to take account of the River Basin Management Plans (RBMPs) and can help deliver WFD objectives.

10.14. Kingswood Parish is traversed by numerous drainage ditches and ponds, which also act as wildlife habitat. Historically, these ditches have not been consistently well maintained and/or been removed/culverted so the overall capacity of the ditch system to attenuate overland flow has been reduced.

10.15. One of the key residual risks that remain after implementation of any flood protection measures is the continued effectiveness of these measures over the lifetime of the development. This is particularly important for SuDs, drainage ditches and ponds.

10.16. Channel maintenance works should be carried out with due regard to watercourse ecology as well as the environmental setting and with least impact on users of the river. Where possible, this should have regard to the non-policy actions for drainage and maintenance contained in this NDP.

POLICY FR1: MINIMISING THE IMPACT OF FLOODING FROM DEVELOPMENT

Residential development in zones of flood risk 2 and 3 as identified by the Environment Agency flood risk maps will not be permitted unless all other sites at lower flood risk have been exhausted, also having regard to the strategic flood risk assessment for Stroud District and the need for preparation of a flood risk assessment where required.

Development proposals will be expected to be designed and constructed to minimise the overall level of flood risk within the parish. Proposals will incorporate sustainable drainage measures (SuDs) where appropriate and in accordance with national and Gloucestershire County Council standards for these.

Development requiring flood risk assessment and provision for SuDs should:

- Provide for the most appropriate surface water drainage (including the use of ponds, swales and bio swales or other

forms of Sustainable Drainage Systems (SuDs), with a strong preference for bio-retention schemes;

- Provide measures that promote positive ditch management and retain open ditch systems for drainage where it is possible to do so. Positive actions to open up and improve existing ditch systems will be viewed favourably;
- Open existing culverts where practicable;
- Retain and encourage biodiversity; and
- Identify and manage residual risks over the lifetime of the development. This is usually in the form of a detailed management and maintenance plan. This plan shall be available upon completion of the development and secure long-term management including provision for any future change in responsibilities.

Development will not be permitted in flood attenuation areas where that development would reduce the ability of these areas to alleviate flooding.

Proposals that would create new culverts (unless essential to the provision of access to water systems) will not be permitted.

Proposals that would result in the loss of open watercourses will not be permitted.

Any new development must have adequate receiving surface water drainage, i.e. drains, culverts and definable water courses, under Environment Agency and local authority control.

Development incorporating SuDs features shall be designed to have adequate safety arrangements in order to prevent risk of accidents to children.

Any development that might propose alteration to weirs will need to be supported by evidence that the alterations would not lead to increased flood risk to any property up or downstream of the development and will need to include the facility for fish and eel passage to be incorporated.

11. TRANSPORT, ROAD SAFETY AND ACCESS FOR ALL

Relevant Neighbourhood Development Plan Objectives: 1,6,7,8

Policy Background

National Planning Policy Framework (NPPF)

11.1. The transport policies set out in the NPPF (paragraphs 29-41), when reviewed as a whole, point to the optimisation of sustainable travel modes as an important consideration in the acceptability of development. **Paragraphs 35 and 39 provide much of the backbone and weight to the NDP approach.** This NDP recognises the existing 'severity test' as stated in the NPPF and paragraph 32, but also recognises the weight that should be given to other sister 'sustainable' policies within Paras 29-41 of the NPPF.

Stroud District Local Plan

11.2. The statutory development plan for the Stroud District area provides the underlying framework that ensures safe and accessible transport provision for all users and to secure upgrades and improvements where necessary to the transport environment. The relevant elements of the Stroud District Local Plan are:

Strategic Objective SO4 Promoting healthier alternatives to the use of the private car and seeking to reduce CO2 emissions by using new technologies, active travel and/or smarter choices,

working towards a more integrated transport system to improve access to local goods and services.

Delivery Policy ES3 'Maintaining quality of life within our environmental limits' in particular seeks to restrict development where it would have 'a detrimental impact on highway safety'. The Stroud District Local Plan determines that there is no strategic growth to Kingswood, in line with this overall approach

Core Policy CP 4 Place Making

Core Policy CP 6 Developer contributions to services, community facilities and infrastructure

Core Policy CP13 Demand management and sustainable travel measures

Delivery Policy EI 12 Promoting transport choice and accessibility looks to enhance the accessibility of sites and promotes the use of travel plans and relevant parking standards as important components of securing the Plan's wider objectives.

11.3. In particular, Travel Plans are required for all major developments or where there is likely to be a significant impact on the local transport network, to be determined by discussion with relevant Highways Officers. Any departure from the Council's parking standards (Appendix 2 of the Stroud District Local Plan) will

require accompanying evidence alongside any application; particular regard will be made to the potential detrimental impact of increased on-street parking, including at town centre locations and near mixed land uses:

Delivery Policy EI 13 Protecting and extending cycle routes

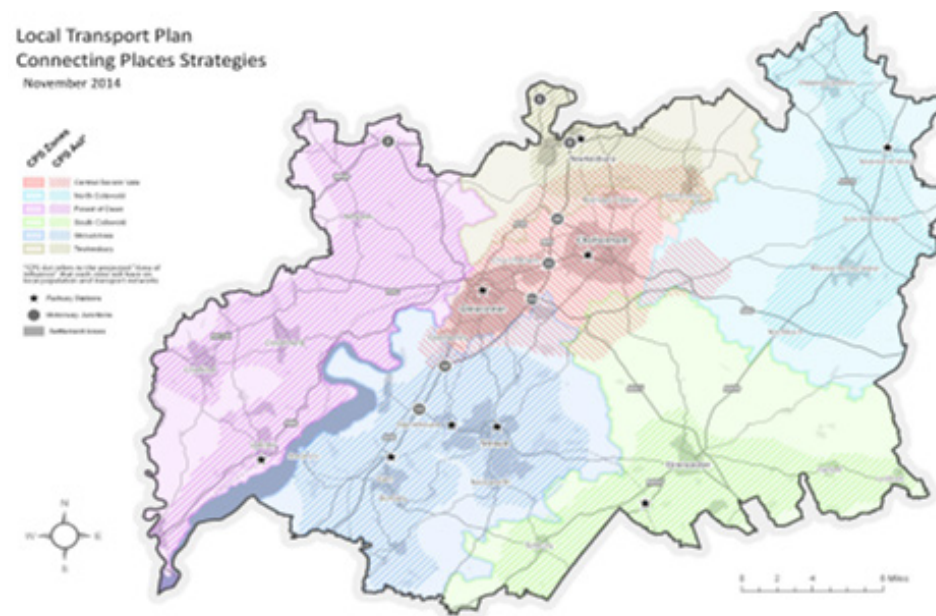
Delivery Policy EI 16 Provision of public transport facilities

Core Policy CP14 High quality sustainable development which looks to secure a high quality of development and specifically to provide safe and attractive access for all users and to locate significant development at locations near to essential services and good transport links.

Delivery Policy ES 12 Better design of places (including connectivity)

Gloucestershire Local Transport Plan 3

11.4. This NDP aims to reinforce the Gloucestershire Local Transport Plan 3 (LTP) and the Connecting Places 'corridor strategy'. The overarching county wide policies and objectives, the Stroud and Stroud Valley corridor policies and the Out of County Partnership working policies are all relevant to the future of Kingswood. The LTP offers the strategic overview, and the Kingswood NDP seeks to fill the gaps at the localised level by application of the LTP to the defined parish boundary, and the particular issues that the Kingswood context presents.



Map 8 - Gloucestershire County Council Local Transport Plan 'Connecting Places Strategies' zones

Manual for Gloucestershire's Streets

11.5. The LTP3 Policy 3.1 presents the requirement for the design and impact of development to be in accordance with the Manual for Gloucestershire's Streets (MfGS). This NDP reinforces the aim of the MfGS objectives, by prioritising safety and accessibility. The policies in this NDP apply this through specifying detail in relation to Kingswood, which is not possible at the more strategic level.

11.6. The Non-Motorised User (NMU) audit approach to assessing the existing transport network within Kingswood has been applied to the collection of audit material for the NDP evidence

base. This has informed policies within the NDP which look to ensure that development which expects to 'plug into' the existing village infrastructure fully recognises the transport implications for NMUs, within the immediate vicinity of any site, and the wider village. It is expected this approach will be applied when assessing future applications.

The Approach of the NDP

- 11.7. The policy context in which the Kingswood NDP sits, discussed above, provides much of the ethos upon which the Transport, Road Safety and Access for All is based. Consequently, this NDP resists the approach of viewing transport planning matters in isolation, and specifically recognises the visual, amenity, landscape and 'placemaking' aspects of transport impact.
- 11.8. Traffic and transport issues have increasingly become a major feature of the Kingswood we see today and has an impact on residents' lives. Many of the traffic issues facing Kingswood go beyond the boundaries of the parish, owing to the proximity of the M5 and the distance from strategic bus network. The NDP comes with no large capital fund for implementing the infrastructure changes that people wish to see. Instead the policies relate, primarily, to how improvements can be made using developer funding in the future to help mitigate any significant increase in traffic created as a result of new developments. (See Policy T1). As discussed previously in the NDP, the scale of development in Kingswood has been exceptionally high in comparison to the rest of Stroud District. Recently completed development in Kingswood has occurred with little to no road infrastructure improvements. Any development which will worsen the impact on certain local areas where there are such problems would

be expected to fund mitigation. Briefly, these particular areas include; The Chipping, Wotton Road, Hillesley Road, which are described in greater detail in 'Our Road Network' section below.

- 11.9. Whilst the NPPF test of 'severe impact' still applies when assessing the level of impact that a particular development scheme may trigger, this NDP seeks to promote a 'planning balance', which puts place making at the forefront of transport considerations. This approach, supported by Manual for Gloucestershire's Streets and Manual for Streets 2, resists the method of viewing transport planning matters in isolation, and specifically recognises that the visual, amenity, landscape and 'placemaking' consequences of transport impact (e.g. excessive parking demand) are material planning considerations. The impact of a new development should not be assessed purely on a numeric trip impact but should take into account safety and wider equality or social impacts. Therefore, relatively small scale schemes may still have an impact which will need to be addressed through traffic management or other sustainable travel measures. In assessing individual planning applications the Parish Council will give due weight to paragraphs 32 and 35 of NPPF to ensure a balanced approach is promoted. These aspects, therefore, also take account of whether a development is capable of accommodating sustainable transport solutions and whether the opportunity to stimulate non-car trips (e.g. walking or cycling to school, local trips to schools) is realistic within any particular application scenario.
- 11.10. In light of the above, developer contributions towards off-site measures needed to stimulate sustainable travel use for local trips is justifiable, especially involving routes to the village centre and primary/secondary schools. Use of green infrastructure

links and public rights of way are also particularly important in this strategy and whilst PROWs are afforded statutory protection in their own right, in the Kingswood situation these linkages are even more critical in terms of encouraging walking for leisure and amenity journeys.

11.11. For this reason the diagnostic exercises carried out on transport matters have focused specifically on the pedestrian environment as this will provide a strong barometer as to how changes in the visual fabric of village will impact upon residents.

11.12. The transport evidence is presented as a separate report in the support annexes of this NDP. This is comprised of:

- Route audits
- Traffic surveys and assessment of trip rates and local transport behaviour
- Travel behaviour surveys
- Record of community consultation

11.13. This aims to provide a comprehensive account of the transport issues facing Kingswood. It should be noted that the same evidence base presented in the NDP will be used consistently in relation to Parish Council representations on Local Transport Plan consultation, and also in response to specific development proposals that may come forward. The transport policies within this NDP seek to positively shape the future of Kingswood and some objectives may be realised through alignment with the delivery of the Local Transport Plan, rather than purely through the regulation of individual planning applications.

Summary of Local Evidence & Policy Justification

11.14. The Stroud District Council Settlement Role and Function Study (2014) highlights a number of important considerations in terms of access to sustainable transport and transport movements across the parish.

11.15. Kingswood is identified as having an above average proportion of residents travelling in excess of 60km to work, and therefore makes a lesser contribution to objectives of concentrating development and reducing the need to travel. In Kingswood, fewer residents than average (across Stroud District) commute within Stroud District; or within close proximity (2-5km) to the parish.

11.16. Access to facilities elsewhere is described as “fair”, whilst the village itself has a relatively low concentration of facilities, particularly strategic facilities such as a bank or a doctor’s surgery.

11.17. There is a high level of car ownership in this rural parish (see below for further detail), with reliance on the car for out-commuting and access to services and facilities in the surrounding area.

Key transport issues for Kingswood

Pedestrian Connectivity

11.18. A clear characteristic of Kingswood village is the pedestrian linkages, which weave between the residential streets, where close connections are made possible between most parts of

the village, encouraging a sense of a tight knit local fabric (see the Kingswood Village Design Statement).

11.19. The design network of 'cut-through' footpaths are a design feature that must be upheld, in terms of the routes (although not necessarily the surface), in any new development. Active frontages are desired for these and well-lit paving should be achieved in order to maximise the use of these by all members of the community.

11.20. There are some key gaps in the pavement provision, such as on Hillesley Road, and access to the cemetery, key crossing points which lack formal crossing, as well as smaller but significant gaps in dropped kerb access which has impact on mobility impaired and push chair users.

11.21. A problem highlighted during consultation, particularly by school children, is that there is pedestrian / vehicle conflict in the village centre, at The Chipping and at Tubbs Turf, where crossing the road for vulnerable users is difficult and 'scary'. A strong need has been identified through consultation for a designated pedestrian zebra crossing on Wotton Road close to its junction with Charfield Road and Abbey Street, in order to cross the road safely and in a timely way. This route is well used by pupils walking to KLB, and also this road is crossed by the Primary School to access Tubbs Turf and the facilities there. Due to the convergence of 4 roads at this point (Wotton, Charfield and Old Rectory Roads and Abbey Street) it is difficult to read the traffic and fears around safety are high particularly amongst this vulnerable group and their parents/carers.

11.22. In summary:

- The village has a strong design feature of interlinking networks of paths within the village and into the countryside. The preservation and enhancement of these green infrastructure links are particularly important
- There is pedestrian/vehicle conflict in the village centre at The Chipping and at Tubbs Turf where crossing the road for vulnerable users is difficult. This is a problem identified by school children during consultation
- There are some key gaps in the pavement provision such as on Hillesley Road and access to the cemetery, key crossing points which lack formal crossing, as well as smaller but significant gaps in dropped kerb access which has impact on disabled/ push chair users.
- Issues with pavement parking also impacts upon the safety of pedestrians.

Cycling

11.23. There is none to minimal cycling infrastructure in the majority of Kingswood. Chase Lane is part of the National Cycle Network but the cycling access from the village to Chase Lane is poor in quality and the community consultation process revealed that this road is not considered safe for general use. Cycling infrastructure improvement is needed to connect the village to the National Cycle Network.

Public Transport

11.24. There are very limited public bus connections from the village to larger centres. These are limited at peak times and not possible outside the peak. There is one taxi operator based within the village. Due to the rural nature of Kingswood, a public bus is rarely considered a viable option to meet specific trip requirements, or is not commercially viable.

11.25. The table below shows the current level of provision through Kingswood village, excluding school services:

Service	Destinations	Weekday Frequency	Weekend Frequency
84	Yate – Wotton-under-Edge	Every 60-90 mins	Every 60 -90 mins (Sat)
87	Thornbury - Dursley	Every 2 hours	Every 2 hours (Sat)
201	Thornbury – Wotton – Gloucester	Once a day	Once a day (Sat)
288	Wotton local hopper	Once a day	N/A

High Level of Car Usage

11.26. There is a high level of car ownership and car usage in this rural parish, with reliance on the car for out-commuting and access to services and facilities in the surrounding area. This leads to problems of sustainability, congestion, parking and pollution as well as the negative visual impact of cars on the historic Conservation Area and overall character of the village. The

high car usage and overall increases in car traffic are beyond the capability of the original road design and layout, especially in the centre of the village.

11.27. There has been a significant increase in out commuting based mainly on single occupancy car travel amongst the 'newer' developments: A door to door travel survey carried out as part of the NDP evidence collection (see Transport Evidence Report) showed that at least 75% of residents living in the existing new developments within Kingswood drive a car alone to work. New Chestnut Park showed 100% of respondents travelling by car alone to work, with Tyndale View 86%, Somerset Close 87% and Golden Lane 75%. The 2011 census showed the national average to be 49%.

11.28. Census data from 2011 indicates households which don't own a car in Stroud and Kingswood are 14% and 7% respectively. The Census data showed the number of cars owned per household in Stroud District and Kingswood were 1.5 and 1.87 respectively, whilst the same statistics from 2001 were 1.4 and 1.6 respectively. The door-to-door sample survey undertaken with Kingswood residents in 2015 supports this trend, showing an average ownership of 1.9 vehicles per dwelling. Higher car ownership also gives rise to a greater need for the provision of parking space, which is highlighted below.

11.29. Traffic flow is generally reasonable but peak congestion occurs on the main junctions. The Wotton Road pinch point is also exacerbated in term time due to the number of buses, being used to bring in children from outside the parish to Katherine Lady Berkeley's School and which run through the village.

Car Parking

11.30. There is a high demand for parking by Kingswood residents, based on higher car ownership levels (outlined above) and this must be taken into account when preparing parking spaces for new development.

11.31. The feature of high car usage is reflective of the rural nature of the parish, the lack of viable public transport options (limited services operate to limited destinations) and the relative wealth of the local community, with a high level of out commuting particularly to the M4 and South Gloucestershire/Bristol. On-road parking resulting from inadequacies in developments has displaced a number of cars onto the existing road network. Narrow roads and overcapacity leads to parking on verges or pavements in some areas. Parking in inappropriate locations leads to difficult access by vehicles and pedestrians and detracts from the character of the local area. Particular current issues within Kingswood are the long running conflict between cars parked on Walkmill Lane preventing large HGV vehicles from accessing the works site at the end of the lane, and incidents of emergency service vehicles being blocked from accessing properties on Golden Lane by roadside parking.

11.32. The local community is keen to ensure that the number of parking spaces created at new developments must be reflective of the census data and evidence that has been gathered in preparing the NDP. In order to avoid exacerbating current parking issues provision for off-road parking is sought in all new residential development. There is also inadequate village centre parking leading to a high proportion of on-road parking which has an adverse visual impact on the Conservation Area.

11.33. Key issues relating to **existing** car parking activity at facilities within the parish are set out in the **non-policy actions section** of this NDP in relation to transport issues. Parts of Kingswood village have issues with a lack of parking availability, and safety hazards caused by the positioning of on-road and on-pavement parking. The parking-related problems are at:

- Village Centre (The Chipping)
- Hillesley Road/The Chipping
- Wotton Road by Tubbs Turf
- Walk Mill Lane
- General pavement parking and lack of pull in spaces leading to congestion and pinch points.

11.34. Key trip attractors in the village centre are the shop, the Gym, the pub and the village hall. The NDP seeks to minimise the journeys to these amenities made by car, whilst at the same time ensuring that there is no detrimental impact on the success of these businesses – it is apparent that many ‘stop off’ journeys are made on the way to/from work at the village shop. There is a current informal parking area outside the shop/pub/gym. This is a convenient parking area as it is adjacent to the main amenities and facilities in the village. However, the parking is often poorly managed with no marked bays; parking encroaches onto the Hillesley Road junction. The parking on Hillesley Road is such that there is limited space for pull-ins and traffic can back up onto the junction whilst awaiting a safe opportunity to pass through in single file.

11.35. Elsewhere, pinch points exacerbated by parking are most problematic at Wotton Road where the road narrows to a

single-file bottle-neck between the Kingswood Lodge and Pennwood Lodge care homes and the Tubbs Turf facility. The incidence of on street parking extends the intended length of the single file stretch of road, to a length, which hampers the flow of vehicles. General pavement parking can be problematic in that this can prevent passage by pedestrians and wheelchair users on the pavement.

11.36. Specifically, the new development at Chestnut Park has seen poor planning for residents' parking which has led to a significant amount of on-road parking which impacts on the lives of the residents living in this area and adjacent proximity. This has left legacy issues for the village but also key lessons learnt in terms of the relationship between housing layout, parking ratios, car ownership and the viability of sustainable transport alternatives.

Road network connectivity

11.37. Nearby villages, such as Charfield and Wotton-under-Edge are in close proximity. The lack of pavements, safe cycling infrastructure and high speeds can make walking to the above villages off putting. The method of travelling by car then becomes the preferred option.

11.38. The highways network within Kingswood Parish concentrates through the village centre, where the four feeder roads converge in the village centre to join Old Rectory Road.

11.39. The key routes in the area comprise:

- Charfield Road (B 4062) heading to the North West provides the main route towards the B 4058 and the Renishaw Roundabout (site of employment).
- B 4058 Through the Renishaw roundabout; the neighbouring parish of Charfield (with associated facilities); the administrative boundary between Gloucestershire and South Gloucestershire; and access to the M5 motorway.
- Wotton Road (B 4060) heads North East towards KLB School, and the neighbouring parish of Wotton-under-Edge (and associated facilities).
- Hillesley Road to the South East is the most rural in character of the four feeder roads, towards the small village of Hillesley and also Kingswood Cemetery.
- Nind Lane – Links Hillesley Road to Wortley and the south eastern corner of Wotton-under-Edge. The popular public footpath between Kingswood village and Wortley that follows the river crosses here.
- Wickwar Road (B 4060) heads south west towards the neighbouring parish of Wickwar. This road carries a height/weight restriction. The village hall and playing field are located south of the village centre and accessed off this road.
- Chase Lane passes through the southern boundary of the parish, routing between Wickwar and Hawkesbury Upton. This is part of the (on-road) National Cycle Network.
- Old Rectory Road with the convergence of the major roads (as detailed above) runs through the village centre. The major village services are found on or very close to this road

(the pub, the Spar Shop, and Post Office, the gym, Kingswood Primary School and the village hall are all accessed from here.

11.40. Localised physical limitations experienced by motorists in the village are:

- Pinch points along Wotton Road
- Charfield Road junction and narrowings

Smarter Travel

11.41. Building on the Policy EI 12 of the Stroud District Local Plan 'Promoting transport choice and accessibility', this NDP will seek to harness smarter travel solutions to achieve many of the transport objectives. Planning Policy Guidance (PPG) states that in determining whether a Travel Plan will be needed for a proposed development the following considerations should be taken into account. The Kingswood context has been applied:

PGG Consideration	Kingswood Context
The Travel Plan policies (if any) of the Local Plan;	Stroud District Local Plan Policy EI 12
The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);	For Kingswood, given the sensitivity of housing numbers and transport impact, outlined in the Stroud District Local Plan settlement hierarchy, the NDP would require a travel plan for any development over five residential units, which is lower than the current County Council threshold, as well as for any employment-based development.
Existing intensity of transport use and the availability of public transport;	Due to the limited options for viable public transport use in Kingswood, and high intensity of car ownership and use for commuting, this is a major limiting factor for the parish to realistically achieve higher levels of public transport use, without targeted travel planning measures
Proximity to nearby environmental designations or sensitive areas	Kingswood Village Centre is a Conservation Area, and the design policies and Policy T3 A reflect the need to address impact of traffic on this
Impact on other priorities/ strategies (such as promoting walking and cycling);	This NDP places a major emphasis on promoting walking and cycling, and improving accessibility. The NDP as a statutory document, alongside the LTP and Stroud District Local Plan, point to this as a priority
The cumulative impacts of multiple developments within a particular area;	Kingswood has seen high levels of overall cumulative growth and this NDP identifies the need to combat the effects of this on village life
Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times);	This NDP objectives have identified the transport priorities that the local community wish to focus upon
Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.	Equality Act 2010

Policies

Objectives

- 11.42. All policies within this section will deliver Objective 6: To ensure that alternatives to car use are available. To ensure that the needs and safety of pedestrians, particularly children and vulnerable groups are prioritised. To control vehicle parking accordingly.
- 11.43. Policies T2B and T3A will additionally contribute to the delivery of Objective 3: To preserve and promote the heritage contained within the parish.

Pedestrian and Cycle Accessibility

- 11.44. This NDP places the needs of pedestrians at the top of the user hierarchy. Strategic enhancements of routes to and within the village envelope should be secured through S106/CIL the Local Transport Plan for Stroud District and other sources of funding. Developments are not being asked to provide them in entirety, but given the need for pedestrian accessibility and permeability throughout this village, scalable contributions are considered both appropriate and justifiable given the wider planning context and impact on the character of the village.

See Project section (1) for further pedestrian priorities.

POLICY T1A - PEDESTRIAN CONNECTIVITY AND ACCESS

Developers will be expected to contribute towards the cost of pedestrian connections (footways, footpaths and public rights of way) in the village, including links between their sites and key services and destinations in the village. These contributions will apply to developments of five units or more and be on a graded scale in line with the size and scale of the development, its ability to optimise sustainable travel modes, and its predicted traffic impact. Contributions will be proportionate and appropriate in line with the Community Infrastructure Levy Regulations 2010.

The primary improvements identified to receive developer contributions for accessibility improvements, environmental enhancements and traffic-calming from new development proposals in Kingswood when these have traffic impacts on the area are as follows:

- An accessible pavement should be implemented on Wotton Road.
- A zebra crossing should be implemented at Wotton Road/ Tubbs Turf junction.
- Widening and segregating of the pavement from the road, with the addition of space for a cycle lane on Wotton Road.
- Pedestrian zebra crossing to be implemented at Wickwar Road / Old Rectory Road.

11.45. It is desirable to improve provision on Wotton Road both within the parish and (although this plan's policy cannot cover this) beyond it for the benefit of those walking and cycling between the village and the care homes, secondary school and town of Wotton-under-Edge to its north. The boundary of the parish means that this NDP cannot influence the entirety of the route into Wotton-under-Edge. However this NDP is supportive of a shared-use pedestrian and cycle path into Wotton on Wotton Road, and developer contributions would be approved towards this end.

11.46. A strong desire has been identified through consultation for a designated pedestrian crossing at the Tubbs Turf/Wotton Road junction, in order to cross the road safely. Due to the convergence of four roads at this point (Wotton, Charfield and Old Rectory Roads and Abbey Street) it is difficult to read the traffic and fears around safety are high here. A zebra crossing is the preferred solution.

11.47. A strong need has emerged through consultation for a pedestrian zebra crossing at the Old Rectory Road/Wickwar Road junction, in order to cross the road safely. This is a busy node with a shop, a pub, the gymnasium on The Chipping, a pedestrian footpath to Chestnut Park, and the Village Hall access.

Policy Guidance

11.48. Where policies throughout this NDP make reference to development contributions for specific locations and scheme solutions, it is considered that these are compliant with CIL regulations paragraph 122 on the basis that:

- The schemes have a direct linkage to the car and non-car user needs of the development.
- Mode shift to sustainable modes will be limited for the development because of the pre-existing barriers to walking and cycling use.
- The wider placemaking, landscape quality, health/wellbeing and amenity factors are material in these circumstances.
- Without the necessary investment in sustainable transport the level of car ownership/use will exceed the levels predicted by the developer (as demonstrated consistently by the evidence base) - a proportionate retrofit solution is needed on the existing village fabric to be able to accommodate net traffic increases and/ or impacts on pedestrian accessibility (see Transport Evidence Report for the KPC Traffic Survey findings for further details.)

It has to be recognised that the reassignment of carriageway space will only take place where achievable within existing DfT and GCC design standards and adopted highway limits.

Policy guidance

11.49. The impact of traffic associated with development leading to an increase in cars on the roads is not to have a negative impact on the lives of all users. This will include (but not be limited to) the elderly, young children, women, disabled people). Development proposals should take account of the extensive evidence base in relation to speeds and accidents, ensuring that development layouts and linking routes observe the design issues and constraints identified within the NDP transport evidence. It must be demonstrated by the applicant

that vulnerable road user groups and those covered by the Equality Act are not adversely affected.

11.50. MfGS currently states that (3.37) *On larger development sites, the County Council will require background information of relevance to non-motorised users of the highway (pedestrians, cyclists and horse riders) to be collated and presented in a NMU Context Report in support of a planning application.* The existing sensitivity of the road network in Kingswood is such that this NDP will require an assessment at sites of over ten units.

POLICY T1B - NEW DEVELOPMENT AND ACCESS FOR ALL

New Development should positively improve the walkability/ accessibility of the village for all users, including those with characteristics protected by the Equalities Act 2010. It will not conflict with the user hierarchy which places pedestrian users at the top, particularly at the village centre or at key junctions within the village.

In the application submission material, as an annex of an application's Design and Access statement (where such a statement is required), applications will be required to undertake and submit an assessment of equality and access issues arising from the site and reasonable and proportionate mitigation will be received through planning conditions and S106 contribution. The assessment will be in line with Annex A of the NMU audit (as supported in the MfGS).

A NMU assessment will be required where:

- Development is of over ten units; or
- Significant traffic generation results;
- Material change occurs to the way in which a road/route is being used;
- Road safety issues would discriminate against a specific equality group.

Cycling

11.51. This NDP places cycling as the second priority after pedestrians in the road user needs hierarchy.

Policy Guidance

11.52.

- Existing footpaths will be reviewed to re-evaluate routes where bicycles are not currently permitted but may be able to be accommodated as per GCC's PROW guidelines (available at: <http://www.gloucestershire.gov.uk/prow>)
- Painted cycle lanes and design speed reductions from Kingswood village to Charfield will be implemented
- The reassignment of carriageway space will only take place where achievable within design standards and adopted highway limits.

See Project section (2) for further cycling priorities.

POLICY T2A - ENCOURAGING ACTIVE TRAVEL

The cycling infrastructure provision within Kingswood parish will be improved to achieve active travel for local journeys. The provision of secure, accessible cycle parking both within new developments and at key community destinations (i.e. The Chipping, the village hall) will be essential to uplift the level of cycling in the village for local trips.

POLICY T2B - CYCLING CONNECTIVITY

New developments will contribute towards cycle paths for connectivity to the village services. These paths will be of an appropriate design and building material in keeping with the village character, be cycle friendly; no stiles will be in place, (which limits access not only for cyclists but also for other wheeled access such as wheelchairs and push chairs, and for those less mobile.)

Policy T1B identifies Wotton Road as a priority for cycle path provision.

Managing Traffic Impact

11.53. In the interests of the environment and the safety and wellbeing of residents, this NDP encourages a modal shift towards prioritising walking, cycling and public transport use, and the minimisation of car use. However it is acknowledged that due to the rural nature of the village, and limited public transport, car use is near essential for living in this area. The following policies seek to ensure that car use within the village is balanced with the need for a safe environment with the historic character.

Policy Guidance:

11.54. The village centre is a defined Conservation Area and the sense of place and identity should not be undermined by the vehicular impact, both parked and in transit, and the impact

of development should fall in line with the overarching placemaking objectives (Objectives 1-4) of the NDP.

POLICY T3A - TRAFFIC AND VILLAGE CHARACTER

New Development will ensure the conservation of the character of the village, as defined in Policies CA1, CA2 and LA1, through avoiding the visual impact of increased traffic across the village centre, or through increased parking levels.

Policy Guidance

11.55. Developers should take into consideration the findings of the KPC 2015 traffic survey (see Transport Evidence Report) as baseline figures for development as well as conducting their own assessment.

POLICY T3B - TRAFFIC IMPACT REDUCTION

Developments of over five units will provide cost effective mitigation measures to address the cumulative residual significant impact arising from new developments on traffic congestion in the village centre or at key junctions within the village or wider plan area.

Developers will be expected to contribute towards the costs of any defined traffic management scheme outlined by this

policy through a S106 deed of planning obligation unless they are doing so through a CIL payment (See Policy 1 and Projects Section).

Speed and Safety

11.56. The following policy addresses the need for appropriate speed management both within new developments, and on key routes through the village that developments will rely upon for access. This policy deals with design speed.

POLICY T4A - NEW DEVELOPMENT AND TRAFFIC SPEED REDUCTION

Traffic design speeds within new developments will be 20mph following the guidance set out in the Manual for Gloucestershire's Streets which targets a 20mph on all residential streets.

Policy Guidance:

11.57. In order to achieve this, design and access statements should provide evidence of how design speed solutions will contribute towards this end, including but not limited to: speed-activated signage, change in surface material, traffic calming and other measures to permit safe passage by cyclists. There may be other methods of achieving the desired outcome which will be accepted.

POLICY T4B - VILLAGE TRAFFIC SPEED REDUCTION

Traffic speed within the parish will be reduced. Speed reduction should be achieved through reclassification of the key approach roads into the village, and where feasible this should be supported by altering the design speeds of Wotton Road, Charfield Road and Wickwar Road.

For Kingswood Village centre any redevelopment scheme should provide an appropriate village centre traffic management/pedestrian priority scheme to enhance the identity of the village centre, and a design speed of 20mph will be supported.

Policy Guidance

- 11.58. Where necessary retrofit measures will be needed on the existing road layout to achieve the 20 mph design speed, to provide the necessary protection for accessing local schools, and enable sustainable transport principles to be properly achieved by the development. The pedestrian crossing schemes in Policy 1 are considered as part of the solutions to meet this end.
- 11.59. See Projects section (3) for details of desired Speed Limit changes and Projects section (4) for further information on any Village Centre scheme.

POLICY T5 - TRAVEL PLANS

Travel Plans will be required at key trip generator sites (including but not limited to KLB School and Renishaw) and at smaller sites where transport and movement patterns are deemed to be a key issue. For Kingswood Parish, this will require a travel plan for any development over five residential units as well as for any employment – based development.

Travel Plans will seek to maximise Paragraph 35 NPPF sustainable travel behaviour.

Smarter Travel

- 11.60. To reflect the scale of the village and the proportionate impact of any new development. The following principles will apply to new developments

Policy Guidance:

- 11.61. Stroud District Council categorise development of ten or more dwellings as major development and therefore this is considered to be a reasonable number of dwellings to trigger the need to an appropriate travel plan. The threshold has been lowered to ensure that smaller scale developments are covered, given the current issues with the village centre.
- 11.62. GCC recognises the value of the NMU approach but is unable to resource assessment for smaller scale development. However

for sensitive locations like Kingswood this should be a material consideration.

- In line with the NPPF paragraph 35 approach which supports a 'sustainable transport first' approach to new development, new housing and commercial development will be subject to travel plan requirements. This will also apply to nursing homes/health location and to schools
- Site specific travel plans will be adopted and maintained by each individual establishment and the outcomes monitored.
- Through the planning process, the Parish Council will seek pro-rata developer contributions to implement aspects of travel plans, particularly those which will benefit the wider community.
- The Parish Council recognises and supports the ability of existing facilities in the parish as well as any development to contribute towards behaviour change and more sustainable travel patterns.

11.63. In-line with these priorities:

- The Parish Council will seek to inform the preparation, submission and maintenance of Travel Plans secured as part of any new development and implement priority measures in line with the NPPF.

Parking

11.64. The occurrence of inappropriate parking in the local area on character and accessibility should be reduced, by ensuring appropriate provision.

Policy guidance:

11.65. Primarily, any new development must take measures to significantly reduce the need to drive to and park at The Chipping through improving the provision of walking and cycling options associated with the site, as stated in Policy T1. The Council's parking standards are located in Appendix 2 of the Stroud District Local Plan.

11.66. See projects section (4) for Village Centre scheme.

POLICY T6A - NEW DEVELOPMENT AND PARKING PROVISION

All new developments should provide adequate parking for the residents, with regard to design, local character, car ownership levels and available public transport provision.

POLICY T6B - PARKING NEEDS FOR BUSINESSES

In any redevelopment, parking spaces must be retained at The Chipping in order to support the viability of the businesses operating at this site, and allow access for disabled users.

12. Non-Policy Actions and Priorities

Priorities For Community Facilities Infrastructure

- 12.1. The village hall and its car park are located at the playing field. It was paid for by community fund-raising which leveraged grants from Gloucestershire Rural Community Council. It was built in two main phases in respectively 1976 and 1981. Kingswood Parish Council is the Custodian Trustee of the hall, which is a registered charity and is managed by a Management Committee of representative members of the various groups within the village and a number of separately elected members. Kingswood Parish Council owns and manages the playing field.
- 12.2. The pitches for Kingswood Association Football Club and the square for Kingswood Village Cricket Club are both located at the playing field along with a floodlit training area for the football club, a junior football pitch and substantial play facilities for a wide age-range of children (much of the latter having being funded by the local community). Additionally, the playing field is hired by many groups throughout the year including several cycle events, which hire both the field and the village hall. The Annual Village Show day is held at the playing field and village

hall each year and is hosted by Kingswood Village Association. Playgroup and toddlers use both the playing field and the village hall. The local primary school also holds its annual sports day at the playing field

- 12.3. In 2014 Gloucestershire Youth and Community worked in conjunction with the Parish Council and ran weekly Outreach youth events at the playing field.

Tubbs Turf

- 12.4. Tubbs Turf is a multi-sports complex and garden located at the heart of the village between Wotton Road and Charfield Road at the junction with the village War Memorial. It is a registered charity and is run and maintained by volunteers.
- 12.5. It consists of a tennis court, outdoor table tennis table and multi-sports court that can be used for five-a-side football, basketball, netball or tennis. A recreational facility on this site started life before World War 2 as the social club for the workers at the Tubbs Lewis & Co. Ltd. factory, and comprised two shale



tennis courts. The new facility was established at the start of the new millennium, being financed by community fund-raising, sponsorship and grants. The modern tennis courts are open for bookings by members of the tennis club only and there is a small membership fee. The remaining areas are free for use by all.

Wildlife Area and Great Crested New Mitigation

- 12.6. As part of the Section 106 Agreement connected to the Tyndale View (2008) and Chestnut Park (2011) developments, the community will eventually have a Community Orchard, Allotments and Wildlife Space with ponds for the required Great Crested Newt Mitigation. The community has already begun to enjoy the wildlife space with a pond dipping exercise. This area is adjacent to the playing field and creates a natural extension of the community area.

Issues

Playing field

- 12.7. The playing field is coming under increasing strain due to its size and amount of use. The football team and cricket club have to co-ordinate their fixtures to ensure that both teams can play without impact on the other. This can be difficult when there is a bad winter as the cricket club are then asked to delay the start to their home games to accommodate the delayed football fixtures.
- 12.8. The playing field does not have access to a toilet facility. This particularly caused issues with the outreach youth work carried

out in summer 2014. To rectify this KPC paid for a Portaloo to provide this facility. This was well used by not just the youth outreach group but all users of the playing field particularly the families using the play equipment.

- 12.9. Previous consultations carried out in 2007 and informal consultations indicated that the youth of the village would like the following:

- Somewhere to be away from the younger children such as a Youth Shelter.
- A graffiti wall
- A basketball hoop
- A marked out running track
- Youth activities (music and sports based)

- 12.10. The intensive and over-subscribed use of the playing field has identified the need to give serious consideration to the purchase and acquisition of additional land in close proximity to the existing facility in order to increase capacity.

The Village Hall

- 12.11. The village hall is used by many village groups and for functions such as wedding receptions, christening and birthday parties and funeral wakes by members of the community. Please refer to the Kingswood Parish Council Review of Community Facilities at the playing field and Village Hall November 2014 (online Kingswood Neighbourhood Plan)

- 12.12. Due to the layout of the village hall and the legislation in connection with children's activities it can sometimes be a problem accommodating all groups. This could have an impact on the long-term sustainability of the village hall and also an impact on Kingswood School.
- 12.13. The underlying problem is a lack of overall space combined with the current space not being designed for the level and nature of the current use, for example leading to shared access to the kitchen. During the summer of 2014 KPC together with Stroud District Council ran an outreach Youth Club on the playing field only. The village hall did not have the capacity or the facilities to accommodate it. This resulted in a poor take up by village youths, as it did not have a defined purpose or an indoor place to run activities. This was especially true when the weather was not good.
- 12.14. Currently Kingswood Playgroup and Toddlers use the hall during the daytime from Monday to Friday. This has an impact on other organisations using the hall due to restricted access to the kitchen. The groups affected are WI, Jubilee Club and Nia Dance. These groups are predominately attended by older members of the community.
- 12.15. The out-of-school club "Dragonflies" established in connection with Kingswood Primary School further exemplifies the issue. Dragonflies was set up and initially operated in the Village Hall to address a need raised by the school. The school did not have this facility for out of school provision and found the lack of it was a barrier to recruiting pupils. Parents want access before and after work to childcare facilities. Kingswood has good access to the M4 and M5. This has resulted in people living in

Kingswood but working in Bristol, Cheltenham, Gloucester, Bath and further afield, which requires them to leave for work early and return late. 'Dragonflies' was therefore set up to address a sustainability need for Kingswood Primary School. Whilst the Village Hall Management Committee is trying to accommodate all groups to ensure that all remain using the village hall, there is also a consideration of the appropriateness of the out of school club being run at the same time as a function such as a funeral wake. The out of school club has now moved and is operating in Kingswood School. This is a significant loss of income for the village hall.

- 12.16. The population of Kingswood has increased due to two housing developments at Tyndale View and Chestnut Park this is putting pressure on the community facilities and putting a strain on the continued social sustainability of Kingswood.
- 12.17. The NDP Steering Group engagement with the community and key organisations regarding the future options for the community space in Kingswood identified some preferred outcomes, as follows:
- Extend and refurbish the village hall
 - Provide toilets for the playing field
 - Solar panels on the village hall roof
 - Open up more space at The Chipping
 - Provide off road parking at Tubbs Turf

Transport, Road Safety And Access For All

12.18. Some of the elements highlighted by the community in the transport evidence base do not specifically relate to outcomes that can be achieved only through development or the control of land use at this stage but remain important priorities. These may be secured by working with other bodies and providers or as part of a future review of infrastructure and development requirements in order to direct any future funding sources. It is however essential that the same evidence base also feeds into the Local Transport Plan Review process and other formal consultation into which KPC can input.

12.19. Where appropriate and justified in line with the statutory tests for infrastructure contributions, monies secured as a result of planning obligations for new development or any monies delivered through the Community Infrastructure Levy in the future may be secured to deliver these priorities. Where the transport evidence has pointed to a clear policy objective that can be linked to a development and/or the need for a 'retrofit' scheme to mitigate its transport impact, these have been set out in the main policies. Other aspirations have been set out below in more detail.

1. Upgrades to Pedestrian Routes

12.20. In addition to the primary improvements identified in the Policy Section the following projects to enhance safety and walking to local services are desired:

A. On Hillesley Road between the village and the cemetery there is no footpath and currently only space for two cars to park in the cemetery driveway. Improved accessibility to this amenity will be achieved through a package of measures and support is to be established to explore: speed limit reduction along Hillesley Road; creating a larger parking facility at the Cemetery; and identification and investigation of further access solutions for pedestrian access

B. Improvements in pedestrian footpaths or off-road choices are desired along Wotton Road extending to Wotton and Charfield Road extending to Charfield.

2. Upgrades to Wider Cycling Infrastructure

12.21. There is very little cycle-specific infrastructure in Kingswood village or on surrounding roads, as evidenced by the active travel audit carried out by the NDP Steering Group. The Renishaw Roundabout on Charfield Road has some cycle segregation present but this is site specific and limited in its impact.

12.22. This infrastructure is very isolated however, and the NDP seeks to extend the provision of this to as much of the parish's roads as possible. The road speeds of the main feeder roads are high between 40-50mph, with poor visibility and no traffic segregation.

12.23. There is however the Avon cycleway which passes within the parish boundary on Chase Lane to the south of the parish. This route will assist in developing a cycling culture which is able

to grow over the plan period, and thereby unlock the wider benefits of the Avon cycleway asset.

12.24. Support to achieve this is provided for the following:

- Existing footpaths will be reviewed to re-evaluate routes where bicycles are not currently permitted but may be able to be accommodated
- Seek provision and implementation of painted cycle lanes and design speed reductions from Kingswood village to Charfield and Wotton-under-Edge
- The reassignment of carriageway space will only take place where achievable within design standards and adopted highway limits.

3. Reduction in Speed Limits

12.25. A large proportion of community consultation feedback expressed concerns around speeding. This has direct impact on the choices residents make around walking and cycling, as the perception of danger is a barrier to making sustainable travel choices. This is particularly important around travel to school.

12.26. The Parish Council and this NDP supports the following specific speed proposals, in line with the data collection already conducted (Community Speed Watch) and subject to approvals from Gloucestershire County Council (to be assessed and implemented where practical):

12.27. Speed limits and speed reduction measures will be encouraged on the Wotton, Charfield and Wickwar Roads adopting the following limits, by speed limit alteration **or by design speed**.

1. Village centre and approach roads reduced to 20mph
2. Wider village envelope from settlement boundary limits maintained at 30mph
3. Charfield Road reduced to 40mph from 50mph
4. Wickwar Road reduced to 40mph from National speed limit
5. Wotton Road maintained at 30mph with 20mph school zone
6. Hillesley Road reduced to 30mph to the cemetery, and to 40mph beyond this boundary from National Speed Limit.

4. Redesign of Village Centre

12.28. The development of an appropriate village centre traffic management/pedestrian priority scheme to enhance the identity of the village centre, and where appropriate a design speed of 20mph, will be supported. An initial concept design is provided in the Transport Evidence Report. Developments providing appropriate contributions towards any such scheme developed further will be supported.

- Delivery of improved pedestrian footways and pedestrian crossing facilities in some locations and where not directly related to the impact of new development.

- Where the design of pavements cannot prevent illegal parking, this NDP is supportive of the most appropriate measures that will enforce better parking behaviour.
- Any physical scheme will be developed in partnership between the NDP steering group, the Parish Council, local resident input.
- However, improvements will be sought at The Chipping through retrofit measures ensuring that the scheme results in a “no detriment” impact in the existing parking situation, and where feasible, will enhance the parking arrangements in line with the overarching placemaking objectives of the NDP.
- Specific measures to reduce pavement parking in the vicinity of the village centre should also be included where the impact of additional traffic shows this to be a risk. Parking control for Kingswood village should positively reflect the design character of the village.

5. Public Transport

- 12.29. Bus services are infrequent through Kingswood village and this NDP supports proposals for further provision of bus services to the parish, and for improved waiting facilities within the village.
- 12.30. Proposals for services to key destinations of Yate/ Bristol/ Gloucester/Cam and Dursley Station and the local network of villages are particularly welcomed.

6. Community Transport and Taxi Use

- 12.31. A ‘maxi-taxi’ style service to provide access locally to core services will be supported for the use of Kingswood residents (and those beyond). Developments providing appropriate contributions towards such schemes will be supported. Developers will be expected to evidence consideration of these options in any transport assessment and travel plan prepared for their application site.

7. Rail Development

- 12.32. The nearest stations to Kingswood are at Yate to the south and Cam and Dursley to the north. There is a demand from residents which would support the reopening of Charfield Station.
- 12.33. This proposal is beyond the scope of this NDP; however this is action supported in principle by this NDP and which would require improved bus connections to allow access by the residents of Kingswood.
- 12.34. This NDP supports any action to reopen Charfield Station with associated connecting bus/taxi feeder arrangements for Kingswood village.

Drainage And Maintenance of Water Resources and Watercourses

- 12.35. The local community supports the most effective long-term management of the existing watercourses and resources within

the parish and will seek the achievement of this based on the following actions:

Implementation of Management

- 12.36. Incorporation of the management and maintenance priorities associated with flood risk and water resource management within the annual maintenance programmes of either the District or Parish Council as appropriate.
- 12.37. To secure and monitor any formal agreements for changeover of responsibilities and require that as a minimum these ensure that maintenance is carried out in accordance with the plan to mitigate future flood risk.
- 12.38. Any formal agreements for changeover of responsibilities should require this as a minimum to ensure that maintenance is carried out in accordance with the plan to mitigate future flood risk.

Rights and Responsibilities of Riparian Owners

- 12.39. Provide support and clear guidance on best practice to riparian owners within the parish to implement measures for the most effective management of water extraction, channel maintenance and efforts to secure water quality.

Guidance for Channel Maintenance

- 12.40. Channel maintenance works should be carried out with due regard to watercourse ecology as well as the environmental

setting. This means that the need to clear the channel of unwanted obstructions should be set against the potential ecological effects, so that a balanced and proportionate solution is found.

- 12.41. In general, maintenance work on a watercourse should be carried out when it is least likely to impact on other uses of the river. This means avoiding the summer season on recreational waterways for example.
- 12.42. Wholesale clearance of a long reach of channel in one go should be avoided. Clearing out short reaches of channel with gaps in between, or only clearing one bank and half the channel width, are options that reduce the environmental impact. As far as practicable, cut vegetation should be removed from the channel so that it does not float downstream and cause a nuisance to other river-users or block a culvert or trash screen.

Rights and responsibilities of Riparian Owners within Kingswood Parish

- 12.43. Anyone who intends to construct works in a watercourse must seek land drainage consent from the appropriate risk management authority. This applies to weirs, culverts, sluices and any works that could have an impact on the flow or water level in the watercourse. Likewise, anyone wishing to take water from a watercourse (for irrigation, for example) must first obtain an abstraction licence from the responsible risk management authority:

- For main rivers, this is the Environment Agency.

- All other watercourses are generally the responsibility of the local council or the Internal Drainage Board (in an IDB area).

- 12.44. Culverting a watercourse shall not be acceptable unless there is no other viable option. Similarly, the construction of additional weirs along watercourses is generally discouraged because of the potential impact on fish migration.
- 12.45. Riparian owners have certain rights and responsibilities regarding use of the watercourse. There is no duty in common law for a landowner to improve the drainage capacity of a watercourse, but there is a responsibility to maintain the bed and banks and any trees and shrubs growing on the banks. The riparian landowners must also keep the channel clear of debris, including the removal of material that does not originate from their land.
- 12.46. A riparian landowner has the right to receive water in its natural quantity and quality, although it is often difficult to define what is meant by 'natural' in this context. By the same token, a riparian landowner has the responsibility to pass on flow without obstruction, pollution or diversion affecting the rights of others.
- 12.47. Sluice and weir operation is a key factor in managing water levels. It is crucial that an integrated approach to their management is adopted to enable control of water levels for the benefit of the watercourse and any adjacent floodplain and to reflect the many different functions of the watercourse. Currently, many structures along watercourses are in private ownership and operators currently have no clear guidance on best practice. As a consequence, a number of privately owned structures

are not being appropriately operated or maintained leading to inappropriate water level management.

- 12.48. During peak rainfall and when water levels are high, the operation of any water level control structure shall seek the permission of the responsible risk management authority (as defined above) to enable a managed response to reducing peak water levels across the catchment. This should minimise the risk of potential flooding downstream of the structures.

References

(ACRE) Rural Evidence project October 2013 online

<http://www.knp.btck.co.uk/NDP>

Community Facilities at the Playing field and Village Hall November 2014 online

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Community Infrastructure Levy Regulations (CIL Reg 122).

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Gloucestershire Wildlife Trust, Nind Nature Reserve online

<http://www.gloucestershirewildlifetrust.co.uk/reserves/nind>

Kingswood Conservation Area Statement (December 2014) online [http://](http://www.knp.btck.co.uk/NDP)

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The Kingswood Environmental Character Assessment online

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Kingswood Housing Needs Survey online

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Kingswood Village Design Statement, online

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Landscape Character Assessment for Stroud District (2000) online

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The references are obtainable as downloads via the identified website.

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Appendix 1

Profile of the Community

All statistics have been sourced from rural community profile for Kingswood Parish as part of the Action with Communities in Rural England (ACRE) Rural Evidence project October 2013 online Neighbourhood Plan). The Parish of Kingswood is in the Local Authority of Stroud, in the area served by Gloucestershire Rural Community Council.

To create this profile Oxford Consultants for Social Inclusion (OCSI) has developed datasets for all rural communities in England, including parishes, towns and villages. OCSI has accessed the Office for National Statistics (ONS) definitions of parishes and urban areas; the data for Kingswood is based on this ONS definition which is shown in Map 9 (due to the differences in definition, there may be small differences between the data provided in this profile and data published in the Census Parish Profiles).

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Map 9 - Area used for statistical purposes by ONS.

Source: [ONS Website](http://www.ons.gov.uk)

<http://www.neighbourhood.statistics.gov.uk/dissemination/LeadSBByASelectScotNI.do?a=7&c=kingswood&d=16&i=1001x1002&m=0&r=1&s=1487938544730&enc=1&areald=11125252&OAAreald=6427939>

Population Characteristics

In 2001 Kingswood had a population of 1295 this is an increase of 104 people equating to an 8% increase. See fig 3 show the level of inward and outward migration by age. In the same period there has been an increase of 31 houses equating to a 6% increase in households.

In 2011 the breakdown of age distribution stayed broadly the same over this period. Between 2001 and 2011 there has been approximately a 2% increase in the population aged under 16 and over 65.

Fig 1: Break down of population Community Profile for Kingswood (Parish) ©ACRE, OCSI 2013

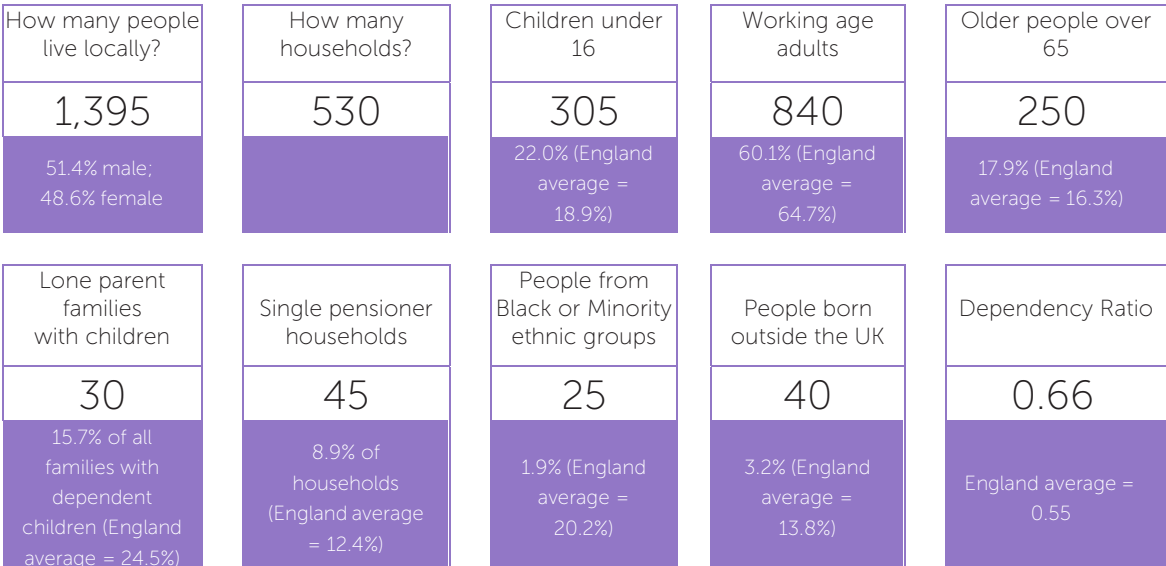


Fig 2: Population by Age. Source Census 2011 (table KS102EW)

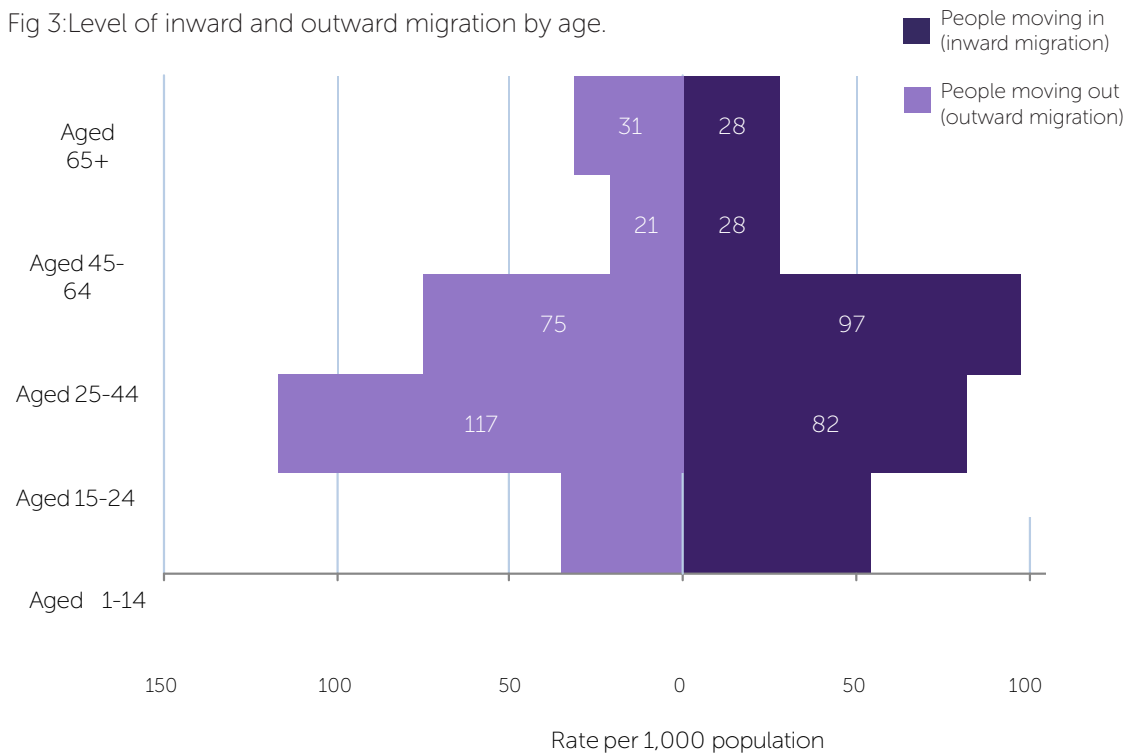


Age Distribution

	2001	%	2011	%
Under 16	279	21.52	307	22
16-65	824	63.58	853	61.14
Over 65	193	14.98	235	16.85
	1296		1395	

Source 2001 and 2011 Census

Fig 3: Level of inward and outward migration by age.



Employment and Work

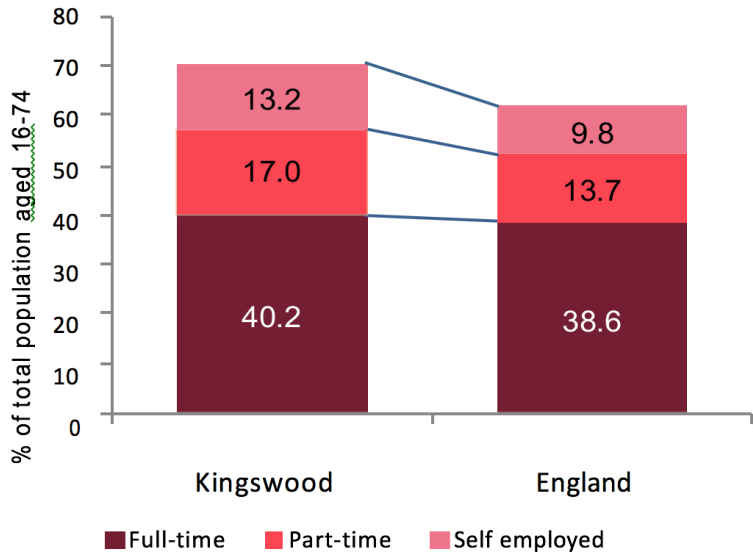
There is a higher than national average proportion of people in Kingswood working in a professional or managerial capacity. Correspondingly there is a lower than national average proportion of residents of Kingswood working in elementary occupations. This is consistent with the number of residents who have a level 4 degree qualification. The pattern of economic activity confirms that Kingswood has an active population in employment although it has a lower work age population than Gloucestershire and nationally. It also has a higher proportion of young people 0-15 than both Gloucestershire and nationally. This indicates that Kingswood is a prosperous vibrant community.

Economically active residents	Economically inactive residents	Full-time employees	Part-time employees
731	245	392	166
74.9% of people aged 16-74 (England average = 69.9%)	25.1% of people aged 16-74 (England average = 30.1%)	40.2% of people aged 16-74 (England average = 38.6%)	17.0% of people aged 16-74 (England average = 13.7%)

Self-employed	Working 49+ hours per week	Working from home	Employed in the public sector
129	97	65	220
13.2% of people aged 16-74 (England average = 9.8%)	13.7% of people in employment (England average = 13.3%)	6.6% of people aged 16-74 (England = 3.5%)	31.0% of 705 people in employment (England = 28.2%)

Largest employment sector	Second largest employment sector	Third largest employment sector
Retail	Education	Manufacturing
100 employees (14% of 705 of people in employment)	95 employees (13% of 705 of people in employment)	85 employees (12% of 705 of people in employment)

People in employment, by employment status



People in professional and elementary occupations



Managerial occupations	Professional (or associate) occupations	Administrative or secretarial occupations	Skilled trades occupations	Elementary occupations
95	250	75	95	50
13.1% of 705 people in employment (England = 11.5%)	34.8% of 705 people in employment (England = 30.3%)	10.7% of 705 people in employment (England = 11.5%)	13.1% of 705 people in employment (England = 11.4%)	7.2% of 705 people in employment (England = 11.1%)

Geographical setting

The parish of Kingswood is situated approximately half-way between Bristol and Gloucester. It is at the most southerly point of Stroud District. Roughly triangular in shape the present parish covers 2,350 acres, approximately 9.5 square kilometres (3.7 square miles). The land is undulating, based on Lower Lias Clay. The height is on average about 50 metres above sea level. Due to its location and good motorway links with Gloucester, Cheltenham, Bristol and South Gloucestershire, many of the needs of the parish are met by these commercial and cultural centres. Wotton-under-Edge is the nearest town which is 2km away by road.

Business Setting

Renishaw, an international engineering company, has located its head office in the parish at New Mills. The site lies to the north-west of the village on the B4058 road. The company has converted the large former mill building known as New Mills into its head office. A large new manufacturing building has just been erected to the side. It has another building on the parish border with Charfield. Renishaw is one of the identified employment sites within Stroud and employs over 1200 people at the two sites within the parish

In the main village, at Abbey Mills, there is a small industrial site which includes a printing firm, plumbing supplies and a factory which is housed in the old Abbey Mill building itself. At the bottom end of this site is the former Langford Mill, now housing administrative offices. To the east of the village are two small haulage companies, Goldings on Wickwar Road and Bensons at Weavers Close, Soils, and a printing company, DCL are located on Walkmill Lane. Due to the mix of residential, agricultural and employment in the parish a large volume of traffic is generated at peak times of the day - See appendices 5,

6, 7 & 8 in the Supplementary information. The mixture of industrial units alongside residential has a huge impact on the parish and needs to be taken into account in the design of any future development or changes that take place. The use of mill buildings for commercial and employment makes a good use of the historic buildings and helps to retain a link to the historic character of the village.

List of Local Businesses

Company	Location
Renishaw	Charfield Border B4058
Renishaw	New Mills B4058
Abbey Plumbing	Abbey Mills Estate
Spice Factory	Abbey Mills Estate
Al's Cycles	Abbey Mills Estate
F&G	Abbey Mills Estate
Manor Printing	Abbey Mills Estate
Langford Mill	Langford Mill Charfield Road and Wotton Road
All Types Roofing	High Street
B&F Gym	The Chipping
Spar Shop and Post Office	The Chipping
The Dinnewicks Pub	The Chipping
Hairdressers	Wickwar Road
Goldings Haulage	Wickwar Road
Bensons Haulage	Weavers Close
W.S.Franks Garage	Weavers Close
Soils	Walk Mill Lane
DCL Printers	Walk Mill Lane
The Car Clinic	Wotton Road
Charfield Barns – (Watsome Farm)	B4058



DCL Printing Walkmill Lane

There are two care homes adjacent to each other, one within the parish and one located on the border which straddles the border with Wotton but is classified as within Wotton-under-Edge. There is no footpath linking the nursing homes to the main village and community facilities.

The adjacent table indicates the reliance of the population (all people aged 16-74 in employment area) travelling to their place of employment and not being employed in the local area. Due to the limitations of public transport in the parish, people rely on a vehicle to get to work - see table 4. Any future development needs to look at sustainable transport options. It needs to take into account the reliance on vehicles and ensure that adequate parking is made for any new development and also that there is no impact on the existing area.

38% of respondents to the 2010 Parish Plan commute over ten miles to work. Any future development would need to take the reliance on the car into account and ensure improvements are made to the highways infrastructure.



The Car Clinic Wotton Road

Distance Travelled to work km	People*
Works mainly from home	128
Less than 2km	281
2 km - 5 km	196
5 km - 10km	339
10 km - 20km	380
20 km -30 km	185
30km - 40km	41
40km - 60km	33
60km+	26
Total	1609

*All people aged 16-74 in employment in area

Source online National Statistics updated 2005

Health care

The nearest doctor's surgeries to the parish are located at Wotton-under-Edge and are a five minute drive from the village.

Chipping Surgery, 2.1 km from the centre of the village, is located at Symn Lane Wotton. It has 8,431 patients of which 1,055 are from Kingswood. It offers a range of services. There is a small car park and it has disabled access.

The Culverhay Surgery is located 2.6km from the centre of the village on Culverhay on the easterly side of Wotton-under-Edge. It has 6,200 patients of which 450 are from Kingswood. It offers a range of services and has a small car park.

Both surgeries can be accessed by a bus service. The bus service runs every 60-90 minutes during the day but there would be no connecting services for evening surgery. Wotton-under-Edge is uphill from Kingswood and it would not be easy for elderly, disabled or parents with young children to access the surgeries on foot. Both surgeries offer a range of services which include Antenatal Clinics, Contraception Advice, Minor operations, Ear syringing, Dressings, Injections, COPD and Asthma Clinics, NHS Health Checks, Teenage Walk in Clinic, Diabetes care, Phlebotomy service, flu injections, ECG 24 hour blood pressure checks, Stopping smoking clinics.

Pharmacy

Both surgeries have a dispensing pharmacy but patients can only access this service if they live 2 km or more from the surgery. There is a dispensing chemist in Wotton. Repeat prescriptions can be delivered to the Spar shop in Kingswood.

Hospitals

The parish is served by the following hospitals:

- Southmead Hospital in North Bristol (27 km)
- Gloucestershire Royal Hospital in Gloucester (44 km)
- The Royal Bristol Children's Hospital in Upper Maudlin Street Bristol (33 km)
- The Vale Hospital at Dursley (11 km)
- Bristol Royal Infirmary at Marlborough Street (33 km)

There is no direct bus service to any of these hospitals.

Emergency Services

Ambulance Services

The nearest ambulance station is at Falfield which is in South Gloucestershire and is 5.2 miles from Kingswood. Wotton Fire Service provides a First Response service for Category 1 incidents. This is provided by two fire fighters in a vehicle provided by South West Ambulance Service (SWAS). In the twelve months to September 2015 they responded to 31 calls.

Fire Station

There is a fire station at Wotton-under-Edge which is run by retained fire-fighters. There are eleven fire-fighters who provide 24-hour cover and the station has one fire appliance. This team provides the service for the whole of the parish. The Fire Service located in Yate, South Gloucestershire provides back up if the Wotton Team are engaged in an incident. The personnel are also trained First Aid Responders and respond to emergency ambulance calls ahead of the ambulance. They have a defibrillator.

Police

Kingswood is covered by Gloucestershire Policing team and is served by the Wotton team who are based at Dursley. There is no Police station in Wotton but the Police have an unmanned Police Information Point (PIP) at Wotton Library. The current level of Policing is a Police Sergeant, a Police Constable and two PCSO's. The Police also have a defibrillator.

Education

Kingswood Primary School

This is located in a Victorian building on Abbey Street within the Conservation Area. The school has a declared capacity for 120 pupils from reception class to Year 6 (age 11). Children are taught in class rooms which hold two year groups. There are currently vacancies in all year groups. Although the school building is a fantastic Victorian building it is not always easy to provide all the facilities required for modern day teaching. The Chair of Governors in 2014 identified the

following capital works that would be required to enhance and bring the school up to date.

- Mezzanine floors in the Infant Classrooms
- Creating an ICT suite with updated IT equipment
- Outside Learning Resources for the playground and Forest School
- New playground equipment
- New classroom furniture
- New lunchtime tables and chairs and new storage sheds

(Evidence informed by Letter to Stroud District Council September 2014)

The school has been extended over time to accommodate an increase in children. This has led to limited playground facilities. The school has no facilities for outdoor PE or games and has to use the adjacent Tubbs Turf facility. This necessitates the children crossing the busy Wotton Road where there is only a very limited pavement and no pedestrian crossing facilities.

Currently all the children at Kingswood School are residents of the parish of Kingswood. Members of the community have raised concerns in connection with overcrowding and the fact that children from Kingswood have been turned down for spaces at the school as it is and has been running at capacity in some year groups. One notable case was the third generation of children from one family who were turned down for a space (this was subsequently overturned

at appeal) There is concern that the amount of development and subsequent increase in children from within Kingswood and the neighbouring South Gloucestershire parish of Charfield has not yet been fully realised. No financial contribution has been made by recent development to the school. Other schools within the local cluster are Blue Coat Wotton, British School, Wotton, and the schools at Hillesley, Charfield and Wickwar. It is understood that all schools with the exception of Hillesley are very close to their capacity. Children not able to get a place at Kingswood Primary would be offered a place at any of the above schools. However this is not considered to be socially or environmentally sustainable. All the schools are located too far for the children to be able to walk to. It would also be problematic if children from one family have to attend different primary schools. If children were displaced away from their village school it would break down the social ties that form at school and at home.

Concerns have also been raised on the entrance criteria that children nearest to the school get priority. In Kingswood this has led to children who have lived in the village since birth being turned down in favour of children from a new development who have only just moved to the village. This does not promote good social cohesion.

As all the children live within the parish most children walk to school. Parents have raised concerns over the busy roads and the problems with crossing them to access the school. There are currently no pedestrian crossings or effective safety measures in place to help with the children accessing the school

The NDP vision is for a new school for Kingswood. Land to provide this facility has not been identified so far. The NDP will review this matter again on the first review within 5 years. The NDP will seek that

all development should recognise the recent growth in Kingswood and Charfield and address the infrastructure concerns in particular with provision at Kingswood School for safe access to PE facilities and safe access in attending the school.

Playgroup and Toddlers

Playgroup and Toddlers operate at the village hall. The group hire the hall and does not have a dedicated space. This can lead to problems, particularly where storage of equipment is concerned.

Out of School Club

‘Dragonflies’ was set up in 2013 as a need was identified for this service. The club started out at the village hall and now operates at the school. It also does not have its own dedicated space. Whichever location the club is at causes issues with safe access, either from formerly getting the children from the village hall to the school or now from getting the children from the school to the playing field. There are no pedestrian crossings within Kingswood and this leads to safety concerns when moving groups of children between the two locations.

Shops

Kingswood has a Spar Shop with an in-shop Post Office located on The Chipping. This is open 7 days a week and offers a range of food, drink and newspapers. The Post Office provides an important function to those working from home and who need to post out their merchandise. The Post Office also dispenses cash and has a facility to enable people to pay in cheques. This is particularly important as

the banking facility within Wotton-under-Edge is now limited since the branches of Barclays (from end of 2015) and Nat West have now closed. The only bank available within Wotton is Lloyds Bank. The shop also provides an important facility for the collection of prescriptions. Any reduction in the facilities for the shop or post office would cause problems to members of the community. In particular this would affect the older and more vulnerable members of the community and those who do not have access to a car.

Pub

Kingswood has the Wadworth's owned Dinneywicks Inn. This serves both food and drink and has a garden and a boules court.

The Gym

Kingswood has a gym and fitness class facility located at The Chipping. This is used by the people of Kingswood and the wider community. It is open 7 days a week and is very popular.

Parking

All of the above businesses are located next to one another on The Chipping. This is an uncontrolled highway area that is used for parking by both the businesses and the residents of neighbouring properties. Due to the success of the local businesses, parking at this location has become an issue. Concerns have been raised for the safety of pedestrians trying to access the area. The community and the NDP are very supportive of the businesses but recognise that the parking issue needs to be addressed to ensure pedestrian safety and to ensure the continued economic sustainability of the businesses.

Concerns have been raised that people are not using the shop or the pub if they are not able to park.

As Kingswood has limited public transport and a high reliance on private transport it is also important to recognise the needs of the residents in this area to park. The houses adjacent are terraced and do not provide off-road parking. Therefore residents have historically used this area to park.

Concerns have also been raised that there is no disabled parking facility to enable disabled members of the community to access the facilities safely. As the shop offers important banking and prescription facilities this issue needs to be addressed to ensure that vulnerable members of the community can access these.

Cemetery

Kingswood Cemetery is located outside the village settlement on Hillesley Road. The Cemetery is the responsibility of Kingswood Parish Council who maintain the facility. There is no footpath linking the village with the cemetery and limited parking with only two spaces being provided. Currently there is no water supply available at the cemetery which has caused a number of complaints from visitors to the cemetery.

Farming

Kingswood has a large number of farms within the parish: most of these have to access the centre of the village with their large agricultural vehicles. Consideration needs to be given to the safe access of the farm vehicles without compromising pedestrians and

the safety of other road users. Particular concern has been noted over the size of the vehicles in relation to the narrow roads and the problems this causes to oncoming traffic and pedestrians who find it difficult to progress without being vulnerable. The NDP supports policies that will allow all road users to coexist safely.

Farm	Location	Main Business
Folly Farm	Hillesley Road	Dairy and Bed&Breakfast
Haroldsfield Farm	Hillesley Road	Dairy
Day House Farm	Wickwar Road	Dairy
Withymoor Farm	Hillesley Road	Beef and Sheep
Upper Barns Farm	Hillesley Road	Beef and Sheep
Cherryrock Farm	Wickwar Road	Beef and Sheep
Mounteneys Farm	Chase Lane	Beef and Sheep
Chase Lane Farm	Chase Lane	Beef and Sheep
Nind Farm	Nind Lane	Beef
Lower Barns Farm	Monkham Thorns Charfield Road	Beef
Grange Farm	Monkham Thorns Charfield Road	Beef and Corn
Merryford Farm	Charfield Road	Corn and Grass
Watsome Farm	Charfield Road B4058	Corn and business units

Appendix 2

HISTORY OF KINGSWOOD

Recent archaeological surveys of development sites have shown evidence of Romano-British activity over a period from the late 2nd century to the 4th century, that are consistent with the presence of a settlement in the locality, although this has not been located at the sites surveyed. The area appears to have been covered by dense woodland during Anglo-Saxon times and the recorded history of Kingswood as a place of settlement dates back to the foundation of the Abbey by the Cistercian Order of monks around the middle of the twelfth century. There is historical evidence that from this time, until 1845, Kingswood belonged to Wiltshire, in effect forming a detached island surrounded by Gloucestershire, and that it was seen as a place of safety. Wool formed a hugely important part of the abbey economy and the monks established numerous monastic farms (granges) and mills in the surrounding area.

After the dissolution of the Abbey by King Henry VIII, Kingswood became something of a backwater. Building materials and ornaments from the Abbey were incorporated into other buildings in the village at the time. The Abbey's Lady Chapel was retained for use as the parish church for almost two hundred years before being replaced, in 1723, by St. Mary's Church, which was built on the abbey graveyard and incorporates some artefacts taken from the Lady Chapel. Previously, in 1662, the Rector of Kingswood was one of the two thousand clergy who left the established church in protest at the legislation compelling obedience to the Church of England: a meeting house for religious dissenters was established in 1668, leading eventually, in 1821, to the building of the present-day congregational church as an Independent Church.

Until turnpike roads were laid through the village in about 1827, the roads in the district were generally appalling and most journeys could only be undertaken on foot or horseback. Wotton Road was laid to give a more direct route from Wotton-under-Edge to Kingswood, replacing a route along Vineyard Lane and Nind Lane, and was continued through Kingswood to Wickwar, superseding the ancient green road, "The Trench" which meandered to Chase Lane at the parish boundary. "Back Lane", a footpath between the rectory (Boundary House and now The Old Rectory) and Walnut Villa (the former rectory) was widened and became "Rectory Road" (now Old Rectory Road, since the rectory was moved to the High Street in 1961).

Further turnpike roads were laid shortly after, one to Hillesley to provide a route to the Bath Road (now the A46), and another connecting with the old Charfield to Wotton road near New Mill. This latter created the village crossroads, which remains to the present day.

A public water supply was laid on in 1876 and streetlights using oil were erected in about 1881 and later changed to gas then electricity. Mains electricity came to the village in 1932/3 although some houses had already benefited from electricity supplied from privately-obtained accumulators. Probably reflecting one of the reasons for siting the Abbey in Kingswood, many properties had a good supply of water from wells and there was a public water stand outside the Abbey Gatehouse.

For centuries, work that was available locally focused on mills and farming though it was not unusual in days before motorised transport for villagers to walk, and later cycle, many miles to work in surrounding towns such as Dursley or at the docks in Sharpness. Within living memory the village retained many shops and services and although these have largely disappeared from the High Street

for example, there is still significant employment in the industrial and technological centres within the parish, notably based on the old mill locations.

At the end of the 19th century there were still remarkably few buildings in the village, largely comprising large, individual houses or terraces of cottages for farm labourers and home-weavers. Many of the former are listed as of Special Architectural or Historical Interest, while many of the terraced cottages form part of the designated Conservation Area. In the 20th century the village accommodated several new developments. Council houses were built in Wickwar Road (1927), Walk Mill Lane (1933) and Vineyard Lane (1939) to address the housing shortage after the First World War. Further house building was undertaken by the Council on Chestnut Park over the period 1948-1954.

With increased prosperity and the availability of private cars, many people prefer to live in the country and drive to work in nearby cities, or in the steadily growing number of industrial and technological sites in the surrounding area. This has led to the rapid expansion of the village through private housing developments since the late 1960s, particularly once ready access to the motorway system was afforded by the opening of the nearby Junction 14 on the M5. The multiple housing developments have occurred largely on land that was previously occupied by orchards, allotments or large gardens, although the largest development, Somerset Close, was carried out on the former site of a haulage business. Alongside these multiple housing developments, a significant number of individual houses have been built as infill between existing properties, often using brownfield sites.

The two most recent large housing developments that have occurred in the village represent a significant departure from this historical pattern of development, involving the exploitation of sites that were previously used for agriculture and lying outside the settlement boundary.

The Kingswood community has a long tradition of enthusiastic participation in a wide variety of clubs and organisations. For more than 60 years, events run by these clubs and organisations have centred on the Playing Field, especially after the first phase of the new Village Hall was opened there in 1976. The seven-acre Playing Field was bought by public subscription using money collected for "The Welcome Home Fund" towards the end of the Second World War, aided by a generous donation from a local business, Tubbs Lewis. 25 years later, the community again raised the significant funds required to leverage financial grants from community-support organisations for the building of the Village Hall in two phases. The design and construction method of the first "community hall" phase were chosen so that much of the construction work could be carried out by volunteers. The community also raised the necessary funding which, when combined with sponsorship and grants from a number of businesses, organisations and local government, enabled the development in 2000 of the Tubbs Turf Facility in the historical centre of the village. This facility comprises an all-weather multi-sport pitch, tennis court, landscaped gardens and seating, with access for the disabled.

Kingswood saw the typical rivalry in the provision of education between the Church of England and the "Dissenters" during much of the 19th century, leading to the establishment of the buildings that are now known respectively as the Upper and Lower Schoolrooms.

Following the successive Education Acts towards the end of the century, the schools were integrated into a single school, located in a new building, that was opened in 1892 on Abbey Street, in the heart of what is now the Conservation Area. Kingswood Primary School remains located in substantially the same Victorian building to the present day although a major refurbishment and interior redesign was carried out in 1997 to maximise pupil capacity on what is a tightly constrained site.

Appendix 3

Glossary

(Please note that a full version of plan-making terminology is also available as part of the Stroud District Local Plan)

Adoption – The final confirmation of a development plan by a local planning authority.

Affordable housing - includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Amenity Land - Land which is valued locally for its visual importance, visual amenity and contribution to the character of the area but may also have other uses i.e. formal or informal recreation, environmental, cultural and historical and for wildlife and nature conservation value. National policy recognises that 'Open Space' may comprise all open space of public value.

Area of Outstanding Natural Beauty (AONB) - An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, AONBs represent the nation's finest landscapes. AONBs are designated by [Natural England](#).

Change of Use – a material change in the use of land or buildings that is significant for planning purposes e.g. from retail to residential

Communities and Local Government - is the Government department with responsibility for planning, housing, urban regeneration and local government ("DCLG").

Community Infrastructure Levy (CIL) - allows Local Authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools, health centres, leisure centres and parks. Parishes with a Neighbourhood Plan will receive 25% of any community infrastructure levy arising from developments in their area compared to parishes without a Neighbourhood Plan who will receive 15%.

Connecting Places Strategy - Areas within Gloucestershire identified within LTP3 through their distinctive transport characteristics; opportunities and constraints.

Conservation Area - an area of special architectural or historic interest, the character or appearance of which is preserved by local planning policies and guidance.

Development Plan - Includes adopted Stroud District Local Plan and Neighbourhood Development Plans which are used to determine planning applications.

Ecological Statement / Assessment - Ecological statements and assessments allow suitably qualified people to monitor the current and changing conditions of any ecological resources on a site from which the importance, quantity and movement of those resources can be judged without bias. Usually it comprises a phase 1 habitat survey that maps an area under consideration based on the habitats present. It is a tool to inform on the need for further survey; as a baseline to

record an area's current state; or to help in the impact assessment of a development. Such a survey improves the understanding about the structure and function of the biodiversity on a site in order that any such wildlife interest can be protected or enhanced. Such information allows any developments to be fully assessed prior to a planning decision being made.

Enabling Development – is development which enables the Council to secure a planning benefit which would not otherwise be immediately forthcoming.

Evidence base - The background information that any Development Plan Document is based on and is made up of studies on specific issues, such as play areas or housing mix, facts about an area or views from stakeholders; for example SHLAA (Strategic Housing Land Availability Assessment).

Flood Risk Assessment - An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Greenfield site - Land where there has been no previous development, often in agricultural use

Green-space - Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments and the like.

Housing Associations / Registered Social Landlords / Registered Providers – Not-for-profit organisations providing homes mainly to those in housing need

Independent Examination - An assessment of a proposed Neighbourhood Plan carried out by an independent person to consider whether a Neighbourhood Development Plan conforms with the relevant legal requirements.

Infrastructure – Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Infill Development – small scale development filling a gap within an otherwise built up frontage.

Listed Building – building of special architectural or historic interest.

Local Planning Authority - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, county council, a unitary authority or national park authority. For Kingswood this is Stroud District Council and Gloucestershire County Council.

Local Transport Authority - In Gloucestershire the county council is the Local Transport Authority. It owns and manages the highway asset and is required to meet the needs of the transport network as defined in the Transport Act (2008).

Local Transport Plan (LTP) - A statutory document setting out a LTAs long-term transport strategy.

Major Development – in respect of residential is 10 or more dwellings or a site area of 0.5 hectares or more. For other uses- the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more.

Manual for Gloucestershire Streets (MfGS) - Manual for Gloucestershire Streets sets out the principles that GCC will apply to the design and construction of transport infrastructure associated with new development.

Mitigation Measures - any works or actions required to be carried out by developers to reduce the impact of the development on the surrounding environment or to address particular environmental effects which would otherwise make that development unacceptable.

Modal Shift - a change in the means of transport, for example from use of cars to public transport, particularly applied to all travellers within an area or those travelling to a specific type of facility or destination.

Nature Map – the Nature Map for Gloucestershire represents a strategic ecological network for the future. The selected landscape-scale blocks of land called Strategic Nature Areas (SNAs), show where the characteristic habitats that typify the county can be expanded and linked to help wildlife survive in an uncertain future. In simple terms it is an Adaptive Strategy for our wildlife.

Neighbourhood Development Plan – A local plan prepared by a Parish Council for a particular Neighbourhood Area, which includes land use topics

Non-Motorised User (NMU) - Road users who are pedestrians, cyclists and equestrians with attention to the needs of disabled people.

Open Space - All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs,

which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Planning Permission - Formal approval granted by a council (e.g. Stroud District Council / Gloucestershire County Council) in allowing a proposed development to proceed

Previously Developed Land (PDL) – is defined as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:

- Land that is or has been occupied by agricultural or forestry buildings;
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- Land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public Open Space - Open space to which the public has free access.

Rural Exception Sites - The following issues should be addressed in a legal agreement for Rural Exception Sites: What the named Owner and any Registered Social Landlord (RSL) or other Affordable Housing Provider undertakes to provide to meet Council policies. That all of the units will be used in perpetuity for the purposes of providing affordable housing. That the Affordable Housing Units will be occupied by persons meeting the eligibility criteria. To enter into a nomination agreement with the Council. To ensure that the scheme is occupied by people with a strong local connection to the parish or if units remain unallocated after three months the adjoining parishes and after five months the whole District. To construct the Affordable Housing Units to the standard required by the Housing Corporation, if grant funded, and the Council. Where any units are to be made available for shared ownership leasing, the occupiers shall not be permitted to staircase above 80% of the value of such units at the date upon which the right to staircase is exercised unless the rural repurchase version of the shared ownership lease is utilised.

Section 106 Agreement – Planning obligation under section 106 of the Town & Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers self-impose obligations to pre-empt objections to planning permission being granted.

Settlement Development Limits Boundary – Settlement or development boundaries (village envelopes) seek to set clear limits to towns and villages. They are designed to define the existing settlement and to identify areas of land where development may

be acceptable in principle, subject to other policies and material planning considerations.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Soundness – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified (founded on robust and credible evidence and be the most appropriate strategy), whether the plan is effective (deliverable, flexible and able to be monitored), and whether it is consistent with national and local planning policy.

Stakeholder – People who have an interest in an organisation or process including residents, business owners and national organisations and government departments

Sustainable Communities – Places where people want to live and work, now and in the future.

Sustainable Development – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Travel Plan – an assessment which may be required in connection with major development proposals which look at how people are likely to access the development and its effects on travel patterns.

It will also look at any undesirable consequences that should be mitigated. It should consider how access on foot, by cycle or public transport can be promoted and how demand for car parking can be minimised.

Use Classes Order – The Town and Country Planning (Use Classes) Order 1987(as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another class.

Windfall sites – Any area of land that is suitable for development within the terms of planning policies, but has not specifically been identified and allocated within a Development Plan Document. The development of these can be unpredictable.



Kingswood

Neighbourhood Development Plan 2014-2031

Referendum Version 2017