



Planning for our future

Early Scoping Consultation

Monday 29th June – Sunday 9th August 2026

Stroud District Local Plan

Early Scoping Consultation Summary and Report

BERKELEY ALDERLEY BROOKTHORPE-WITH-WHADDON
FROCESTER ELMORE KINGS STANLEY
RODBOROUGH HAMFALLOW
WHITMINSTER STONEHOUSE
LEONARD STANLEY HARESCOMBE
Wotton-under-Edge EASTINGTON
COALEY
HAM & STONE HORSLEY CHALFORD
KINGSWOOD CRANHAM NORTH NIBLEY ULEY
STROUD PAINSWICK SLIMBRIDGE
MORETON VALENCE
HILLESLEY & TRESHAM DURSLEY
WOODCHESTER
UPTON ST LEONARDS BRIMSCOMBE & THRUPP
ARLINGHAM MINCHINHAMPTON
WHITESHILL & RUSCOMBE PITCHCOMBE STANDISH
CAINSCROSS BISLEY-WITH-LYPIA
NYMPFIELD HINTON
RAMPTON-ON-SEVERN NAILSWORTH
ONGNEY & EPNEY GREAT OLDBURY FRETHERNE WITH SAUL
CAM ALKINGTON MISERDEN HUNTS GROVE
RANDWICK & WESTRIP GREAT OLDBURY STINCHCOMBE



STROUD DISTRICT COUNCIL
www.stroud.gov.uk



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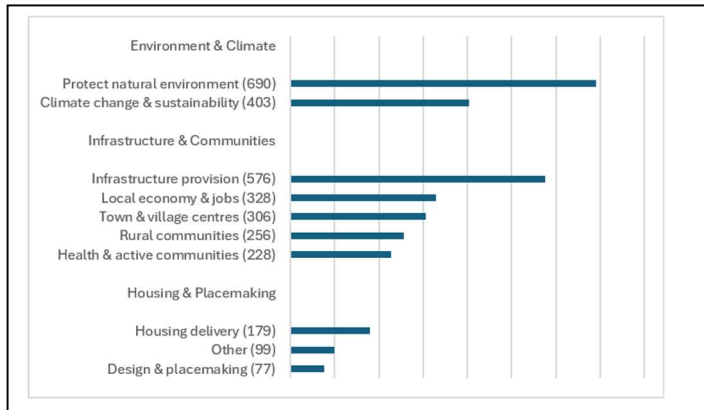
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Dashboard Summary

Question 8. What should be the key priorities for the new Local Plan?

94%	Inside	859 Responses
6%	Outside	



What residents told us

Protect the environment

- Top priority (690 responses)
- Strong support for biodiversity, farmland and landscape protection

Infrastructure before growth

- Second highest priority (576 responses)
- Repeated calls for roads, schools, healthcare and public transport ahead of development

Tackle climate change

- Third highest priority (403 responses)
- Strong support for sustainable development

Housing matters, but not at any cost

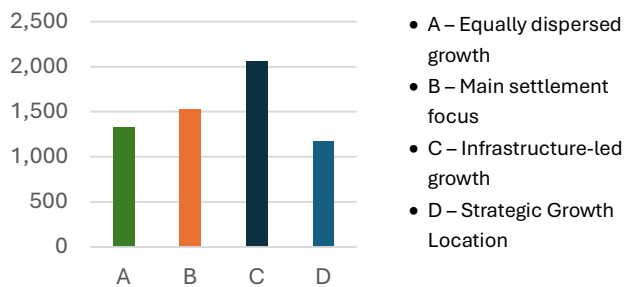
- Housing delivery ranked below environmental and infrastructure concerns (179 responses)

Question 9. What sort of places should Stroud District aim to create, develop or protect over the next 15-20yrs?

High Priority (>70%)	Medium Priority (40-70%)	Lower Priority (<40%)
Protect Countryside	Supporting Rural Communities	Affordable Housing
Suitable Communities	Infrastructure Before Development	Brownfield First
	Health and Community Facilities	
	Local Jobs and Town Centres	

Question 10. Which is your preferred approach?

Please rank options A-D in order of preference



Option C Infrastructure-led ranked most preferred option

Key message:

Protecting the environment and countryside
Ensuring infrastructure keeps pace with growth

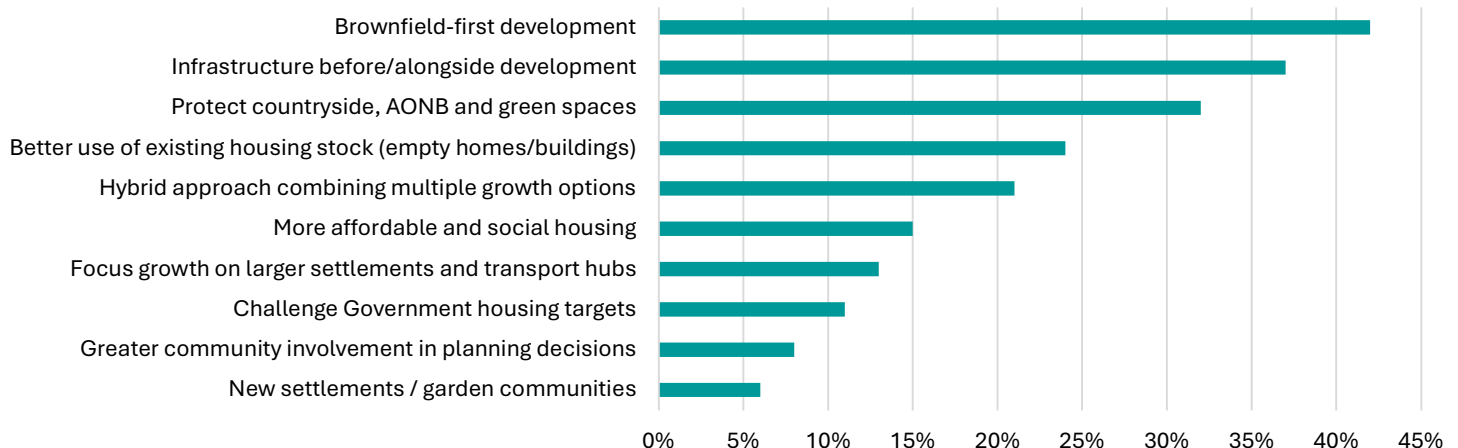
Question 11. Please explain the reasons for your preferred approach:



- Infrastructure before development
- Protect the countryside and rural character
- Growth in existing settlements (where infrastructure already exists)
- Sustainable communities
- Concerns about dispersed growth
- Brownfield-first development
- Local jobs and economy
- Affordable Housing

Q.11: Many residents felt that housing has too often been delivered ahead of necessary infrastructure improvements and supported an **infrastructure-led approach** to ensure communities can accommodate growth sustainably.

Question 12: Are there any other alternative approaches the Council should consider?



Question 13: What are the main issues the Local Plan should address?

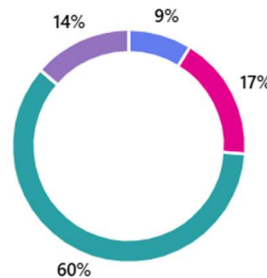
Environment & Place

- Loss of countryside (75%)
- Climate change (47%)
- Flood risk (38%)

Infrastructure & Communities

- Infrastructure capacity (67%)
- Traffic and congestion (59%)
- Public transport (56%)
- Housing affordability (36%)
- Employment opportunities (34%)
- Town centre vitality (37%)

Question 14: How do you think future housing growth should



- Plan for more homes than required by the Government to support future growth
- Plan for the level of homes we are required to deliver by the Government
- Plan for fewer homes to reflect potential local and environmental constraints
- Other

Question 15: What infrastructure or services are most needed to support growth?

Highest Priority (600+)

- Health services (657)
- Public transport & travel (623)
- Green spaces & environmental protection (618)

High Priority (500-599)

- Schools & childcare (515)

Medium Priority (400-499)

- Roads & traffic improvements (488)
- Utilities & digital infrastructure (401)

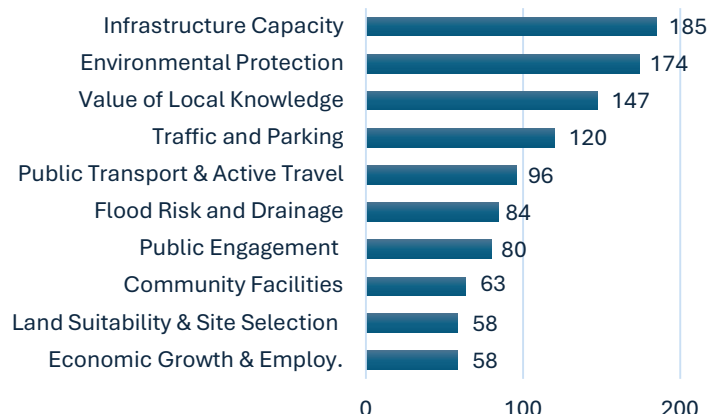
Lower Priority (Below 400)

- Community, sports & leisure facilities (365)
- Affordable & specialist housing (261)
- Other (101)

Question 16. Please provide any local information, evidence or data, that the council should take into account when preparing the Local Plan:

Key Finding	Value
Distinct Themes Identified	25
Most Mentioned Theme	Infrastructure Capacity (185)
Second Most Mentioned Theme	Environmental Protection (174)
Areas with Highest Response Volumes	Wotton-under-Edge (150), Cam (121) and Kingswood (61), Coaley (57)
Areas with Highest Theme Mentions	Cam (246), Wotton-under-Edge (187), Coaley (165), Kingswood (125)

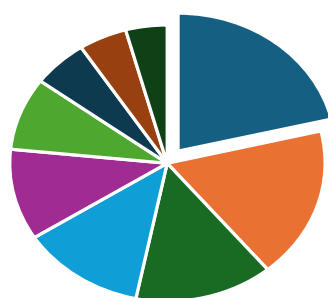
Top Themes Mentioned Across the District



Key message:

The most frequently identified barriers to development delivery were **infrastructure capacity, transport network constraints** and pressure on **healthcare** and **education services**.

Question 17. Please provide any issue you think may affect the delivery of development in the district



- Infrastructure capacity & utilities - 30%
- Traffic, roads & motorway junctions - 25%
- Healthcare & education capacity - 20%
- Environmental protection & biodiversity - 18%
- Flood risk & drainage - 15%
- Public transport & active travel - 15%
- Brownfield-first development - 8%
- Community character & settlement identity - 7%
- Developer delivery & infrastructure funding - 6%

Question 18. What would need to be in place for development in your local area to be supported?

82%

Ensure protection of the countryside and environment

81%

Development supported by appropriate infrastructure

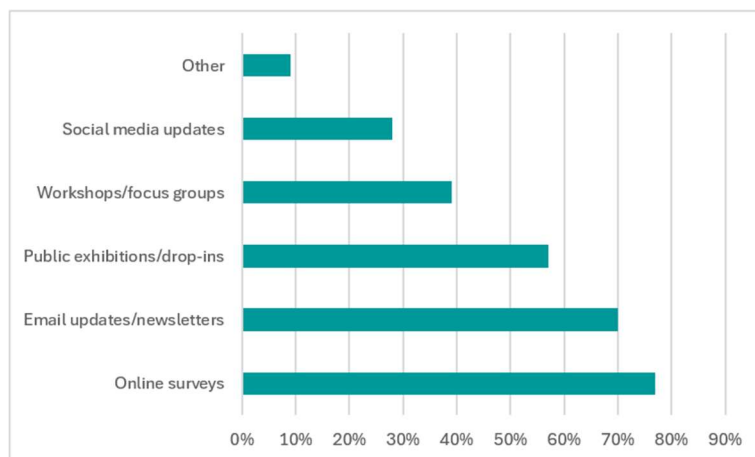
(Top 2 dominant themes)

**Question 19. How would you like to be involved
In future stages of the Local Plan?**

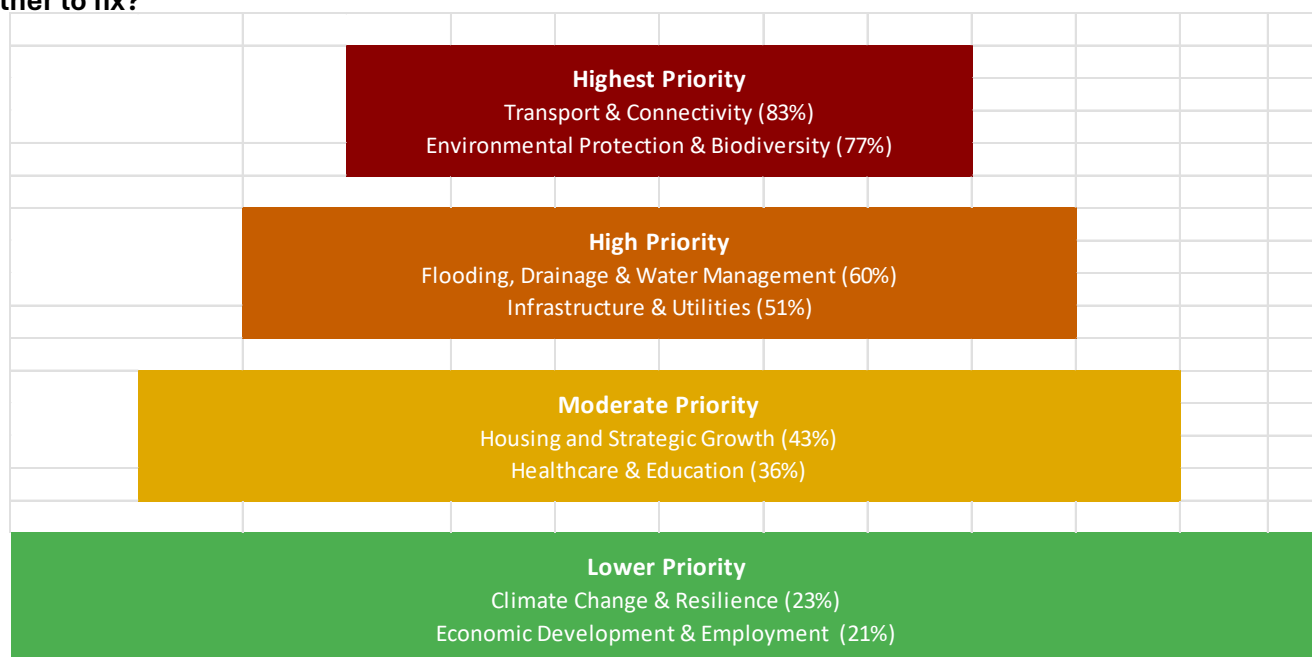
Digital engagement emerged as the preferred form of participation among respondents:

77% Online surveys

70% Email updates/newsletter



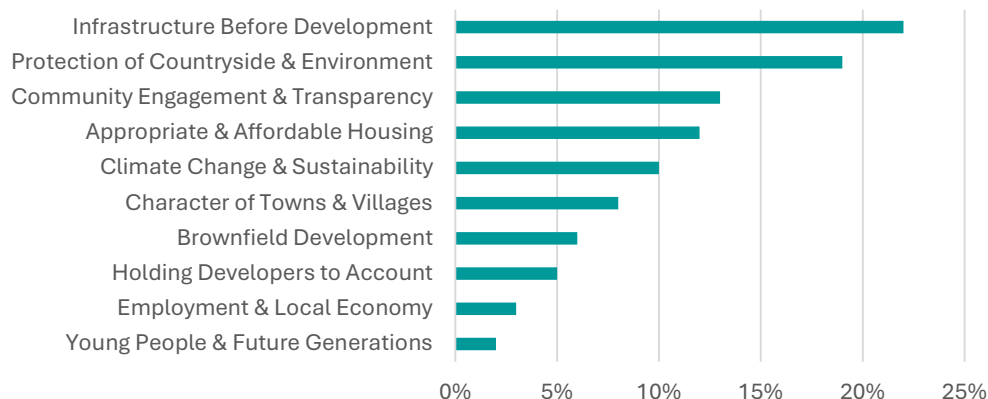
Question 20. Are there any issues that would need neighbouring councils or other organisations to work together to fix?



Question 21. Do you have land or know of a site you would like to suggest for development?

61 Respondents confirmed they had submitted a site through the 2026 Call for Sites process.
182 sites received in total – of which 72 are new locations to be assessed

Question 22. Is there anything else you would like us to consider as part of this consultation?



Early Scoping Consultation Report

September 2026

The Council is commencing preparation of a new Local Plan that will guide how the district develops over the plan period. Consistent with the expectations of the Government's Local Plan Gateway process, the Council has undertaken an early scoping consultation to gather local knowledge, evidence and community views before detailed policies, site allocations and growth options are prepared. This approach supports early engagement and evidence gathering at the outset of plan-making, helping to ensure that key issues, opportunities and constraints are identified before strategic decisions are developed.

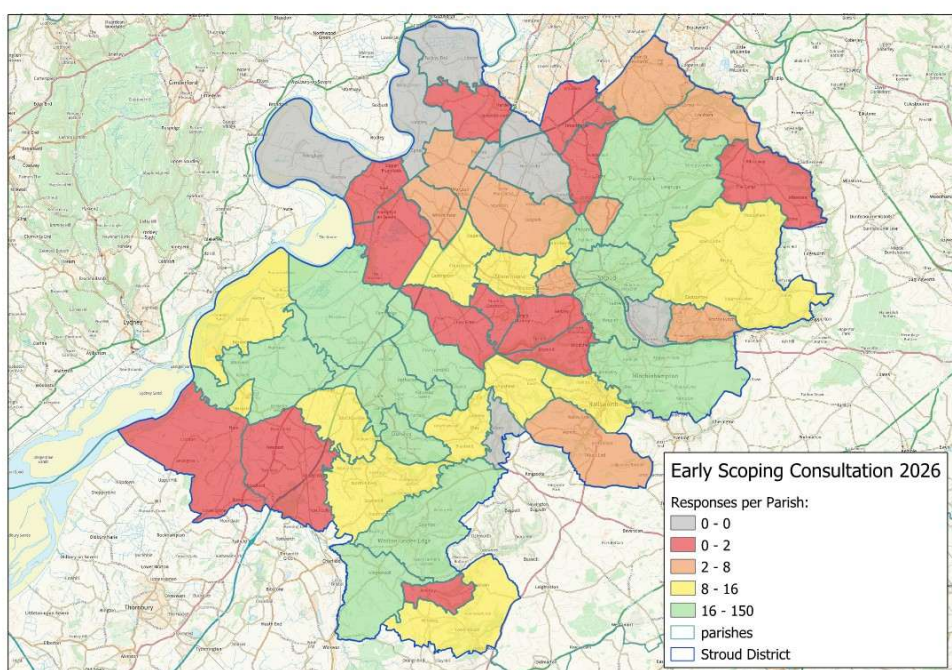
The purpose of this engagement is to help identify the key opportunities, challenges and priorities facing the district, ensuring that the Local Plan is informed by local circumstances and reflects the issues that matter most to residents, businesses, community groups and other stakeholders. Engaging with stakeholders at the earliest stage provides an opportunity to capture local knowledge, understand community priorities and identify potential constraints and opportunities before strategic decisions are made. This proactive approach aligns with the objectives of Gateway 1 by demonstrating how community engagement and evidence collection have informed the scope and direction of the emerging Local Plan. It also helps ensure that the plan-making process is evidence-led, transparent and shaped by meaningful engagement from the outset.

Questions 1-7 – Personal details

These questions were included to identify who was responding to the consultation and where respondents were located (via postcode information). This information helps to contextualise responses and provides a localised understanding of residents' views, opinions and concerns.

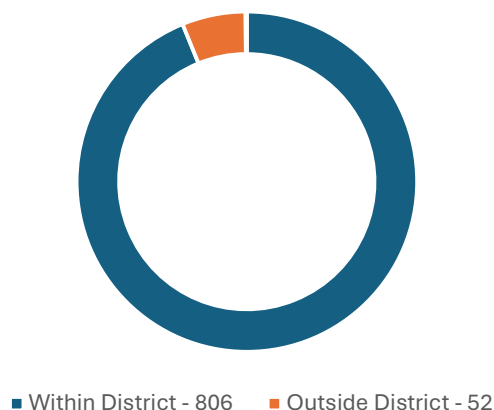
A total of **859** responses were received. Given the early stage of the Local Plan process, this represents a positive level of engagement.

Responses were received from across the district, with particularly strong representation from the larger settlements.



- Wotton-under-Edge – 150
- Cam – 121
- Kingswood - 61
- Coaley – 57
- Stroud – 49
- Painswick – 35
- Dursley – 30
- Minchinhampton – 26
- Slimbridge – 23
- Whiteshill and Ruscombe – 20
- Rodborough - 19
- Hamfallow – 17
- Berkeley – 15
- Hinton – 14
- Stinchcombe – 14
- Bisley-with-Lypiatt – 12
- Nympsfield – 10
- Uley – 10
- Other (<10) – 124
- Outside District - 52

94% of respondents were residents of the district.



Responses from outside of the district:

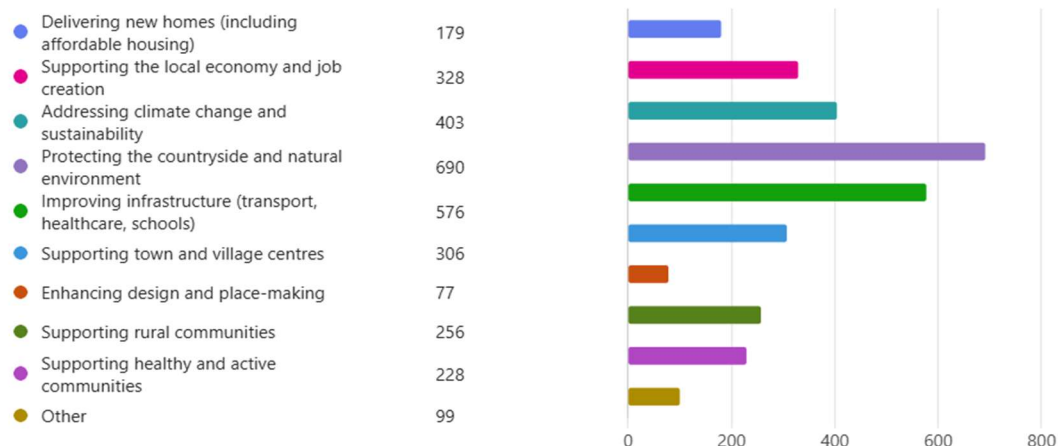
Cheltenham	10
Bristol	9
Gloucester	7
London	5
Others	21
TOTAL	52

Key Message:

The consultation primarily captured views from district residents, with 806 of the 859 respondents (94%) identifying a location within the district.

Question 8. What should be the key priorities for the new Local Plan?

(Focus on overall priorities, not locations for development)



Responses indicated that environmental protection and improvements to infrastructure were considered amongst the strongest priorities for the new Local Plan, in this exercise receiving considerably more support than housing delivery and place-making enhancements.

Protecting the natural environment was the most frequently selected priority (690 responses), followed by improving infrastructure such as transport, healthcare and schools (576 responses). Addressing climate change and sustainability was also a significant concern (403 responses). While housing delivery remained important (179 responses), respondents were considerably more focused on ensuring that growth is supported by adequate infrastructure and does not adversely affect the natural environment.

Economic considerations were important, with respondents highlighting the need to support the local economy and job creation (328 responses) and support town and village centres (306 responses). There was also notable support for rural communities (256 responses) and healthy and active communities (228 responses).

Enhancing design and place-making received the lowest level of support among the main options (77 responses). A further 99 respondents selected 'Other', identifying additional priorities not captured by the listed themes.

The most common "Other" themes were:

- **Protecting farmland and agricultural land**, particularly avoiding the loss of high-quality farmland to development.
- **Using brownfield sites first** and prioritising previously developed land and vacant buildings.
- **Maintaining the identity of towns and villages**, including avoiding coalescence between settlements and preventing villages from becoming overdeveloped.
- **Infrastructure-led development**, with repeated calls for roads, healthcare, schools, drainage, utilities and public transport to be delivered before new housing.
- **Biodiversity, nature recovery and wildlife protection**, including habitats, ecological networks and green infrastructure.
- **Support for affordable housing, social housing and self-build opportunities**, particularly for local people and rural communities.
- **Improved public transport, walking and cycling infrastructure**, including specific references to bus services and active travel routes.
- **Access to green space, recreation and wellbeing**, including the mental and physical health benefits of nature.
- **More balanced distribution of growth across the district**, rather than concentrating development in the A38/M5 corridor.
- **Local character, heritage and landscape protection**, including the Cotswolds National Landscape and historic environments.

Key Message:

Responses indicate that environmental protection, infrastructure provision and addressing climate change are regarded as the highest priorities for the new Local Plan by those who participated in the consultation. In contrast, housing delivery was generally viewed as a lower priority, with respondents placing greater emphasis on protecting existing communities, local services and the natural environment.

It should be noted that these findings reflect the views of those who chose to respond to the consultation and may not be representative of the wider population across the district.

Question 9. What sort of places should Stroud District aim to create, develop or protect over the next 15-20yrs?

Based on the 859 responses received, there is a remarkably consistent message about the kind of places respondents want Stroud District to create, develop and protect.

Residents overwhelmingly support a vision of sustainable, well-connected communities that protect the district's countryside, landscapes and village identities while providing homes, jobs and infrastructure for future generations.

This report recognises 8 consistent keyword-based categories with the following consultation-focused themes:

9.1. Protect the Countryside, Nature and Landscape (705 | 82.0%)

Protecting the district's natural environment and landscape was the strongest and most consistent theme. Respondents emphasised the need to safeguard biodiversity, valued landscapes and countryside character, while ensuring that future growth does not undermine environmental assets or public access to nature.

- Strong support for protecting green spaces, farmland, wildlife habitats and biodiversity.
- Safeguard the Cotswolds National Landscape, river corridors, woodlands and locally valued views.
- Avoid settlement coalescence and urban sprawl.
- Preserve countryside access, footpaths and recreational open space.
- Protect agricultural land and food-producing farmland.
- Ensure future generations benefit from a healthy natural environment.

9.2. Sustainable, Walkable and Well-Connected Communities (690 | 80.2%)

Respondents consistently supported the creation of sustainable, well-connected communities. A recurring theme was the need for future development to be located where people can easily access services, employment and facilities, while providing a wider range of transport choices and reducing the need to travel by car.

- Create communities where homes, jobs, schools, healthcare and shops are easily accessible.
- Improve walking, cycling and public transport networks.
- Reduce dependence on private cars.
- Promote sustainable travel between settlements and employment centres.
- Plan development around existing transport connections and local services.

9.3. Supporting Rural Communities and Protecting Settlement Identity (510 | 59.3%)

Respondents frequently highlighted the importance of ensuring that future development reflects the character, capacity and heritage of existing settlements. Many expressed concern about the loss of local identity and the impact of growth that could alter the distinctive qualities of villages and market towns.

- Protect the unique character of villages, market towns and rural communities.
- Maintain separation between settlements and avoid village coalescence.
- Ensure growth is proportionate to the size and capacity of communities.
- Preserve local heritage, landscape setting and community identity.
- Support the long-term vitality and sustainability of rural settlements.

9.4. Infrastructure Before Development (485 | 56.4%)

A strong theme throughout the responses was that infrastructure should be planned and delivered in step with new development. Respondents expressed concerns about existing capacity constraints and emphasised that growth should not proceed unless supporting infrastructure can accommodate additional demand.

- Deliver roads, schools, healthcare and utilities before or alongside growth.
- Address concerns about overloaded GP surgeries, dentists and schools.
- Improve drainage, sewerage, flood management and water infrastructure.
- Ensure roads and transport systems can accommodate future development.
- Make infrastructure provision a prerequisite for new housing.

9.5. Health, Leisure and Community Facilities (435 | 50.6%)

Many respondents emphasised the importance of GP surgeries, dentists, hospitals, schools, leisure centres, parks, sports facilities, youth provision, village halls and other community spaces that support wellbeing and social cohesion.

- Increase access to healthcare facilities and NHS services.
- Improve parks, playgrounds, sports facilities and leisure centres.
- Support youth provision, community halls, libraries and meeting spaces.
- Create places that support health, wellbeing and social interaction.
- Ensure communities have facilities for all age groups

9.6. Local Jobs, Economy and Thriving Centres (395 | 45.9%)

Respondents highlighted the importance of creating prosperous and resilient local economies. Many felt that future growth should provide greater opportunities for residents to work locally, support thriving town and village centres, and ensure economic benefits are shared across the district.

- Support local employment opportunities and business growth.
- Strengthen town centres and village centres.
- Encourage independent businesses, apprenticeships and local enterprise.
- Create jobs alongside housing growth.
- Reduce reliance on long-distance commuting by supporting local economies.

9.7. Affordable Housing for Local People (235 | 27.3%)

Respondents emphasised the importance of ensuring that housing delivery addresses local needs, improves affordability and supports balanced, sustainable communities. Particular emphasis was placed on providing homes that enable local people, younger generations and those seeking to downsize to remain within the district.

- Deliver genuinely affordable homes for local residents.
- Help younger people, first-time buyers and families remain in the district.
- Increase social and affordable housing provision.
- Provide a wider range of housing types, including smaller homes and bungalows.
- Ensure housing reflects local needs rather than market demand alone

9.8. Brownfield-First Development (145 | 16.9%)

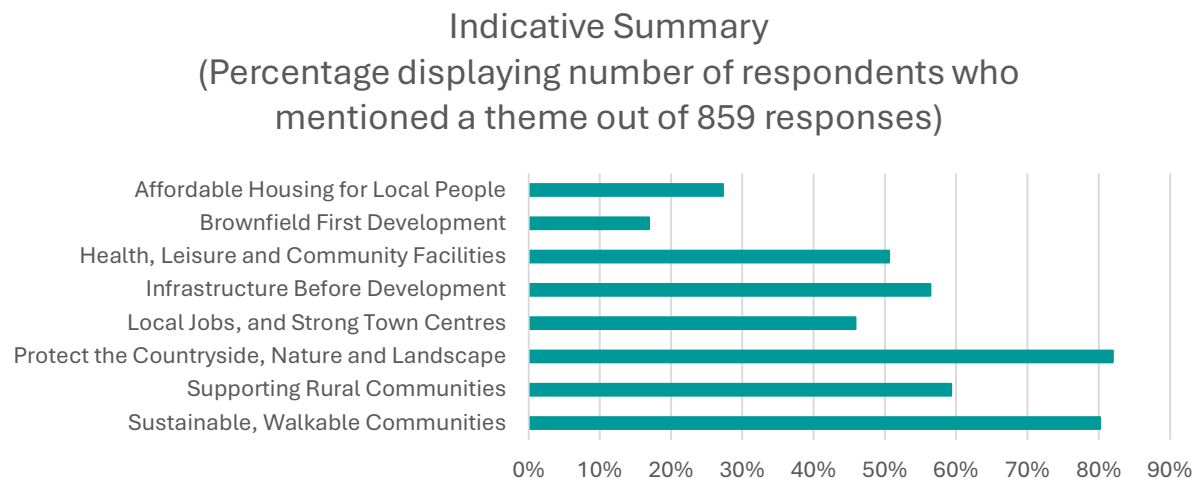
Respondents generally supported making the best use of previously developed land and existing urban areas before considering the release of undeveloped sites. While often raised as part of broader environmental concerns, many responses emphasised the role of regeneration in accommodating growth while reducing impacts on the countryside.

- Prioritise brownfield and previously developed land.
- Reuse vacant buildings, former industrial sites and underused town-centre land.
- Regenerate neglected or derelict sites.
- Reduce pressure on greenfield land and the countryside.
- Maximise existing infrastructure before releasing undeveloped land.

Indicative Summary:

Theme	Indicative Mentions	% of Responses*
1. Protect the Countryside, Nature and Landscape	705	82%
2. Sustainable, Walkable Communities	690	80%
3. Supporting Rural Communities	510	59%
4. Infrastructure Before Development	485	56%
5. Health, Leisure and Community Facilities	435	51%
6. Local Jobs, and Strong Town Centres	395	46%
7. Affordable Housing for Local People	235	27%
8. Brownfield First Development	145	17%

*Based on 859 responses. Figures are indicative because many responses referenced multiple themes



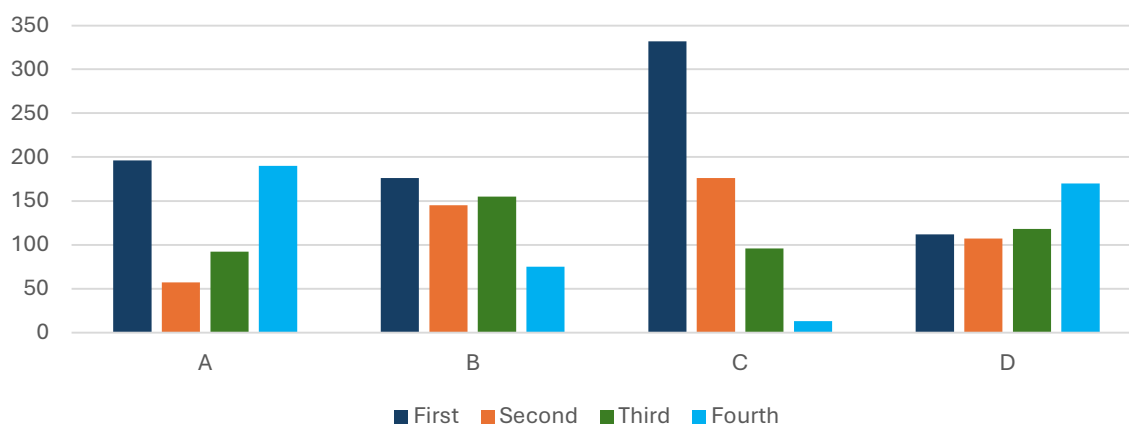
Summary:

Respondents placed the greatest emphasis on protecting the countryside, nature and landscape, creating sustainable and well-connected communities, supporting rural communities, and ensuring that infrastructure is delivered alongside growth. Many also highlighted the importance of improving health, leisure and community facilities, supporting local employment and vibrant town and village centres, and maintaining the distinct identity of settlements. Affordable housing for local people and prioritising brownfield development were also recurring themes, although they were raised less frequently than the issues above.

Question 10. Which is your preferred approach? Please rank options A-D in order of preference (1 - 4)

- Option A Equally dispersed growth (spreading development equally between all towns and villages across the district)
- Option B Main settlements focus (focusing development in towns and larger villages)
- Option C Infrastructure-led growth (linking development to where infrastructure providers consider most sustainable or can be improved)
- Option D Strategic growth location (planning larger new development or extensions such as garden villages)

Which is your preferred approach?



Rank	A	B	C	D
First	196	176	332	112
Second	57	145	176	107
Third	92	155	96	118
Fourth	190	75	13	170

Rankings converted into scores:

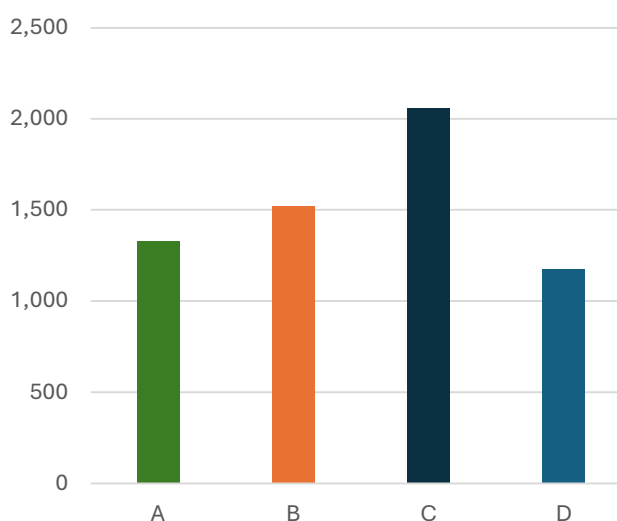
- 1st = 4 points
- 2nd = 3 points
- 3rd = 2 points
- 4th = 1 point

Example: A

$$\begin{aligned}
 &= (196 \times 4) + (57 \times 3) + (96 \times 2) + (190 \times 1) \\
 &= 784 + 171 + 184 + 190 \\
 &= \mathbf{1,329}
 \end{aligned}$$

Option	Score
A	1,329
B	1,524
C	2,061
D	1,175

Ranking score



Of the 859 responses received, 1 commented “all of the above” as their given priority, 29 did not consider that any of the given options were appropriate and 13 gave no response to this question.

Based on weighted preference scoring, **Infrastructure-led Growth (Option C)** emerged as the strongest-performing option, receiving 2,061 points (33.9% of the total weighted score). This indicates a clear preference for linking new development to locations where infrastructure capacity already exists or can be sustainably enhanced, reinforcing the importance respondents placed on ensuring infrastructure is planned and delivered alongside growth.

Main Settlements Focus (Option B) achieved the second-highest score with 1,524 points (25.0%), suggesting considerable support for directing development towards the district's towns and larger villages.

Equally Dispersed Growth (Option A) received 1,329 points (21.8%), while Strategic Growth Locations (Option D) received 1,175 points (19.3%). Although both attracted support from respondents, they scored notably lower than Options C and B.

Summary:

Overall, the results suggest a clear preference for growth that is aligned with existing communities and supported by appropriate infrastructure. Respondents were generally more supportive of development in locations where infrastructure and services already exist, or can be sustainably enhanced, than approaches focused on either dispersing growth evenly across all settlements or concentrating large-scale growth in a small number of strategic locations.

Question 11. Please explain the reasons for your preferred approach:

The strongest and most consistent message was that future growth should be supported by infrastructure, with respondents repeatedly citing concerns about roads, schools, healthcare, public transport, drainage and utilities already being under pressure. Many residents felt that housing has too often been delivered ahead of necessary infrastructure improvements and supported an infrastructure-led approach to ensure communities can accommodate growth sustainably.

Several recurring themes emerged from the responses:

11.1. Infrastructure Before Development (25%)

Infrastructure was the most frequently referenced theme across responses. Many respondents expressed strong support for an infrastructure-led approach to growth, emphasising that housing development should be planned alongside, or preferably after, the provision of the infrastructure needed to support it. Respondents frequently cited concerns about the capacity of existing roads, schools, healthcare services, drainage systems, utilities and public transport networks.

Common reasons included:

- Ensuring roads, public transport and active travel networks can support growth
- Providing school places, healthcare services and community facilities alongside development
- Addressing existing pressures on infrastructure before accommodating further growth
- Coordinating housing delivery with utilities, drainage and wastewater capacity
- Reducing the risk of overburdening existing communities and services
- Creating sustainable and well-planned communities from the outset

Many respondents referred to past experiences where housing development had outpaced infrastructure provision, resulting in increased traffic congestion, pressure on healthcare and education services, drainage issues and reduced quality of life. There was a strong view that future growth should only take place where infrastructure has sufficient capacity or where improvements can be delivered before or alongside new development. Respondents frequently identified infrastructure provision as a fundamental requirement for creating sustainable communities and delivering successful long-term growth.

11.2. Protecting the Countryside and Rural Character (19%)

Respondents frequently expressed concern about the potential impact of development on the district's landscapes, rural communities and environmental assets. Many emphasised the need for growth to be carefully managed to avoid irreversible harm to the qualities that contribute to the character and attractiveness of Stroud District.

Common reasons included:

- Protecting countryside, farmland and green spaces.
- Maintaining the distinct identity of towns and villages.
- Preventing urban sprawl and settlement coalescence.
- Safeguarding wildlife habitats, biodiversity and ecological networks.
- Protecting the Cotswold National Landscape and valued local landscapes.
- Limiting development on greenfield sites.

Many respondents supported concentrating development in locations that could accommodate growth more sustainably, thereby reducing pressure on the countryside and helping to protect the district's natural and rural character.

11.3. Directing Growth to Existing Settlements (16%)

Many respondents favoured directing development towards towns and larger villages that are better able to accommodate growth. This approach was often seen as a practical way to support sustainable development while making effective use of existing services and facilities.

Common reasons included:

- Better access to schools, healthcare and community facilities.
- Existing public transport, walking and cycling connections.
- Greater access to employment opportunities and town centres.
- More efficient use of existing infrastructure and services.
- Reduced pressure on smaller villages and rural communities.
- Greater potential to support sustainable patterns of development.

Respondents also considered this approach preferable to more dispersed patterns of growth, which were often viewed as placing additional pressure on infrastructure and services in smaller settlements.

11.4. Creating Sustainable Communities (14%)

Respondents frequently highlighted the need for growth to deliver well-planned communities that support residents' day-to-day needs and provide a high quality of life. Many felt that development should be accompanied by the services, facilities and infrastructure needed to create attractive and resilient places.

Common reasons included:

- Access to shops, schools, healthcare and community facilities.
- Opportunities for walking, cycling and public transport use.
- Reducing reliance on private car travel.
- Creating mixed communities with homes, jobs and services.
- Supporting community cohesion and quality of life.
- Delivering green spaces, leisure facilities and local amenities alongside development.

Many respondents supported an integrated approach to growth, where housing, employment, community facilities, green infrastructure and transport are planned together from the outset, helping to create balanced and sustainable communities.

11.5. Concerns About Dispersed Growth (8%)

Many respondents expressed reservations about distributing development widely across towns and villages, preferring growth to be focused in locations that are better able to accommodate additional development. Concerns were often linked to the ability of smaller settlements to support growth without adverse impacts on local services, infrastructure and community character.

Common reasons included:

- Limited infrastructure capacity in smaller villages.
- Increased car dependency and longer travel distances.
- Pressure on schools, healthcare services and local roads.
- Risk of eroding village character and rural identity.
- Difficulty delivering infrastructure improvements across multiple locations.

Respondents also highlighted concerns that spreading development too widely could fragment investment and reduce opportunities to secure significant improvements to infrastructure and public services.

11.6. Brownfield-First Development (7%)

Many respondents supported a brownfield-first approach to development, viewing the reuse of previously developed land as a means of accommodating growth while limiting pressure on the countryside and other environmental assets.

Common reasons included:

- Reusing previously developed land before greenfield sites.
- Protecting countryside, farmland and open spaces.
- Making use of vacant buildings and underused sites.

- Reducing environmental impacts from new development.
- Making use of existing infrastructure and services.

Respondents also identified regeneration opportunities within existing settlements, including vacant commercial premises, former industrial sites and underutilised town-centre buildings, as potential locations for future development.

11.6. Local Jobs and Economy (6%)

Many respondents highlighted the importance of ensuring that economic growth accompanies housing development. There was a common view that new development should help create balanced and thriving communities by increasing access to employment opportunities and supporting local businesses.

Common reasons included:

- Local jobs supporting sustainable communities.
- Reducing the need for long-distance commuting.
- Strengthening town centres and local businesses.
- Ensuring employment opportunities grow alongside housing.
- Supporting economic investment and business growth.

Respondents also emphasised the benefits of enabling people to live, work and access everyday services locally, helping to support community vitality and reduce the need to travel outside the district.

11.7. Affordable Housing (4%)

Many respondents highlighted the need for housing that meets local needs and helps maintain balanced and sustainable communities. Particular emphasis was placed on enabling local people and younger generations to remain within the district, although affordability was often considered alongside wider concerns relating to infrastructure, location and the overall impact of development.

Common reasons included:

- Helping local people and younger generations remain in the area.
- Providing opportunities for first-time buyers.
- Supporting mixed and balanced communities.
- Meeting local housing needs in towns and villages.
- Delivering affordable homes alongside supporting infrastructure.

Respondents generally supported the provision of affordable housing, provided that new development is appropriately planned, supported by necessary infrastructure and responsive to local community needs.

Headline Themes

Theme	Approx. Mentions	Relative Frequency
Affordable Housing	40	Lower but recurring
Local Jobs and Economy	60	Moderate
Brownfield-First Development	70	Moderate
Concerns About Dispersed Growth	80	Moderate
Sustainable Communities	135	High
Growth in Existing Settlements (where infrastructure already exists)	155	High
Protect the Countryside and Rural Character	185	High
Infrastructure Before Development	240	Very High

Summary:

The most common reason given for respondents' preferred growth option was the need for infrastructure-led development. Respondents consistently stated that roads, healthcare, schools, public transport, drainage and utilities should be delivered before or alongside growth. Many favoured directing development towards existing settlements where services and facilities already exist, whilst protecting the countryside and rural character of the district. Respondents also highlighted the importance of creating sustainable communities with access to jobs, services and public transport, and several supported prioritising brownfield land before greenfield development.

Question 12: Are there any other alternative approaches the Council should consider?

Most respondents did not propose entirely new growth strategies. Many suggested refinements to the options presented or a hybrid approach rather than any single growth option. Several clear and recurring themes emerged.

12.1. Brownfield First (Most Frequent Theme) (42%)

By far the most common suggestion was that the Council should prioritise:

- Previously developed (brownfield) land before any greenfield release
- Redevelopment of vacant industrial sites, former offices and warehouses
- Conversion of empty town centre shops and upper floors
- Bringing derelict and long-term vacant properties back into use
- Stronger action against land banking by developers

Many respondents argued that available brownfield opportunities should be exhausted before countryside or agricultural land is developed.

12.2. Infrastructure Before Development (37%)

A very strong and consistent theme was demand for:

- Roads improvements
- School capacity
- GP surgeries and healthcare provision
- Public transport enhancements
- Drainage and sewerage upgrades
- Utilities and flood protection

Many respondents felt housing has been delivered ahead of infrastructure in recent years and wanted future development to be conditional on infrastructure being delivered first or alongside growth.

12.3. Protect Countryside, AONB and Green Spaces (32%)

A significant proportion of respondents called for:

- Stronger protection of the Cotswolds National Landscape (AONB)
- Avoiding development on greenfield sites
- Protecting wildlife habitats and biodiversity
- Preventing settlement coalescence
- Retaining village character and views

Many respondents specifically opposed development within sensitive landscapes and wanted growth focused elsewhere.

12.4. Make Better Use of Existing Housing Stock (24%)

Many responses suggested:

- Bringing empty homes back into use
- Converting commercial buildings
- Reusing vacant offices
- Tackling second homes
- Encouraging downsizing
- Refurbishing older housing stock

Several respondents questioned whether all projected housing growth is necessary if existing housing is used more efficiently.

12.5. Hybrid Rather Than Single Strategy (21%)

A recurring response was that Options A-D should not be treated as mutually exclusive.

Many supported:

- A combination of Options B (main settlement focus) and C (infrastructure-led)
- A combination of Options C (infrastructure-led) and D (strategic growth location)
- A blend of all four options (A - equally dispersed growth; B – main settlement focused; C – infrastructure-led; and D – strategic growth location)
- Growth weighted according to settlement size and capacity

Respondents frequently argued that different areas require different solutions rather than a district-wide single approach.

12.6. More Affordable and Social Housing (15%)

Many respondents wanted:

- Higher affordable housing percentages
- More council housing
- Social rent provision
- Homes for young people
- Housing for local families
- More bungalows and downsizing accommodation

There was a common view that affordability, rather than overall housing supply, is the main issue facing local people.

12.7. Focus Development Where Infrastructure Already Exists (Larger Settlements and Transport Hubs) (13%)

Many respondents supported directing growth towards:

- Larger settlements
- Public transport corridors
- Railway stations
- Existing employment centres
- The M5 corridor

The rationale was to reduce car dependency and make best use of existing services.

12.8. Challenge Housing Targets (11%)

A noticeable minority questioned:

- Government housing targets
- Whether 846 homes per year are required
- Long-term population projections
- The sustainability of continual growth

Some respondents asked the Council to challenge or lobby Government regarding housing numbers.

12.9. Better Community Involvement (8%)

Many respondents called for:

- Greater local consultation
- Listening more to residents
- Community-led planning
- Locally tailored solutions
- Recognition of cumulative impacts

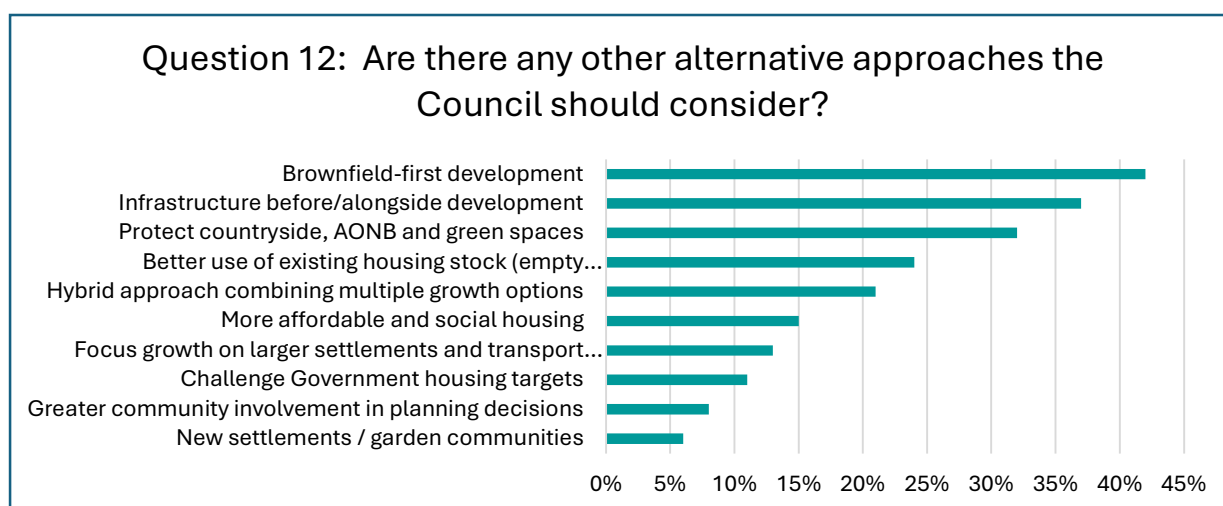
There was concern that local knowledge is not always reflected in planning decisions.

12.10. New Settlements / Garden Communities (6%)

A smaller but notable group supported:

- New settlements
- Garden villages
- Strategic growth locations
- Self-contained communities with schools, shops and services

Support was generally conditional on infrastructure being delivered from the outset.

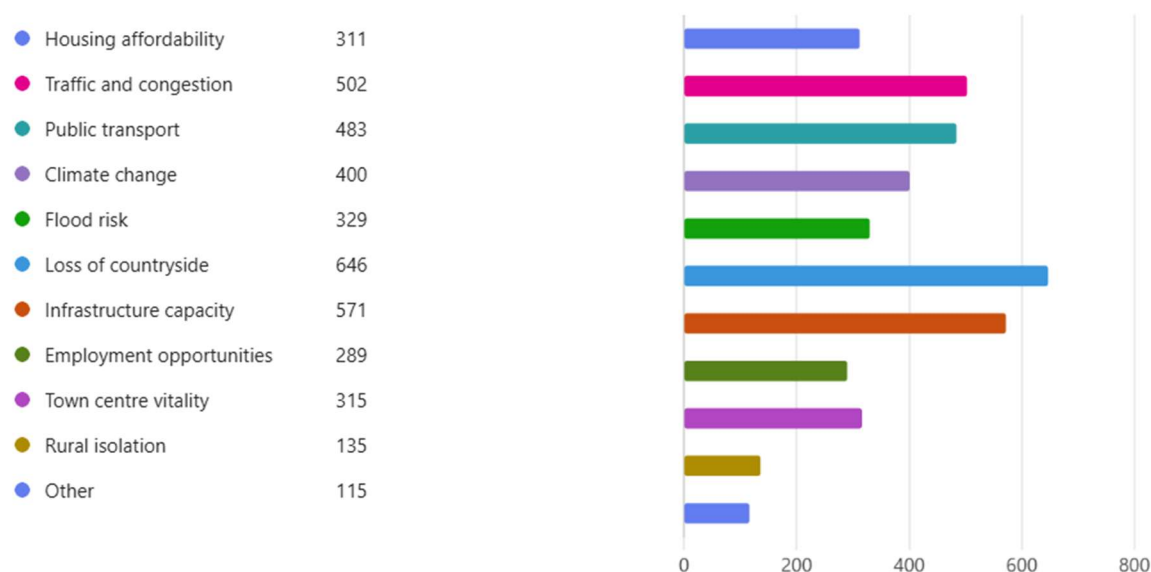


Theme	Approx. Mentions	% of Responses
Brownfield-first development	360	42%
Infrastructure before/alongside development	315	37%
Protect countryside, AONB and green spaces	275	32%
Better use of existing housing stock (empty homes/buildings)	210	24%
Hybrid approach combining multiple growth options	180	21%
More affordable and social housing	125	15%
Focus growth on larger settlements and transport hubs	115	13%
Challenge Government housing targets	95	11%
Greater community involvement in planning decisions	70	8%
New settlements / garden communities	55	6%

Summary:

The dominant message from respondents is that the Council should adopt a hybrid, infrastructure-led and brownfield-first strategy - prioritising regeneration of existing sites and empty buildings before releasing greenfield land. Respondents want infrastructure delivered before housing, stronger protection for the countryside and AONB, greater provision of affordable housing, and growth concentrated where services, jobs and public transport already exist. There was widespread concern about the impact of development on rural character, wildlife and existing infrastructure, alongside requests for greater community involvement and more efficient use of existing housing stock

Question 13: What are the main issues the Local Plan should address?



Respondents were asked to select the main issues that the new Local Plan should address. The results highlight a strong desire for the Local Plan to balance future growth with protection of the environment and investment in essential infrastructure.

Issue	Responses	% of Respondents
Loss of countryside	645	75%
Infrastructure capacity	571	67%
Traffic and congestion	502	59%
Public transport	483	56%
Climate change	400	47%
Flood risk	329	38%
Town centre vitality	315	37%
Housing affordability	311	36%
Employment opportunities	289	34%
Rural isolation	135	16%
Other	115	13%

Note: Percentages are based on 859 respondents. Respondents could select multiple issues, so percentages do not total 100%. Percentage = (Number of respondents selecting the issue ÷ Total respondents) × 100

Key Findings:

13.1. Protecting the Countryside was the Clear Priority

The most frequently selected issue was loss of countryside, chosen by 645 respondents (75%). This suggests strong concern about the impact of future development on green spaces, agricultural land, landscape character and the natural environment.

13.2. Infrastructure Capacity was a Major Concern

Infrastructure capacity was selected by 571 respondents (66%), making it the second most important issue overall. This reinforces a consistent message seen throughout the consultation that schools, healthcare, roads, drainage and utilities must keep pace with development.

13.3. Transport Issues Featured Prominently

Transport-related issues were highly ranked:

- Traffic and congestion: 502 responses (58%)
- Public transport: 483 responses (56%)

Together, these indicate widespread concern about the capacity and sustainability of the district's transport network.

13.4. Environmental Issues Remain Important

Beyond countryside protection, respondents also highlighted:

- Climate change: 400 responses (47%)
- Flood risk: 329 responses (38%)

These findings suggest strong support for ensuring future growth is resilient to environmental challenges and supports carbon reduction objectives.

13.5. Housing and Economic Issues were Also Significant

A substantial proportion of respondents identified:

- Housing affordability: 310 responses (37%)
- Town centre vitality: 315 responses (38%)
- Employment opportunities: 289 responses (35%)

Although less prominent than environmental and infrastructure concerns, these issues remain important priorities for many respondents.

In addition to the predefined options, 115 respondents identified other priorities, primarily local services, biodiversity and nature recovery, agricultural land and food security, village character, and active travel, alongside renewable energy, self-build housing, community facilities, design quality, and evidence-led planning.

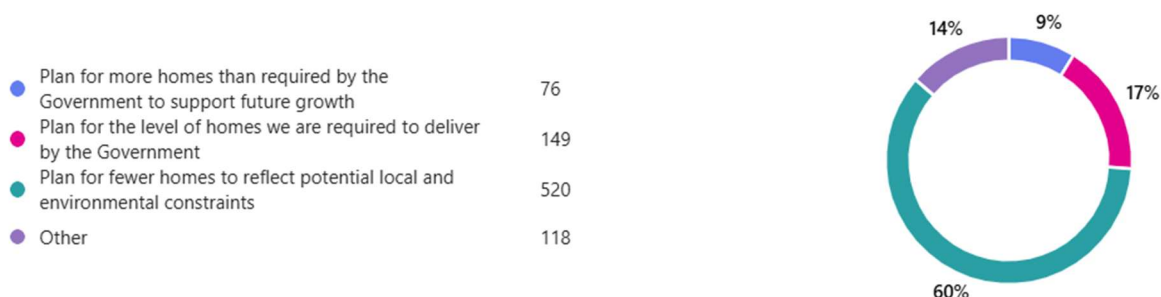
Additional Issues Raised (not in provided options)	Mentions
Healthcare provision (GPs, dentists, hospitals)	24
School, education and childcare capacity	18
Biodiversity, wildlife and nature recovery	17
Agricultural land protection / food security	15
Village character, settlement identity, coalescence	14
Active travel (walking/cycling infrastructure)	9
Community facilities, leisure and recreation	9
Design quality, heritage and local distinctiveness	8
Renewable energy / community energy	7
Self-build / Low Impact Development (LID)	7
Healthcare and social care for ageing population	6
Road safety	5
Services and utilities (sewage, drainage, water)	5
Nature recovery strategy / ecological restoration	5
Cumulative impacts of development	4
Community identity and cohesion	4
Police, crime and anti-social behaviour	2

Port and freight infrastructure (Sharpness)	1
Green infrastructure standards	1
Food policy	1

Summary:

The responses indicate that protecting the countryside, landscape and natural environment is the dominant concern for respondents and should be a central consideration in the new Local Plan. Alongside this, there is a clear expectation that housing and economic growth must be supported by sufficient infrastructure, improved transport provision and measures to address climate change and flood risk. The findings also highlight the importance of improving housing affordability, supporting thriving town centres and creating local employment opportunities, demonstrating a strong preference for sustainable growth that balances development with environmental protection and community wellbeing.

Question 14. How do you think future housing growth in the district should be planned?



Respondents again indicated a clear preference for a more constrained approach to housing growth that takes account of environmental and infrastructure considerations.

Key Findings

14.1. Strong Support for Lower Housing Numbers

The majority of respondents (520 responses, 60%) supported:

"Plan for fewer homes to reflect potential local and environmental constraints."

This aligns closely with themes raised elsewhere in the consultation, including:

- Protection of the countryside
- Infrastructure capacity concerns
- Traffic and congestion
- Climate change
- Flood risk

14.2. Meeting Government Requirements

The second most common response (149 responses, 17%) was:

"Plan for the level of homes we are required to deliver by the Government."

These respondents generally accepted the need to meet national housing requirements but often emphasised the importance of infrastructure and location of growth.

14.3. Limited Support for Higher Housing Growth

Only 76 respondents (9%) supported:

"Plan for more homes than required by the Government to support future growth."

This suggests relatively limited appetite for exceeding national housing requirements.

14.4. "Other" Responses

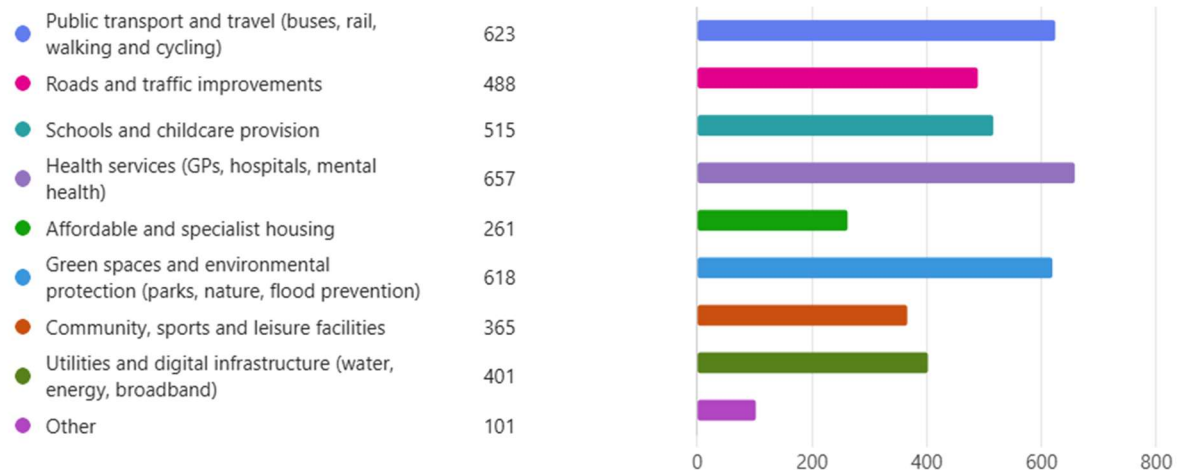
Most respondents selected one of the three provided options. However, 118 respondents used the "Other" category, with their comments largely falling into a number of identifiable themes rather than representing entirely different approaches.

Other Theme	Mentions
Plan for housing based on local need/demand rather than government targets	17
Infrastructure-led housing growth (only build where services/capacity exist)	16
Evidence-led or realistic housing targets	12
Challenge or negotiate Government housing requirements	11
Focus on the type of homes needed (affordable, starter, retirement, council housing)	10
Reuse existing housing stock, brownfield sites and empty properties first	9
Gloucestershire-wide / cross-boundary planning approach	6
Plan around local employment opportunities to reduce commuting	5
Protect community character, settlement identity and quality of life	5
Alternative housing models (self-build, community housing, low-impact development, tiny homes)	5
Build only where public transport and sustainable transport can be supported	4
Population and demographic forecasting should determine numbers	4
Homes limited by infrastructure carrying capacity	4
No more homes / significantly reduce housebuilding	3
Mixed or conditional approach between options	3

Of the 118 responses categorised as "Other", the most common view was that housing growth should be based on locally identified need rather than national housing targets. Respondents also frequently advocated an infrastructure-led approach, with housing numbers linked to the capacity of roads, schools, healthcare and other services. Other recurring themes included evidence-led housing targets, challenging Government housing requirements, prioritising the type of homes delivered rather than overall numbers, and making greater use of existing housing stock and brownfield land before allocating further land for development. Several respondents also favoured a county-wide strategic planning approach, greater consideration of local employment needs, and support for alternative housing models such as self-build and community-led housing.

Question 15. What infrastructure or services are most needed to support growth?

Respondents were able to select multiple options. The results show a strong emphasis on healthcare, sustainable transport, environmental protection and education provision as the key infrastructure priorities needed to support future growth.



Key findings:

15.1. Healthcare Was the Top Priority

The most frequently selected response was:

Health services (GPs, hospitals and mental health services)

Chosen by 657 respondents (76%), this reflects concerns raised throughout the consultation regarding pressure on existing healthcare infrastructure.

15.2. Strong Support for Sustainable Transport

623 respondents (72%) selected:

Public transport and travel (buses, rail, walking and cycling)

This suggests respondents want future growth to be supported by improved transport choices rather than increased reliance on private cars.

15.3. Environmental Protection is Seen as Essential

618 respondents (72%) selected:

Green spaces and environmental protection

Respondents clearly view environmental infrastructure as equally important as physical infrastructure. This includes parks, biodiversity, nature recovery and flood prevention measures.

15.4. Education Infrastructure Remains Important

Schools and childcare provision were selected by 515 respondents (60%), indicating concern that education facilities should expand alongside housing growth.

15.5. Roads and Utilities Also Feature Strongly

Respondents continued to highlight:

- Roads and traffic improvements (57%)
- Utilities and digital infrastructure (47%)

Including water supply, drainage, energy and broadband capacity.

15.6. "Other" Responses

A further 12% of respondents provided answers outside the listed categories. The most common themes were biodiversity and wildlife protection, food security and support for farming, and sewage and drainage infrastructure. Respondents also stressed that infrastructure should be delivered before development. Other recurring themes included local shops and services, employment opportunities, active travel, dental services, parking, facilities for an ageing population and renewable energy infrastructure.

Additional infrastructure/service	Mentions
Biodiversity, wildlife habitats and nature recovery	18
Food security, farming and agricultural land	14
Sewage, drainage and wastewater capacity	12
Infrastructure-first delivery / infrastructure before development	10
Local shops, retail and everyday services	7
Employment and job creation	7
Active travel infrastructure (walking/cycling routes)	6
Dentists and healthcare specialties	5
Parking provision	5
Older people's services, care homes and ageing population needs	4
Community energy / renewable energy	4
Education beyond schools (post-16, higher education links)	3
Emergency services and resilience	3
Social housing / housing for rent	3
Community cohesion and social infrastructure	3
Heritage and historic environment	2
Independent retail / town centre services	2
Infrastructure coordination and cross-agency working	2
Sports/youth facilities (additional to leisure facilities option)	2
Low-impact or alternative housing models	2

Summary:

Responses show a clear preference for infrastructure-led growth, with healthcare, transport, education and environmental protection identified as key priorities. Respondents emphasised that development should be supported by adequate services, facilities and utility capacity, while protecting natural assets and agricultural land. Overall, there is a strong expectation that infrastructure should be delivered alongside, or ahead of, new development to support sustainable and resilient communities.

Question 16. Please provide any local information, evidence or data, that the council should take into account when preparing the Local Plan

(For example: local studies, community knowledge, or information about how places are used)

Responses highlighted significant concerns regarding the capacity of existing infrastructure, the protection of the natural environment and countryside, increasing traffic congestion, and the cumulative impact of recent development. Many respondents stressed that future growth should be infrastructure-led, informed by local knowledge and evidence, and carefully balanced against the need to protect the district's distinct landscapes, biodiversity and settlement character.

Overview of Responses by Area (10+ Responses):**Berkeley:****Top 3 themes: Flood Risk, Infrastructure and Local Evidence**

Responses from Berkeley, Sharpness and the wider Berkeley Vale focused strongly on flood risk, infrastructure constraints and the importance of local knowledge. Respondents highlighted recurring flooding issues, drainage limitations, congestion around the strategic road network and concerns that large-scale development would place further pressure on existing infrastructure. Many stressed that local evidence, community experience and neighbourhood planning documents should be given greater weight in future decision-making. Respondents also emphasised the importance of protecting the Vale's distinctive landscape, heritage assets, environmental qualities and rural character while ensuring any future growth is supported by appropriate infrastructure and employment opportunities.

Bisley-with-Lypiatt:**Top 3 themes: Local Evidence, Rural Transport and Protection of Countryside**

Respondents highlighted the importance of protecting wildlife, countryside and recreational routes, while also recognising the value of local evidence gathered through the emerging Bisley-with-Lypiatt Neighbourhood Development Plan, Climate Action Plans and community initiatives such as Speedwatch. Concerns were raised regarding limited public transport in rural areas and the wider impacts that development in one location can have on traffic, commuting patterns and neighbouring communities.

Cam:**Top 3 themes: Environmental Protection, Infrastructure and Traffic and Parking Impacts**

Responses from the Cam area were dominated by concerns regarding infrastructure capacity, environmental protection and traffic congestion. Many respondents felt that recent housing growth has not been matched by investment in roads, healthcare, schools, utilities and community facilities. Strong support was expressed for protecting countryside, wildlife habitats, green spaces and the distinctive rural character of the area. Respondents frequently highlighted the importance of local knowledge and community evidence, particularly in relation to flood risk, traffic patterns and the cumulative impacts of development, with many calling for an infrastructure-first approach to future growth.

Coaley:**Top 3 themes: Infrastructure Capacity, Local Character and Environmental Protection**

Responses from Coaley were dominated by concerns regarding infrastructure capacity, protection of village character, environmental impacts, and traffic pressures. Many respondents felt that Coaley has already accommodated significant growth relative to its size and that existing sewerage, drainage, roads, utilities, healthcare and education infrastructure are unable to support substantial further development. Strong emphasis was placed on protecting the village's historic character, surrounding countryside, agricultural land, wildlife habitats and separation from neighbouring settlements. Respondents also highlighted the importance of local knowledge, parish-level evidence and meaningful community engagement when assessing future development options.

Dursley:**Top 3 themes: Local Knowledge, Environmental Protection and Infrastructure Capacity**

Responses from Dursley highlighted the importance of incorporating local knowledge, protecting the natural environment, and ensuring infrastructure capacity is fully understood before allocating further development. Respondents frequently referred to existing Neighbourhood Plans, previous planning decisions and local evidence gathered by community groups. There was strong support for protecting green spaces, wildlife habitats, sports facilities and countryside access, alongside concerns about traffic, healthcare provision, school capacity and the suitability of particular development locations. Many respondents also stressed the importance of meaningful community engagement in shaping future growth.

Hamfallow:**Top 3 themes: Public Engagement, Flood Risk, Drainage and Water Management, and Infrastructure Capacity**

Responses from Hamfallow focused on the need to learn from previous Local Plan and consultation processes, with strong calls for greater consideration of public feedback, Inspector recommendations and existing evidence. Significant concerns were raised regarding flood risk, environmental sensitivity and infrastructure constraints in the Berkeley Vale and Sharpness areas. Respondents highlighted the need for improved transport options, protection of biodiversity, and a more evidence-led approach to identifying suitable locations for future development.

Hinton:**Top 3 themes: Protection of Local Character, Public Engagement and Economic Growth**

Responses from Hinton emphasised the importance of protecting the rural identity and community character of Berkeley and Sharpness, while ensuring that lessons from previous Local Plan processes are learned. Respondents called for greater consideration of local feedback and highlighted the strategic economic importance of Sharpness Docks as an employment and infrastructure asset. Concerns were also raised regarding infrastructure capacity, education provision, flood risk and the potential impacts of large-scale housing growth on existing communities.

Kingswood:**Top 3 themes: Infrastructure Capacity, Local Knowledge and Community Evidence, and Public Transport and Active Travel**

Responses from the Kingswood, Wotton-under-Edge and Charfield area were dominated by concerns about infrastructure capacity, transport connectivity and road safety. Respondents frequently highlighted the cumulative impact of development on roads, schools, healthcare services, utilities and community facilities, alongside concerns about increasing car dependency. There was strong support for investment in active travel infrastructure, particularly improved walking and cycling links to the proposed Charfield railway station. Many respondents emphasised the importance of local knowledge, parish council evidence and community-led studies in informing the Local Plan. Protecting village character, maintaining separation between settlements, safeguarding green spaces and ensuring development is aligned with infrastructure capacity were recurring themes throughout the responses.

Minchinhampton:**Top 3 themes: Local Knowledge and Community Evidence, Environmental Protection and Public Engagement**

Environmental Protection, Community Evidence and Planning History: Respondents emphasised the importance of protecting the biodiversity, landscape character and tranquillity of Minchinhampton Common and the wider Cotswold landscape. Strong support was expressed for using local knowledge, Parish Council evidence, neighbourhood planning documents and previous planning decisions to inform the Local Plan. Many respondents highlighted concerns about traffic impacts, the need for improved active travel provision, and the importance of meaningful community engagement in future planning decisions. There was also a clear view that sites previously found unsuitable through appeal decisions should not be reconsidered without compelling new evidence.

Nympsfield:**Top 3 themes: Infrastructure, Transport and Village Capacity**

Respondents from Nympsfield highlighted concerns regarding road safety, traffic congestion, parking pressures and limited infrastructure capacity. There was support for improving walking and cycling infrastructure, ensuring future development reflects local constraints, and recognising that settlement boundaries and growth patterns should be based on the realities of how communities function. Concerns were also raised about the impact of large housing estates on village character, wildlife and community cohesion.

Painswick:**Top 3 themes: Environmental Protection, Local Knowledge and Protection of Local Character**

Responses from Painswick area were dominated by concerns regarding environmental protection, landscape character and the suitability of development locations. Respondents highlighted the importance of protecting the Cotswold National Landscape, biodiversity, green spaces and the distinctive character of the Painswick Valley. Many stressed the value of local knowledge, community evidence and consultation in identifying site constraints and understanding how landscapes are used. Concerns were also raised regarding road capacity, infrastructure provision, flood risk and the cumulative impacts of development, alongside strong support for prioritising brownfield regeneration before considering further greenfield development.

Rodborough:**Top 3 themes: Environmental Protection, Local Knowledge and Public Transport and Active Travel**

Respondents from Rodborough strongly emphasised the importance of protecting Stroud's green spaces, commons, wildlife habitats and countryside landscapes, highlighting their role in biodiversity, recreation and wellbeing. Many stressed the value of local knowledge, ecological surveys and community evidence in informing planning decisions. Concerns were also raised about traffic congestion, while support was expressed for safer cycling infrastructure and active travel. Respondents highlighted the importance of community involvement in decision-making and protecting the character and identity of local communities.

Slimbridge:**Top 3 themes: Transport, Infrastructure and Environmental Constraints**

Responses from Slimbridge overwhelmingly focused on concerns that the Slimbridge, Wisloe and Cam area is already experiencing significant infrastructure pressures, particularly in relation to traffic congestion, M5 Junction 14, public transport, flooding and sewerage capacity. Respondents repeatedly raised concerns about the suitability of the Wisloe site, highlighting its status as Best and Most Versatile agricultural land, its role in supporting food security, and its proximity to areas affected by flooding and environmental constraints. There was strong support for directing growth to locations with existing infrastructure capacity, ensuring infrastructure is delivered before development, and making greater use of evidence contained within the current Local Plan examination and local Neighbourhood Plans.

Stinchcombe:**Top 3 themes: Local Knowledge, Neighbourhood Planning and Housing Need**

Respondents from Stinchcombe stressed the importance of local knowledge, Parish Council involvement and giving greater weight to community evidence where formal Neighbourhood Development Plans do not exist. Concerns were raised about the need for housing that better meets local needs, particularly self-build opportunities, downsizer accommodation and housing for older residents wishing to remain within their communities. Respondents also highlighted biodiversity considerations, infrastructure constraints and the importance of ensuring development supports local employment and community sustainability.

Stroud:**Top 3 themes: Local Knowledge, Environmental Protection, and Public Engagement and Consultation**

Responses from Stroud highlighted the importance of community knowledge, environmental protection and meaningful engagement with local communities when preparing the Local Plan. Respondents frequently referred to biodiversity, green spaces, public rights of way and the wider landscape as key assets that should be protected. There were repeated calls for infrastructure, schools, healthcare and community facilities to be delivered alongside development, alongside concerns regarding traffic congestion, flooding and the suitability of certain development sites. Many respondents stressed the importance of using Neighbourhood Plans, local evidence and community-led studies to inform decision making, while several highlighted the need to protect valued recreational and community facilities and prioritise brownfield redevelopment wherever possible.

Uley:**Top 3 themes: Traffic, Infrastructure and Landscape Protection**

Responses focused strongly on existing transport constraints, road safety and infrastructure pressures within Uley and surrounding settlements. Respondents highlighted increasing traffic linked to development elsewhere in the district and raised concerns about parking, congestion, pollution and pedestrian safety. There was strong support for protecting the Cotswold National Landscape, maintaining village character and retaining access to valued countryside, footpaths and recreational routes. Several responses also highlighted the need for housing that better meets the needs of older residents while supporting sustainable and cohesive rural communities.

Whiteshill and Ruscombe:**Top 3 themes: Infrastructure Capacity, Traffic and Parking, and Environmental Protection**

Responses from the Whiteshill and Ruscombe focused strongly on transport, infrastructure capacity and environmental protection. Respondents highlighted existing traffic congestion, parking pressures and concerns about the ability of local roads, schools, healthcare services and drainage infrastructure to accommodate further growth. Strong support was expressed for improved public transport as a means of reducing car dependency. Many respondents emphasised the importance of protecting the countryside, biodiversity, green spaces and the distinct identities of local settlements, while advocating a brownfield-first approach to future development. Community knowledge, Parish Council input and local evidence were also identified as important considerations in future planning decisions.

Wotton-under-Edge:**Top 3 themes: Infrastructure Capacity, Public Transport and Active Travel, and Traffic and Parking**

Responses from Wotton-under-Edge and the surrounding area were dominated by concerns regarding infrastructure capacity, transport connectivity and the cumulative impacts of growth. Respondents frequently cited congestion, parking shortages, limited public transport, pressures on GP surgeries, dentistry provision, schools and utility infrastructure. There was strong support for improving sustainable transport, particularly bus services and connections to the proposed Charfield railway station. Respondents also emphasised the importance of protecting the countryside, biodiversity, valued green spaces and the distinct character of local settlements. Community organisations, local campaigns and neighbourhood planning evidence were repeatedly referenced as important sources of local knowledge that should inform future planning decisions.

Heatmap reflecting mentions of reoccurring themes inside of the district

Heatmap reflecting mentions of reoccurring themes inside of the district

	Alderley	Alkington	Berkeley	Bisley with Lypiatt	Brimscombe and Thrupp	Cainscross	Cam	Chalford	Coaley	Cranham	Dursley	Eastington	Frampton on Severn	Fretherne with Saul	Frocester	Great Oldbury	Ham and Stone	Hamfallow	Hardwicke	Harescombe	Hillesley and Tresham	Hinton	Horsley	Kings Stanley	Kingswood	Leonard Stanley	Minchinhampton	Miserden	Moreton Valence	Nailsworth	North Nibley	Nympsfield	Painswick	Pitchcombe	Randwick and Westrip	Rodborough	Slimbridge	Standish	Stinchcombe	Stonehouse	Stroud	Uley	Upton St Leonards	Whiteshill and Ruscombe	Whitminster	Woodchester	Wotton-under-Edge				
TOTAL NUMBER OF RESPONSES PER AREA	1	2	15	12	2	6	121	7	57	3	30	9	2	3	2	4	2	17	2	1	8	14	4	1	61	2	26	1	4	9	9	10	35	3	8	19	23	7	14	9	49	10	4	20	4	2	150	TOTAL			
Affordable/social housing			1			3	2	4		1							1			1	1			1		1			2	1		1		1			2			3						1	27				
Brownfield first development						2		1		1													1		1				1				4						1		1	3				2	18				
Burial and crematorium provisions																																															1	1			
Comments on development in specific locations			1			2	10	1	8	1	2							3				1	1		2		1						4	1			1											39			
Community facilities and local services						1	12		10		4	2				4		1			1				7					2			1	3	1		1			3							10	63			
Economic growth and employment opportunities			2	1		4		3		2								1		1		3			3		1			1			2	1	1		1	1	1	1	2	1			1	4	38				
Education			2			10		7		2	1					1		1			1	1	4		9								1			1		1										8	53		
Environmental protection			4	1	2	1	27	4	16	2	8	4		2				4				1			7	1	7		3	2	3	1	15	1	4	7	8	4	2	2	8	4	1	6	1	1	10	174			
Flood risk, drainage and water management	1	8					11	1	12		2	2		2				5				1			4				1	1		1	5			1	11		1	3	1	1	1	1		7	84				
Healthcare						16						1				2									3					2				1										1	1	1		9	38		
Improve youth facilities						3	1		1											1					1																		1				2	10			
Infrastructure capacity (roads, services and utilities)	1		6			31	1	24	1	6	3		2			3		4			4	3			18	2	1		3	3			4	6	1		1	13	1	2		6	5		7	1		22	185		
Infrastructure before development						1	14		6		1	1				3									1								1				3										4	36			
Land suitability and site selection			1							1	4			2					3						3	1	3		1	1	1	2	6					9			1	3			1	1		14	58		
Low Impact Development																																	1			2	1	12		1							1	19			
Neighbourhood Plans and local planning policy	1	2	2			5	1	3		4	1	1						3					1		3	1	4		1		2			1			2	1	3	1	3	2					4	52			
Protection of local character, heritage and sense of place			2			1	11	1	16		2	1				1		1				4			6	2	3		1	1	1	2	8	1		2		4	1		2	4	1	3	2		8	92			
Protection of settlement separation			1			2		4	1																3	1								2				3					1	2	1		5	26			
Public engagement and consultation	1	3		2	1	5		8		5							1	5			1	4			8		6			3	1	1	5				2			1		7		1	2			7	80		
Public open space and outdoor access				1		15		3		5													1		2								1		1	2	1	1		1	5	2		3	1		6	52			
Public transport and active travel			2	1		8		7	1	3						3		3			3				12	1	2						3	4		1	3	10	3		3	1	1		3			18	96		
Religious and Cultural Facilities																																																1	1		
Traffic and parking impacts	1	1	4	1		22	1	14		4			2		2		2				1				11		3		1				4	3	1		3		2		1	4	5	1	7	1		18	120		
Value of local knowledge and community evidence			2	5	2		17	2	12		8	1	1	1			1	3			3		3		14	1	8		2	3	4			9		2	4	2	1	6	2	9	2	1	3		1	12	147		
None			1	3	5		3	18	1	7		5	3	1		2	1		3	2			2		1	6	1	4	1	1	2	2	3	5		1	4	2		3	4	11		1	5	2	1	15	132		
													</																																						

Top 25% mentioned themes

26% - 74% mentioned themes

Bottom 25% mentioned themes

No mentions

Heatmap reflecting mentions of reoccurring themes outside of the district

	Bath	Birmingham	Bristol	Cannock (NGED)	Cheltenham	Cheshire	Cirencester	Cromhall	Gloucester	Leicester (NGET)	London (Charterhouse, ICB and NHS)	Loughborough	Malvern	Newcastle Upon Tyne (Marine Management Organisation/NDA stakeholders)	Quedgeley	Southport	Tewkesbury (Environment Agency/Stakeholder)	Warrington	Worcestershire (Natural England/Other)	York (ATE)	TOTAL
TOTAL NUMBER OF RESPONSES PER AREA	1	1	9	1	12	1	2	1	7	1	5	1	1	2	2	1	2	1	2	1	TOTAL
Affordable/social housing			1		2	2		2		2						1		1	1		12
Brownfield first development																					
Burial and crematorium provisions																					
Comments on development in specific locations					1									1							2
Community facilities and local services			1			1						1			1	2				1	7
Economic growth and employment opportunities			1	1	2				2	1			1	1		2		1	2		14
Education																					
Environmental protection				1	4	2	5		2	2	1					5	10*		6	2	40
Flood risk, drainage and water management	2				2										1	1	8	1	1		16
Healthcare											2										2
Improve youth facilities												1			1						2
Infrastructure capacity (roads, services and utilities)	1	2	3	2	1		1	3	4	1		1	1	1	1	2	6	1	1	2	33
Infrastructure before development																	3				3
Land suitability and site selection									1		2		1		1	1	3			1	10
Low Impact Development							2														2
Neighbourhood Plans and local planning policy			1		2	2		3		1				2		4	4	2	1	2	24
Protection of local character, heritage and sense of place			1		1	3				1						8					14
Protection of settlement separation																					
Public engagement and consultation					1					1			1	1		3					7
Public open space and outdoor access												1					1	1			3
Public transport and active travel		2		2			1	1		1						1				6	14
Religious and Cultural Facilities																					
Traffic and parking impacts																					
Value of local knowledge and community evidence					1																1
None		1	3		8				2		1										15
*2 Climate Change/Net Zero mentions	TOTAL: ■ Top 25% mentioned themes																				
	■ 26% - 74% mentioned themes																				
	■ Bottom 25% mentioned themes																				
	■ No mentions																				

These heatmaps show the frequency of recurring themes raised by respondents across individual parishes/towns in the district. The numbers in each cell represent how many times a particular issue was mentioned within responses from that settlement, with the darker/red cells highlighting the highest concentrations.

The heatmap reflects concerns regarding infrastructure capacity, environmental protection and the value of local knowledge stood out as the clear areas of importance across the district – consistent with the findings of the consultation. The strongest themes overall were Infrastructure capacity (roads, services and utilities) (185), Environmental protection (174), Value of local knowledge and community evidence (147), traffic and parking impacts (120) and public open space (96).

While responses were received from across the district, Wotton-under-Edge and Cam generated the largest number of responses (150 and 121), providing a particularly strong indication of local priorities and concerns. These responses focus on the impact new housing would bring to the roads which are already under significant pressure and the impact of already stretched infrastructure. It was noted by many that most households relied on a car for travel as public transport provisions were not suitable.

“Cam should not be treated as a large, sustainable settlement simply because it has a railway station. While the station provides good transport links, the parish does not have the level of infrastructure, services, or facilities that would normally support significant additional housing growth.

Unlike many towns of a similar size, Cam has no real town centre that provides a focal point for shops, services, community facilities, and employment. Residents are already heavily reliant on travelling to neighbouring settlements for many day-to-day needs”

The responses convey a clear concern about the potential loss of community identity and local character, alongside pressures on services such as healthcare and education. These views appear to reflect both the scale of development already experienced in these areas and concerns about the impacts of further growth.

In general, the majority of responses were heavily concentrated in the larger settlements, particularly Wotton-under-Edge, Cam, Dursley, Stroud, Stonehouse, Berkeley & Sharpness, reflecting both the higher number of respondents and the breadth of local issues identified in these areas.

Whilst some themes were highly localised, the overall pattern suggests broad district-wide support for sustainable growth that protects the environment, improves transport options and ensures adequate infrastructure is in place before further development occurs.

Key findings - Most frequently mentioned themes

16.1. Infrastructure Capacity – Roads, Services and Utilities (185 mentions)

Infrastructure capacity emerged as one of the most frequently referenced themes across responses. Respondents consistently highlighted concerns that existing infrastructure is already under significant pressure and that future growth should only be supported where appropriate infrastructure is either already available or delivered alongside development.

Particular concerns were raised regarding the capacity of road networks, schools, GP surgeries, NHS dental provision, sewerage systems, drainage networks, utilities and community facilities. Many respondents felt that housing growth in areas such as Cam, Dursley, Wotton-under-Edge, Kingswood, Coaley, Slimbridge and Berkeley Vale had not been matched by equivalent investment in supporting infrastructure.

A recurring message was that the existence of infrastructure does not necessarily mean that spare capacity exists. Respondents frequently called for infrastructure assessments to be undertaken before allocating sites and emphasised that infrastructure delivery should occur ahead of, or alongside, development.

Respondents strongly emphasised that future planning decisions should be informed by a clear understanding of infrastructure capacity, with growth directed to locations where services, utilities and community facilities can support additional development.

16.2. Environmental Protection (174 mentions)

Environmental protection was one of the strongest themes emerging throughout the consultation. Respondents consistently highlighted the importance of protecting the district's countryside, biodiversity, wildlife habitats, agricultural land, rivers, woodlands and valued landscapes.

Many respondents expressed concern about the cumulative loss of greenfield land and the impact of development on wildlife corridors, ecological networks and nature recovery. The importance of the Cotswold National Landscape, Cam Peak, Minchinhampton Common, Rodborough Common, the Severn Estuary and the wider Stroud Valleys was frequently referenced.

There was also support for the use of biodiversity evidence, Local Nature Recovery Strategies, habitat mapping and environmental studies to inform site selection and future planning decisions. Respondents regularly emphasised the role that green spaces play in supporting wellbeing, climate resilience and the distinct character of the district.

Responses indicate a clear concern that the impact of new development, (notably new towns), would have on this environment, with concerns centred around the loss of countryside, protection of Cotswold National Landscapes, wildlife habitats and agricultural land.

Beyond this, there is a clear concern that new development would change the green landscape which epitomises the area and a desire to preserve the rural character of smaller towns and villages.

Responses indicate a strong desire for future growth to avoid unnecessary environmental harm and actively contribute to biodiversity enhancement and nature recovery.

16.3. Value of local knowledge and community evidence (147 mentions)

Local knowledge and community evidence emerged as one of the most frequently recurring themes across responses.

Respondents consistently emphasised that local residents, Parish Councils, Neighbourhood Planning Groups, community organisations and local action groups possess detailed knowledge of how places function in practice and that this information should sit alongside technical studies and modelling when preparing the Local Plan.

Many responses referenced local experience of flooding, traffic congestion, biodiversity, infrastructure pressures and community facility usage, often highlighting instances where local evidence was perceived to conflict with official assessments. Several respondents felt that local knowledge had not always been given sufficient weight during previous planning and plan-making exercises.

Neighbourhood Plans, Parish Plans, Community Design Statements, Climate Action Plans, local surveys and evidence gathered by community groups were repeatedly cited as valuable sources of information that should inform future site selection and policy development. Organisations frequently referenced included Parish Councils, Community Action Groups, Gloucestershire Wildlife Trust, the National Trust, Wotton Community Land Trust, Cam Community Action Group and local flood action groups.

Overall, respondents expressed a strong desire for future planning decisions to draw upon both technical evidence and the lived experience of local communities to ensure that opportunities, constraints and cumulative impacts are properly understood.

Future planning decisions should draw upon both technical evidence and local knowledge to ensure a comprehensive understanding of local opportunities, constraints and community needs. It should further place greater weight on locally generated evidence, ensuring that community knowledge complements technical assessments and plays a meaningful role in shaping growth and development across the district.

16.4 Traffic and Parking Impacts (120 mentions)

Traffic congestion and road capacity issues were frequently raised across many parts of the district. Respondents highlighted existing congestion problems, particularly around Cam and Dursley, Wotton-under-Edge, Kingswood, Berkeley Vale, Slimbridge and the approaches to Stroud.

A common concern was that cumulative development across multiple sites was placing growing pressure on local and strategic road networks.

Respondents consistently emphasised that future growth should be accompanied by a realistic assessment of traffic impacts and transport network capacity. The consultation demonstrates that residents across the district are concerned about the implications of additional housing to

roads and that existing infrastructure would not be able to accommodate the additional pressures. Old bridges and roads were cited as notable examples where new rural development would not be able to facilitate additional traffic.

Residents were further conscious that existing M5 junctions (13 and 14) would need to be improved to support increased traffic in surrounding areas and expressed concerns how this would be funded and stressed that infrastructure improvements should come before the delivery of new developments.

In smaller villages, they expressed concerns that there were already increased pressures on the roads due to an increased number of vehicles on the roads and that parking was and traffic was already a problem which needed addressing.

16.5. Public Transport & Active Travel (96 mentions)

Public Transport and Active Travel was a prominent theme throughout the consultation, with respondents across both urban and rural communities expressing concerns about existing transport provision and highlighting the importance of improving sustainable travel options.

Many respondents described current public transport services as infrequent, unreliable or poorly connected, particularly in rural settlements. Concerns were frequently raised regarding limited bus services, a lack of evening and weekend services, poor connections between villages and key destinations, and difficulties accessing employment, education, healthcare and community facilities without a private car. Several respondents highlighted examples where bus services had been reduced or withdrawn, increasing social isolation and car dependency.

There was widespread support for improving active travel infrastructure, including walking and cycling routes, greenways, public rights of way and connections to public transport hubs. Respondents frequently referred to opportunities such as the proposed Wotton-Charfield Greenway, improved links to Charfield Railway Station, enhanced cycling routes between settlements, and safer walking routes for children accessing schools and local services.

Many respondents emphasised that future housing growth should be directed towards locations that are well served by sustainable transport or accompanied by investment in new transport infrastructure. There was a strong view that development should help reduce reliance on private vehicles and support more sustainable travel patterns, particularly given existing traffic congestion, climate change objectives and rising transport costs.

Respondents also highlighted the importance of integrating transport planning with wider infrastructure provision, ensuring new communities are connected to employment opportunities, schools, healthcare facilities and town centres. Several consultees specifically referenced evidence such as Local Cycling and Walking Infrastructure Plans (LCWIPs), Rights of Way Improvement Plans, rail infrastructure proposals and wider transport strategies as important sources of information for Local Plan preparation.

Overall, responses demonstrate strong support for improved public transport, walking and cycling infrastructure across the district, with respondents considering sustainable transport to be a critical component of delivering accessible, healthy and resilient communities and reducing car dependency in the future.

16.6. Protection of Local Character, Heritage and Sense of Place (92 mentions)

Protection of local character, heritage and sense of place emerged as a significant theme throughout the consultation. Respondents consistently expressed concern that future development should respect the distinct identities of the district's towns, villages and landscapes, and avoid eroding the qualities that make individual communities unique.

Many responses highlighted the importance of retaining the character of rural villages and market towns, with concerns that large-scale housing growth could lead to the gradual urbanisation of settlements, loss of community cohesion and the merging of neighbouring settlements. Particular references were made to the importance of preserving the identities of places such as Berkeley, Coaley, Kingswood, Leonard Stanley, Minchinhampton, Painswick, Uley, Whitminster and Wotton-under-Edge.

Historic buildings, conservation areas, archaeological assets and cultural heritage were frequently identified as important considerations for the Local Plan. Respondents highlighted the value of local heritage assets, including conservation areas, listed buildings, historic village centres, traditional landscapes and important historic features, and called for these to be carefully considered when assessing future development proposals.

Many respondents also highlighted the contribution that local landscapes make to the district's identity, particularly within the Cotswolds National Landscape. There was a strong feeling that the relationship between settlements and their surrounding countryside is a defining characteristic of the district, with concerns raised about development affecting important views, skylines, tranquillity, tourism assets and the setting of settlements.

The importance of maintaining settlement separation was also regularly referenced. Respondents were concerned about coalescence between villages and towns, identifying open countryside and green buffers as important components of local character that help maintain the distinct identity of individual communities.

Several respondents emphasised that future development should be proportionate to the size and function of settlements, reflecting local context rather than applying a uniform approach across the district. There was support for growth that respects existing settlement patterns, local building styles, landscape character and community identity.

Overall, responses demonstrated a strong desire to ensure that future development enhances rather than diminishes the character of places, recognising that local identity, heritage, landscape quality and sense of place are important elements of residents' quality of life and contribute significantly to the district's attractiveness, community wellbeing and visitor economy.

16.7. Flood risk, drainage and water management (84 mentions)

Flood risk, drainage and water management emerged as one of the most frequently recurring themes across responses. Respondents consistently highlighted concerns regarding existing flooding issues, drainage constraints, sewerage capacity and the increasing risks associated with climate change. Many felt that flood risk should be a primary consideration when identifying future development locations and determining the scale of growth that an area can accommodate.

A significant number of responses referred to local flooding issues that residents believe are not fully reflected in national datasets or flood mapping. Particular concerns were raised in Berkeley Vale, Sharpness, Slimbridge, Cam, Coaley, Painswick, Upton St Leonards, Ruscombe and parts of Wotton-under-Edge, where respondents cited recurring surface water flooding, flooded roads, overwhelmed drainage systems and local knowledge of flood-prone areas.

Many respondents highlighted concerns about the capacity of existing sewerage and wastewater infrastructure, with reports of overloaded systems, sewer surcharging, sewage discharge incidents and limited treatment capacity. Several responses questioned whether existing infrastructure would be able to accommodate further development without significant upgrades. Concerns were particularly prevalent in Coaley, Slimbridge, Berkeley Vale and Cam.

Climate change was frequently referenced as an important factor that should be incorporated into future planning decisions. Respondents highlighted the increasing frequency of intense rainfall events, flash flooding, rising groundwater levels and the need to plan for future conditions rather than relying solely on historic records. There was strong support for natural flood management approaches, sustainable drainage systems (SuDS), floodplain protection and the restoration of watercourses, wetlands and natural drainage features.

Many responses stressed the importance of avoiding development within known flood-prone areas and ensuring that site allocation decisions are informed by robust flood risk evidence. Several consultees referred to Strategic Flood Risk Assessments, Water Cycle Studies, Drainage and Wastewater Management Plans, Environment Agency guidance and local flood evidence as important sources of information that should underpin the Local Plan.

There was also concern about the cumulative impact of multiple developments on catchments and drainage networks, with respondents highlighting that even relatively small developments can increase surface water runoff, place additional strain on drainage systems and contribute to flooding elsewhere in the catchment.

Overall, respondents expressed a strong desire for flood resilience, drainage infrastructure and water management to be considered at the earliest stages of plan-making, ensuring that future development does not exacerbate existing issues and contributes positively towards long-term climate adaptation and community resilience. It was felt that decisions should be informed by comprehensive flood risk and drainage evidence, supported by local knowledge, climate change projections and infrastructure assessments, ensuring that development is directed away from areas of known risk and contributes towards a more resilient and sustainable water environment

Summary:

Responses demonstrate strong support for a Local Plan that prioritises infrastructure capacity, environmental protection, flood resilience, sustainable transport and community wellbeing. Respondents consistently highlighted the importance of local knowledge, community evidence and protecting the distinct character of the district's towns, villages and landscapes. Reflecting wider consultation findings, there was a clear preference for an infrastructure-first approach to development, with greater emphasis on safeguarding the countryside and biodiversity and ensuring meaningful community involvement in future planning decisions.

Question 17. Please provide any issues you think may affect the delivery of development in the district
(For example: infrastructure capacity, transport, access to services, or environmental constraints)

The responses to Question 17 demonstrate a strong and consistent view that future development should only proceed where supporting infrastructure, services and environmental safeguards are delivered alongside growth. Respondents were not generally opposed to development in principle, but many expressed concerns that existing infrastructure is already under considerable pressure and that recent housing growth has not always been matched by corresponding investment in roads, healthcare, schools, public transport and utilities.

Protection of the district's countryside, landscapes, biodiversity and environmental assets was also a major theme throughout the responses

Key Themes:

17.1. Infrastructure Capacity (30%)

The most frequently raised concern was whether existing infrastructure could accommodate further growth.

Respondents highlighted:

- GP surgeries and NHS dental services already operating at or beyond capacity.
- Pressure on school places, nurseries and childcare provision.
- Insufficient sewerage, drainage, water supply and utility infrastructure.
- Concerns over electricity, broadband and digital connectivity in some areas.
- Lack of community facilities, leisure provision and local amenities.

A recurring message was that infrastructure should be delivered before or alongside new housing rather than after development has occurred. Many respondents called for an explicit "Infrastructure First" approach within the Local Plan

17.2. Roads, Traffic and Strategic Transport Networks (25%)

Transport was one of the strongest and most recurring themes.

Key concerns included:

- Congestion at M5 Junctions 12 and 14, frequently described as already operating at or beyond capacity.
- Pressure on the A38 corridor and surrounding road network.
- Congestion in settlements such as Cam, Dursley, Wotton-under-Edge, Kingswood, Stonehouse and Stroud.
- Narrow rural roads, historic street layouts and single-track lanes being unsuitable for additional traffic.
- Insufficient parking at railway stations and town centres.
- Concerns over construction traffic, road safety and pedestrian safety.

Many respondents felt that the motorway network and local roads are already operating close to capacity and should be upgraded before significant new development is approved.

17.3. Public Transport and Sustainable Travel (12%)

A large proportion of respondents felt current public transport provision is inadequate.

Common concerns included:

- Infrequent and unreliable bus services.
- Poor connectivity between towns and villages.
- Lack of evening and weekend services.
- Limited integration between buses and rail services.
- Dependence on private car travel, particularly in rural communities.
- Need for improved rail services, station facilities and parking.
- Demand for better walking and cycling infrastructure.

Many respondents felt that without major improvements to public transport, future growth would simply increase car dependency and traffic congestion

17.4. Environmental Protection and Landscape Character (18%)

The protection of the district's natural environment was one of the most consistently referenced topics.

Respondents frequently raised concerns about:

- Protection of the Cotswolds National Landscape.
- Loss of countryside, agricultural land and green spaces.
- Impacts on biodiversity, wildlife habitats and ecological networks.
- Protection of commons, woodland, hedgerows and river corridors.
- Light pollution, noise pollution and reduced tranquillity.
- Maintaining settlement separation and avoiding coalescence.

Many respondents considered the district's landscapes and natural environment to be one of its defining assets and felt these should carry significant weight in future planning decisions

17.5. Flood Risk, Drainage and Climate Resilience (15%)

Flood risk and water management were also raised extensively.

Concerns included:

- Development on floodplains and low-lying land.
- Increased surface water runoff from new development.
- Existing sewer and drainage systems operating beyond capacity.
- Local flooding issues around the Severn Vale and River Cam catchment.
- Climate change impacts, including more intense rainfall and extreme weather events.
- Water resource availability and resilience.

Many respondents felt that flood risk and drainage constraints should be treated as major factors when identifying locations for development

17.6. Community Character and Quality of Life (7%)

Many respondents were concerned about preserving the character and identity of settlements.

Issues raised included:

- Urbanisation of rural communities.
- Loss of village identity and local distinctiveness.
- Increased traffic, noise and air pollution.
- Loss of open views and countryside setting.
- Pressure on recreation areas and public open spaces.

There was widespread support for growth that respects the scale and character of local communities

17.7. Brownfield First Approach (8%)

A large number of respondents supported prioritising previously developed land.

This included:

- Regeneration of brownfield and vacant sites.
- Re-use of former industrial land.
- Town centre regeneration.
- Reducing reliance on greenfield development.

Many respondents questioned whether sufficient efforts had been made to maximise brownfield opportunities before considering development in the countryside.

17.8. Deliverability, Funding and Developer Contributions (6%)

Many responses highlighted concerns regarding the practical delivery of development.

Issues included:

- Funding and delivery of infrastructure improvements.
- Delays in infrastructure provision.
- Developers not fulfilling agreed obligations.
- Reliance on future mitigation measures.
- Planning system delays and viability concerns.
- Coordination between councils, infrastructure providers and utility companies.

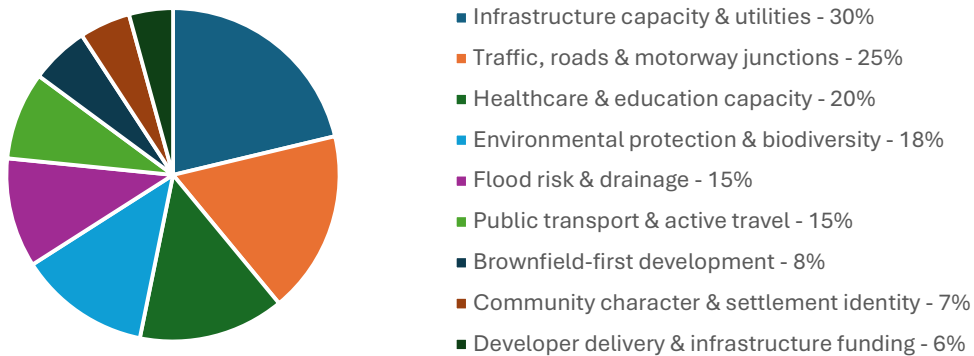
Many respondents expressed scepticism based on experiences of recent developments where infrastructure had not been delivered at the same pace as housing growth.

Many called for an explicit "**Infrastructure First**" approach within the new Local Plan.

Summary:

Responses provided a very clear and consistent message. Residents broadly accept that growth may be necessary but overwhelmingly believe that development must be infrastructure-led, environmentally responsible and appropriately located. The most frequently cited issues are infrastructure capacity, transport congestion, healthcare and school provision, flood risk, public transport deficiencies and the protection of the district's countryside, biodiversity and landscape character. A strong theme running throughout the responses is that existing communities should not be expected to absorb further growth unless there is clear evidence that the necessary infrastructure, services and environmental safeguards can be delivered alongside it. There is a strong expectation that infrastructure, services and environmental safeguards should be planned and delivered in advance of, or alongside, new development so that growth enhances rather than diminishes the quality of life of existing and future communities

Question 17. Please provide any issues you think may affect the delivery of development in the district



Question 18. What would need to be in place for development in your local area to be supported?

(For example: appropriate locations, good design, protection of the countryside, improved infrastructure, and benefits for the local community)

Berkeley: Respondents indicated that development would only be supported if it is accompanied by substantial improvements to infrastructure, particularly roads, public transport, schools, healthcare and local services. There was also strong emphasis on protecting the countryside, rural character, agricultural land and wildlife habitats, while ensuring that development is appropriately located, designed sensitively and delivers clear benefits for existing communities. Concerns about flood risk and the scale of growth in the Berkeley and Sharpness area were also frequently raised.

Representative comments:

- *"Massive infrastructure development"* would be required, including new road, rail, school and healthcare provision.
- *"Protection of countryside"* was one of the most frequently mentioned requirements.
- Respondents called for *"improved roads with a new link to the A38 and possibly the M5"*.
- Several highlighted the need for *"better rural transport and connectivity"* and improved public transport services.
- Many stressed that *"infrastructure before growth"* should be a guiding principle.
- Concerns were raised about flood risk, with comments stating that *"flood risk areas are not suitable for large scale building"*.
- Some respondents felt development should be *"limited"* and proportionate to the size and character of local settlements.
- There were also requests for *"meaningful face-to-face consultation"* and greater consideration of local views in planning decisions.

Bisley-with-Lypiatt: Respondents indicated that support for development in Bisley-with-Lypiatt would depend on appropriate locations, improved infrastructure and protection of the countryside and natural environment. Particular concerns were raised about local road capacity, highway safety and public transport, with calls for road improvements, better bus services and, in some cases, a bypass. Many respondents favoured small-scale, well-designed development that meets local housing needs and remains sensitive to the area's rural character and landscape designation. Several respondents expressed opposition to development altogether, particularly due to the area's environmental value and location within the AONB

Representative comments:

- *"Well designed, small developments (less than 5 units) in suitable locations" to meet local housing needs.*
- *"Improved infrastructure and protection of the countryside."*
- *Respondents highlighted the need to address the "rat run through the village" through road improvements and better highway access.*
- *Calls were made to "improve bus services, so they are regular through the day and evening."*
- *Some felt development should provide "employment opportunities" while having a minimal impact on existing residents.*
- *Others emphasised "public transport; real affordability, protection of nature, renewable energy."*
- *Several respondents stated that development is "undesirable" due to the area's AONB designation or that they "wouldn't support it."*

Cam: Respondents from Cam consistently stated that support for development would depend on an infrastructure-first approach, with improvements to roads, public transport, schools, healthcare, utilities and community facilities delivered before or alongside new housing. A second dominant theme was the protection of the countryside, green spaces, wildlife habitats and the area's rural character, with many expressing concern that Cam has already accommodated significant growth and should not lose further countryside. Respondents also emphasised the importance of well-designed development in appropriate locations, particularly on brownfield land, alongside clear benefits for existing communities such as employment opportunities, recreational facilities and affordable housing. Many felt that future growth should be carefully managed to ensure it does not place further strain on already stretched services and infrastructure

Representative comments:

- *"Nothing could realistically persuade me to support further large-scale housing development in our area."*
- *"Any development needs to improve the existing infrastructure and not overwhelm it further."*
- *Respondents repeatedly called for "infrastructure before growth" and an "Infrastructure First approach."*
- *Many stressed that "protection of the countryside is a MUST" and should remain a priority.*
- *Several favoured "brownfield sites, underused commercial plots" and locations close to existing services.*
- *Respondents highlighted the need for "sufficient school places and healthcare provision" before further development occurs.*
- *There were repeated calls for "high-quality design that respects the character and identity of existing communities."*
- *Concerns were raised about the impact of development on "wildlife, biodiversity, bat habitats, mature trees and hedgerows."*
- *Many stated that development should deliver "genuine benefits for the existing community" through improved facilities, services and employment opportunities.*
- *Several respondents felt that Cam has already accommodated substantial growth and that future development should be limited unless there is clear evidence that infrastructure can support it*

Coaley: Respondents from Coaley indicated that support for development would be heavily dependent on improved infrastructure and the protection of the countryside. Frequent concerns were raised about the capacity of local roads, drainage, sewerage, public transport, schools, healthcare services and other community facilities, with many stating that these should be upgraded before any further development takes place. There was also strong support for protecting farmland, wildlife, green spaces and the village character of Coaley, with many favouring small-scale, affordable housing developments that meet local needs rather than large-scale expansion. Respondents emphasised that any development should be proportionate to the size of the community, located in appropriate areas, and deliver clear benefits for existing residents

Representative comments:

- *"Improved infrastructure, more facilities (GP, Dentist, Schools), cycle paths"* were identified as key requirements.
- Many respondents stressed the importance of *"protection of the countryside"* and the surrounding rural landscape.
- Several highlighted the need for *"vastly improved infrastructure both transport, drainage and shopping/healthcare."*
- Respondents frequently called for the protection of *"farmland"* and local wildlife habitats.
- Concerns were raised that local roads, sewerage systems and public transport are already under pressure and would require significant investment before further growth.
- Many favoured *"genuine affordable housing for young people"* and smaller homes suitable for downsizers and local families.
- Several respondents felt that development should be *"proportional to the size of the community"* and should not overwhelm the village's identity.
- There were calls for better walking and cycling connections, including improved links to Cam and Dursley railway station and nearby towns.
- Respondents emphasised the need for *"excellent design"* that respects the local landscape and creates attractive places for future generations.
- A number of responses expressed outright opposition to further development, citing concerns about impacts on village character, tourism, agriculture and local services

Dursley: Respondents from Dursley indicated that support for development would depend on it being located in appropriate locations, supported by improved infrastructure, and designed in a way that protects the countryside and local character. Many favoured the use of brownfield sites over greenfield development and expressed concerns about the cumulative impact of recent growth on roads, public services, agricultural land and the surrounding landscape. Improved public transport, cycling infrastructure, healthcare provision and stronger local economic opportunities were frequently cited as important requirements. Overall, respondents felt that any future development should be limited in scale, sustainably planned and deliver tangible benefits for existing communities

Representative comments:

- Many respondents emphasised "protection of the countryside" as a key requirement for supporting development.
- Several favoured "small-scale development on brownfield sites" rather than further expansion into greenfield locations.
- Respondents highlighted the need for improved roads, public transport, cycling routes and access to GP services before further development takes place.
- There were calls for development to be located near major transport routes, rail links and existing services.
- Some felt that developers should be required to deliver promised infrastructure and community benefits, with stronger accountability and legal safeguards.
- Respondents stressed the importance of good design, protecting landscape character and avoiding suburban sprawl.
- Several comments highlighted concerns about increasing traffic, pressure on local infrastructure and the loss of agricultural land resulting from further development.
- Some respondents noted that development could bring benefits to local centres and high streets if accompanied by investment in community facilities and local businesses.
- There were repeated calls for development to consider flood risk, climate change and impacts on nature and heritage assets.
- A number of respondents stated that all of the factors listed in the consultation question, including appropriate locations, good design, countryside protection, infrastructure improvements and community benefits, were essential

Hamfallow: Respondents from Hamfallow indicated that support for development would depend on significant infrastructure improvements being delivered before new homes are built, particularly transport, schools, healthcare and public transport. There was strong emphasis on protecting the countryside, agricultural land, wildlife habitats and the River Severn environment, alongside ensuring that development is proportionate to the area's rural character. Many respondents also highlighted the need for improved road capacity, completion of the Berkeley bypass, and better access to employment opportunities, schools and services. Overall, support for development was largely conditional on infrastructure-led growth that delivers clear benefits for existing communities.

Representative comments:

- Respondents frequently stated that "everything [should be] in place prior to houses being built", particularly infrastructure and services.
- Many emphasised the need for development to be "aesthetically considerate, well planned and proportionate" to existing communities.
- Strong support was expressed for the protection of the countryside, including agricultural land, wildlife habitats and the River Severn area.
- Several respondents called for road and junction improvements, including the long-awaited completion of the Berkeley bypass.
- There were repeated requests for additional school places, a secondary school, healthcare facilities, dentists and improved public transport.
- Respondents highlighted the importance of protecting Sites of Special Scientific Interest, floodplains and rural landscapes from the impacts of development.
- Some felt that any new housing should focus on affordable homes that meet local needs and provide benefits for the wider community.
- Concerns were raised about existing traffic levels, particularly on routes serving the docks, and the ability of the current transport network to support further growth.
- Respondents also noted the importance of improving access to employment opportunities and reducing reliance on long-distance commuting

Hinton: Respondents from Hinton indicated that support for development would depend on significant improvements to infrastructure, transport, healthcare, education and local services, alongside the protection of the countryside, green spaces and habitats. Many felt that the area has already experienced substantial growth and that roads, schools and healthcare provision are struggling to keep pace. There were frequent calls for better road connections, improved public transport, additional school places and healthcare facilities, together with affordable housing and employment opportunities for local residents. Overall, respondents supported a more proportionate approach to growth that protects the rural character of the Severn Vale while ensuring development delivers clear community benefits

Representative comments:

- Many respondents highlighted the need for "improved everything and protecting all green spaces" before further development is considered.
- A common theme was the protection of the countryside, habitats and the Severn Vale from overdevelopment.
- Several respondents stated that significant investment is needed in roads, public transport, GP surgeries, schools and local facilities.
- There were repeated calls for major road infrastructure improvements to the A38 and motorway network.
- Respondents highlighted the need for additional secondary school provision and increased primary school capacity.
- Some expressed concerns that development has already outpaced local services, leading to pressure on infrastructure and reduced public confidence in the planning process.
- Many felt that development should deliver clear community benefits, including employment opportunities, affordable housing, improved town centres and better public services.
- One respondent emphasised the importance of safeguarding Sharpness Dock as a key employment and economic asset, arguing that future development should support business growth and job creation rather than constrain port operations.
- Several respondents favoured a proportionate and dispersed approach to growth, rather than concentrating large-scale development in a small number of locations

Kingswood: Respondents from Kingswood indicated that support for development would depend on significant infrastructure improvements being delivered first, particularly in relation to roads, traffic management, public transport, healthcare, schools and community facilities. A dominant theme was the protection of the countryside, green spaces and village identity, with many expressing concern about the gradual erosion of settlement boundaries and the potential merging of neighbouring communities. Respondents generally favoured development that is proportionate to the size of the village, located in appropriate and sustainable locations, and accompanied by clear community benefits. There was also strong emphasis on ensuring that new development is well designed, protects biodiversity and local character, and does not place further pressure on already constrained infrastructure

Representative comments:

- Many respondents stated that infrastructure should be delivered before development, particularly roads, healthcare, schools and public transport.
- There were repeated calls for the protection of the countryside, with comments such as "*once lost, never recovered*" and concerns about the loss of green spaces and farmland.
- Respondents stressed the importance of maintaining village identity and separation between settlements, avoiding development that would merge Kingswood with neighbouring communities.
- Many highlighted existing issues with traffic congestion, road safety, parking and pedestrian access, and felt these would need to be addressed before further growth occurs.
- Several called for improved public transport, walking and cycling links, including connections to the proposed Charfield station.
- Respondents emphasised the need for appropriate locations and development of a suitable scale, with many opposing large-scale expansion in the village.
- There were frequent references to the need for additional school places, GP and dental capacity, and community facilities.
- Many felt that development should provide local jobs, affordable housing and tangible benefits for existing residents, rather than creating additional commuter housing.
- Respondents called for high-quality design, protection of biodiversity, retention of trees and hedgerows, and the incorporation of sustainable technologies such as solar panels and heat pumps.
- Several respondents expressed concern that developers do not always deliver promised infrastructure and community benefits and called for stronger accountability and enforcement.

Minchinhampton: Respondents from Minchinhampton indicated that support for development would depend on the protection of the countryside, AONB landscapes, green spaces and local character, alongside significant improvements to infrastructure. Many respondents favoured the use of brownfield sites ahead of greenfield development and highlighted concerns regarding road capacity, traffic congestion, parking, pedestrian safety and sewerage infrastructure. There was also strong support for high-quality, sustainable design that respects the area's historic and environmental qualities. Overall, respondents felt that development should be limited, appropriately located and only proceed where it can be accommodated without harming the landscape, biodiversity or existing communities.

Representative comments:

- Many respondents stated that the "protection of the countryside" and the AONB should be a priority when considering future development.
- Several favoured brownfield development, with comments such as *"Only develop brownfield sites"* and references to sites including Brimscombe Port and Cheapside.
- Respondents highlighted the need for improved infrastructure, particularly roads, sewerage systems, public transport and community facilities.
- Concerns were raised about traffic congestion, parking pressures, pedestrian safety and existing road pinch points within settlements.
- Many emphasised the importance of good design, including energy-efficient and sustainable buildings that enhance rather than detract from the local area.
- Several respondents felt that the geography and infrastructure constraints of the Stroud Valleys mean that only very small-scale development could realistically be accommodated.
- There were calls to protect woodland, biodiversity and green spaces for their environmental, landscape and climate resilience benefits.
- Some respondents argued that development should only proceed where local communities have a stronger role in decision-making and where proposals demonstrably benefit existing residents.
- One detailed response highlighted concerns about development affecting the Cotswolds National Landscape, local skylines, tranquillity, biodiversity and nearby SSSI sites, arguing that these constraints make some locations unsuitable for development.
- Overall, many respondents supported an approach that prioritises countryside protection, brownfield regeneration and infrastructure improvements before considering further growth

Nympsfield: Respondents from Nympsfield indicated that support for development would depend on it being located in appropriate locations, supported by improved infrastructure, and designed to work in harmony with the village's rural character and natural environment. Several respondents expressed support for greater opportunities for self-build housing, including on land already owned by local residents and on sites at the edge of settlements. Concerns were also raised about road safety, sewerage capacity, traffic congestion and pedestrian provision, with many stating that these issues should be addressed before further development takes place. A number of respondents expressed opposition to development altogether or stressed that any growth should be carefully controlled and deliver clear community benefits

Representative comments:

- Respondents highlighted the importance of "appropriate locations, in harmony with nature" when considering development.
- Several called for greater support for self-build housing, including on land already owned by local residents and on edge-of-settlement sites.
- Some respondents suggested reconsidering settlement boundaries to better reflect the existing extent of the village.
- There were requests for improved infrastructure, particularly electricity, sewerage, roads, footways and cycle routes.
- One respondent suggested a ring road for Nympsfield and improvements to local road capacity to reduce traffic pressures.
- Concerns were raised that developers do not always deliver promised community benefits, with one respondent noting that developers often *"wriggle out of their initial commitments."*
- Several responses indicated that all of the factors listed in the consultation question, including appropriate locations, good design, countryside protection, infrastructure improvements and community benefits, would be necessary to support development.
- A number of respondents stated that development in the local area would not be supported or should be subject to strict limits on the scale of growth permitted.

Painswick: Respondents from Painswick indicated that support for development would depend on the protection of the countryside, the Cotswolds National Landscape (AONB), green spaces and local character, alongside improvements to infrastructure and public services. Many respondents favoured small-scale, well-designed development in appropriate locations, particularly on brownfield land, and expressed concerns about the capacity of local roads, public transport, schools and healthcare services. There was strong emphasis on preserving the area's historic environment, biodiversity and landscape setting, with many respondents believing that development should only proceed where it delivers clear benefits for local communities and avoids harm to the qualities that make Painswick distinctive.

Representative comments:

- Many respondents highlighted "protection of the countryside", green spaces and the Cotswolds National Landscape (AONB) as the most important consideration.
- Several felt that development should be limited to appropriate and sustainable locations with safe access and sufficient infrastructure.
- Respondents frequently cited the need for improved infrastructure, including better public transport, schools, healthcare services and utilities.
- There was strong support for good design, with calls for development that reflects local architectural character and avoids standardised, high-density housing estates.
- Many respondents favoured small-scale development and brownfield regeneration, particularly where it could make use of existing infrastructure.
- Several comments emphasised the need to protect wildlife, biodiversity, dark skies, green gaps and ecological networks.
- Respondents highlighted the importance of preserving the area's historic character, conservation areas and heritage assets.
- Some supported the provision of affordable housing for local people, particularly smaller, energy-efficient homes that meet local needs.
- Concerns were raised that development should deliver genuine community benefits rather than developer profit, with clear evidence that promised infrastructure and improvements will be delivered.
- Several respondents felt that the district's countryside, historic settlements and natural environment are key assets that support tourism, local businesses and quality of life, and should therefore be safeguarded from inappropriate development

Rodborough: Respondents from Rodborough indicated that support for development would depend on improved infrastructure, protection of the countryside and environment, and high-quality design that reflects local character. Many emphasised the importance of safeguarding the Cotswolds National Landscape, wildlife and green spaces, while ensuring that development is sustainable and delivers clear benefits for local communities. Improved transport links, active travel infrastructure, affordable housing and community facilities were also frequently highlighted. Overall, respondents favoured well-planned, environmentally sensitive development that enhances rather than detracts from the area's distinctive character

Representative comments:

- Many respondents called for improved infrastructure and tangible benefits for the local community before further development is supported.
- There was strong emphasis on the protection of the countryside, environment and wildlife, with several respondents describing this as a priority.
- Respondents frequently highlighted the need for good design that is sympathetic to the local vernacular and character of the area.
- Several comments stressed the importance of respecting the Cotswolds National Landscape and avoiding development that would harm the area's setting.
- There were calls for better transport links, active travel infrastructure and safe traffic management.
- Many respondents supported affordable and low-cost housing, provided it is accompanied by appropriate community infrastructure and facilities.
- Some favoured low-impact, eco-friendly and carbon-neutral development, with ambitious biodiversity improvements built into schemes.
- Respondents highlighted the need for community spaces, gardens, artist studios and places that foster belonging and wellbeing.
- Concerns were raised about large housing estates with poor design, insufficient parking and inadequate green space, with calls for more individual and context-sensitive approaches to development.
- Several respondents felt development should focus on sustainable growth in suitable locations, while protecting the countryside and qualities that make Rodborough an attractive place to live.

Slimbridge: Respondents from Slimbridge indicated that support for development would depend on an infrastructure-led approach, with significant improvements to roads, public transport, healthcare, education and utilities delivered before development takes place. There was particularly strong concern about congestion around M5 Junction 14 and the A38 corridor, with many respondents stating that existing transport networks are already under pressure. Protection of best and most versatile agricultural land, the countryside and the distinct identity of villages was another dominant theme, alongside support for prioritising brownfield development and avoiding ribbon development or the coalescence of settlements. Overall, respondents favoured sustainable, well-designed development that respects local character and is shaped by local communities

Representative comments:

- Many respondents stated that infrastructure improvements should be delivered before development begins, particularly roads, public transport, healthcare, schools and utilities.
- There were repeated calls to improve capacity around M5 Junction 14 and the A38 corridor, with concerns about existing traffic congestion.
- Respondents frequently stressed that brownfield sites should be prioritised ahead of greenfield development.
- Many highlighted the importance of protecting best and most versatile (BMV) agricultural land, citing its value for food production and the rural economy.
- There was strong opposition to ribbon development and the coalescence of villages, with respondents keen to maintain settlement identity and separation.
- Several respondents called for development that reflects local neighbourhood plans and village design statements, with greater community involvement in decision-making.
- Comments emphasised the need for good design and appropriate locations, rather than high-density development that places pressure on existing communities.
- Some respondents favoured a more even distribution of housing across the district, including the provision of affordable housing for younger people.
- Protection of wildlife, open countryside and village character was also identified as an important consideration.
- Several respondents stated that development should only proceed where existing infrastructure has sufficient capacity, rather than relying on future improvements being delivered later.

Stinchcombe: Respondents from Stinchcombe indicated that support for development would depend on the protection of the countryside, the Cotswolds National Landscape and local character, alongside significant improvements to infrastructure and community services. Many emphasised the importance of development being located in appropriate locations, designed to complement the rural setting, and accompanied by improvements to roads, healthcare, schools, public transport and utilities. Respondents also highlighted the need for affordable housing, biodiversity enhancement and meaningful community engagement, with development expected to deliver clear benefits for existing residents.

Representative comments:

- Many respondents highlighted the need for protection of the countryside and the Cotswolds National Landscape as a priority.
- There were repeated calls for improved infrastructure, including roads, healthcare, schools, public transport and utilities.
- Several respondents stressed the importance of appropriate locations and good design, with development needing to fit the rural character of the area.
- Concerns were raised about housing density, with comments that development should not place too many homes on small sites.
- Respondents highlighted the need for additional GP and dental services and improvements to public transport to reduce congestion.
- Some called for the redevelopment of brownfield land and stronger measures to improve biodiversity and reforestation.
- There were requests for traffic calming measures and community benefits to accompany new development.
- Several respondents referred to local infrastructure constraints, including concerns about the water supply network and its ability to accommodate further growth.
- Affordable housing that supports local community needs was identified as an important consideration.
- Respondents also called for greater transparency and meaningful consultation, ensuring local communities have a genuine influence over planning decisions.

Stroud: Respondents from Stroud indicated that support for development would depend on a brownfield-first, infrastructure-led approach that protects the countryside, biodiversity and the distinctive landscape character of the Stroud Valleys. Many stressed the need for improved roads, public transport, healthcare, schools, drainage and utilities before development takes place, alongside robust flood protection measures. There was also strong support for high-quality, sustainable design, affordable housing, active travel connections and developments that deliver clear benefits for local communities. Overall, respondents favoured development that creates healthy, sustainable communities while safeguarding the area's environmental assets and local identity

Representative comments:

- Many respondents stated that brownfield and previously developed land should be prioritised before considering greenfield sites.
- There was strong emphasis on the protection of the countryside, commons, biodiversity, wildlife habitats and green spaces that contribute to Stroud's character.
- Respondents frequently called for an infrastructure-first approach, with roads, healthcare, schools, drainage, utilities and public transport delivered before development occurs.
- Concerns about flood risk and drainage were common, with many seeking robust flood mitigation and sustainable drainage systems.
- Several highlighted the importance of good design, including energy-efficient homes, renewable energy technologies, carbon-neutral development and designs that reflect local character.
- Many respondents favoured development in appropriate locations close to jobs, schools, healthcare and public transport, reducing reliance on private cars.
- There were calls for stronger walking, cycling and public transport connections, including better links to nearby towns and cities.
- Respondents emphasised the need for affordable and social housing, particularly for younger people, families and key workers.
- Several comments stressed that developments should provide community facilities, green spaces, employment opportunities and benefits for existing residents, rather than simply adding housing numbers.
- Many respondents called for greater community involvement and stronger accountability for developers, ensuring that promised infrastructure and environmental protections are delivered.

Uley: Respondents from Uley indicated that support for development would depend on protecting the countryside, the Cotswold Natural Landscape, village character and agricultural land, while ensuring development is located appropriately and supported by adequate infrastructure. Many favoured a long-term, sustainable approach that reflects local needs, provides affordable housing for local people, and supports local services and employment opportunities. Good design was a recurring theme, with respondents calling for development that respects local architecture and the distinctive character of the village. Overall, support for development was closely linked to maintaining Uley's identity, protecting environmental assets and ensuring that infrastructure and community benefits are delivered alongside growth

Representative comments:

- Many respondents highlighted the importance of protecting the countryside, agricultural land and the Cotswold Natural Landscape.
- There were repeated calls for good design and appropriate locations, with development expected to complement local character and vernacular architecture.
- Several respondents stressed the need for improved infrastructure, including drainage, road access, parking and pedestrian safety measures.
- Concerns were raised about specific local road safety issues, including the suitability of existing roads and the need for traffic calming and 20mph speed limits.
- Respondents emphasised the importance of listening to local communities and ensuring growth reflects local priorities and needs.
- Many supported a long-term sustainable plan for the village, with development designed to fit comfortably within its rural setting.
- There were calls for affordable council housing and homes for local people, helping younger generations remain within the community.
- Some respondents highlighted the need for local employment opportunities, independent shops and support for village amenities to maintain thriving communities.
- Several favoured environmentally sustainable and energy-efficient housing, including eco-design principles and renewable energy technologies.
- Protection of settlement boundaries, conservation areas and village identity was identified as an important requirement for supporting future development

Whiteshill and Ruscombe: Respondents from Whiteshill and Ruscombe indicated that support for development would depend on a brownfield-first, infrastructure-led approach that protects the countryside, village character and the separation between settlements. Many highlighted concerns about road congestion, healthcare, school capacity and public transport, with a strong view that these issues should be addressed before development proceeds. There was also significant emphasis on good design, biodiversity, protection of green spaces and maintaining the distinct identity of local communities, with many favouring small-scale development that complements the existing rural environment. Overall, respondents supported development only where it delivers clear community benefits and avoids harming the area's landscape and character

Representative comments:

- Many respondents called for a "brownfield-first" approach, ensuring previously developed land is used before greenfield or countryside sites are considered.
- There was strong emphasis on the protection of the countryside, green spaces and rural character of Whiteshill and Ruscombe.
- Several respondents stressed the need to maintain the green gaps between Ruscombe, Whiteshill, Randwick and Paganhill to prevent settlement coalescence.
- Many highlighted the importance of improved infrastructure, including roads, drainage, schools, healthcare provision and utility networks.
- Respondents called for better and more affordable public transport, both to reduce congestion and improve accessibility.
- Several raised concerns about traffic congestion, parking pressures and highway capacity, particularly around Stroud and routes to the M5.
- There was strong support for good design that reflects local character, including development that is in keeping with traditional building styles and village identity.
- Respondents highlighted the need for biodiversity net gain, wildlife corridors, protection of nature and reduced environmental impacts.
- Many felt development should deliver tangible community benefits, including improved facilities, education provision and healthcare services.
- Several respondents stated that any future development should be small-scale and proportionate, avoiding significant impacts on existing communities and local infrastructure.

Wotton-under-Edge: Respondents from Wotton-under-Edge indicated that support for development would depend on significant infrastructure improvements, protection of the countryside and AONB setting, and development being appropriately scaled to the town's capacity. Concerns about traffic congestion, parking, healthcare provision, school places, public transport and utility capacity were raised repeatedly, with many respondents stating that infrastructure should be delivered before any further growth takes place. There was also strong support for protecting the town's historic character, surrounding countryside, farmland and wildlife, with many favouring brownfield development, high-quality design and genuinely affordable housing. Overall, respondents supported development only where it provides clear community benefits and does not undermine the distinctive identity of Wotton-under-Edge and surrounding villages

Representative comments:

- Many respondents highlighted the importance of protecting the countryside, farmland, wildlife and the AONB setting surrounding Wotton-under-Edge.
- There were repeated calls for improved infrastructure, particularly roads, healthcare services, schools, drainage, utilities and public transport, before further development is permitted.
- Concerns about traffic congestion, road capacity and parking were among the most frequently mentioned issues, with many stating that the town's road network is already under strain.
- Respondents frequently supported better bus services, active travel routes and the proposed Greenway link to Charfield station to reduce car dependency.
- Many emphasised the need for good design that reflects local character, respects the landscape setting and incorporates sustainable and energy-efficient features.
- There was strong support for brownfield-first development, reuse of vacant buildings and protecting greenfield sites wherever possible.
- Several respondents highlighted the need for affordable housing for local people, particularly younger residents and families wishing to remain in the area.
- Respondents called for development that delivers clear community benefits, including improved healthcare, leisure facilities, employment opportunities, parks and community spaces.
- Many stressed that growth should be proportionate to the size of settlements and should not lead to the coalescence of Wotton-under-Edge, Kingswood and neighbouring communities.
- Several respondents expressed concern that developers do not always deliver promised infrastructure and community benefits, highlighting the need for stronger accountability, transparency and community engagement in the planning process

Area	Infrastructure	Countryside & Environment	Development Scale & Location	Design & Community Benefits	Distinctive Local Issues
Berkeley	Strong calls for roads, public transport, schools, healthcare and utilities before development.	Protection of countryside, agricultural land, wildlife habitats and flood-prone areas.	Growth should be proportionate and carefully managed.	Sustainable development with clear local benefits and community engagement.	New secondary school, A38/M5 connectivity, concerns over scale of growth.
Bisley-with-Lypiatt	Road improvements, public transport and highway safety improvements.	Strong protection of AONB landscape and rural character.	Preference for small-scale development meeting local needs.	Well-designed housing and local employment opportunities.	Concerns about rat-running traffic and village accessibility.
Cam	Strong infrastructure-first approach including roads, schools, healthcare and utilities.	Protection of countryside, biodiversity and green spaces.	Preference for brownfield development and limits on further growth.	High-quality design and community benefits.	Perception that Cam has already accommodated significant growth.
Coaley	Roads, drainage, sewerage, healthcare and public transport improvements required.	Protection of farmland, countryside and wildlife.	Small-scale housing meeting local needs.	Affordable housing and high-quality design.	Strong concern about village character and infrastructure capacity.
Dursley	Better roads, transport, healthcare and active travel infrastructure.	Protection of countryside, agricultural land and biodiversity.	Brownfield-first approach preferred.	Sustainable design and local economic benefits.	Concerns about cumulative impacts of recent growth.
Hamfallow	Roads, schools, healthcare, public transport and Berkeley bypass.	Protection of countryside, floodplains, SSSIs and River Severn environment.	Growth should be proportionate to rural character.	Affordable housing and local employment opportunities.	Strong focus on delivering infrastructure before housing.
Hinton	Major investment in roads, healthcare, schools and public transport.	Protection of countryside and Severn Vale landscape.	Preference for proportionate and dispersed growth.	Affordable housing and economic opportunities.	Concerns that infrastructure has not kept pace with growth.
Kingswood	Significant investment in roads, schools, healthcare and public transport.	Protection of countryside and separation between settlements.	Development should be proportionate and avoid coalescence.	Good design, biodiversity protection and affordable housing.	Concerns about village identity and traffic pressures.
Minchinhampton	Improvements to roads, sewerage and transport infrastructure.	Strong focus on AONB protection, woodland and biodiversity.	Brownfield-first approach and small-scale growth.	Sustainable, high-quality design.	Significant concern about valley constraints and landscape impacts.
Nympsfield	Improvements to roads, sewerage, electricity and active travel routes.	Development in harmony with nature.	Some support for self-build and edge-of-settlement development.	Community benefits and better delivery of developer commitments.	Strong support for self-build housing.
Painswick	Better public transport, schools and healthcare provision.	Protection of countryside, AONB, biodiversity and heritage assets.	Small-scale development and brownfield regeneration preferred.	Good design reflecting local character.	Strong emphasis on protecting historic and landscape qualities.
Rodborough	Improved transport and active travel infrastructure.	Protection of environment, wildlife and the AONB.	Sustainable growth in suitable locations.	Strong focus on design quality and community wellbeing.	Interest in eco-friendly development and community spaces.
Slimbridge	Significant concern about M5 Junction 14, A38 congestion and service capacity.	Protection of BMV farmland, wildlife and village identity.	Brownfield-first approach and avoidance of ribbon development.	Growth should align with neighbourhood plans.	Strong opposition to settlement coalescence.
Stinchcombe	Roads, healthcare, schools, water infrastructure and public transport improvements.	Protection of countryside and Cotswolds National Landscape.	Appropriate locations and lower-density development.	Good design fitting rural character.	Calls for transparency, consultation and biodiversity enhancement.
Stroud	Infrastructure-first approach including roads, schools, healthcare, drainage and transport.	Protection of countryside, commons, biodiversity and green spaces.	Brownfield-first approach strongly supported.	Sustainable design, affordable housing and healthy communities.	Major focus on climate resilience, flood risk and active travel.
Uley	Better drainage, parking, road safety and local amenities.	Protection of countryside, AONB and agricultural land.	Development should reflect local needs and village scale.	Strong focus on local character, affordable housing and sustainable design.	Emphasis on supporting village facilities and local employment.
Whiteshill & Ruscombe	Concerns about roads, schools, healthcare, drainage and public transport.	Protection of countryside, green gaps and biodiversity.	Brownfield-first and small-scale development preferred.	High-quality design and community benefits expected.	Strong concern about coalescence with neighbouring settlements.
Wotton-under-Edge	The strongest infrastructure concerns of all areas, particularly roads, parking, healthcare, schools and public transport.	Strong protection of countryside, farmland and AONB setting.	Brownfield-first approach and growth proportionate to settlement size.	High-quality design, affordable housing and community benefits.	Significant concerns about traffic, parking, Charfield impacts, Greenway links and developer accountability.

Summary responses (under 10 comments/outside of district)

Alderley (1)	Protection of the countryside, agricultural land and the Cotswold Way was a key priority, with respondents highlighting the importance of preserving food-producing land and access to nature for health and wellbeing.
Alkington (2)	Support was conditional on infrastructure improvements and appropriately scaled development that does not overwhelm existing communities.
Bath (1)	Wessex Water highlighted the need for Local Plan policies to support new water and environmental infrastructure, including in rural areas and protected landscapes, to enable delivery of mandatory improvements to water quality, river monitoring and nature-based solutions.
Birmingham (1)	Richborough supported the allocation of land at Nupend for housing, citing its sustainable location adjacent to Great Oldbury, good access to services and employment, and an existing outline application for up to 130 dwellings
Brimscombe and Thrupp (2)	Support was conditional on infrastructure being delivered first, alongside affordable housing and community-led development that reflects local needs.
Bristol (9)	Respondents and organisations highlighted the importance of infrastructure-led growth, affordable housing, local employment opportunities and the protection of heritage assets. There was support for ensuring that sufficient land is allocated for housing and employment, with development accompanied by the infrastructure needed to support sustainable communities. Several responses also emphasised the need for planning policies that protect and enhance the historic environment, support the reuse of historic buildings, and promote high-quality design that reflects local character.
Cainscross (6)	Respondents highlighted the importance of early and meaningful community engagement, with parish councils and local organisations involved in shaping development proposals from the outset. Support for development was also linked to appropriate locations, good design, protection of the countryside, improved infrastructure, renewable energy provision, biodiversity enhancement and the delivery of zero-carbon homes, ensuring that local communities benefit rather than are burdened by growth.

Cannock (1)	National Grid Electricity Distribution (NGED) highlighted the importance of aligning Local Plans and infrastructure planning with electricity network investment plans, ensuring that future growth is supported by timely upgrades to the electricity distribution network and coordinated delivery of infrastructure.
Chalford (8)	Respondents emphasised the need for good design, protection of the countryside, infrastructure-led development and strong community benefits. There was support for prioritising brownfield sites, improving public transport and local services, expanding affordable housing options, and ensuring development is environmentally sustainable through renewable energy, zero-carbon homes, biodiversity enhancement and innovative low-impact housing models. Many also stressed that growth should strengthen existing communities rather than create isolated dormitory estates or place additional pressure on local roads and infrastructure.
Cheltenham (12)	These representation note that additional supporting documents have been submitted separately for consideration. It advocates a landscape-led approach to development, with growth located alongside existing settlements, proportionate in scale, supported by appropriate infrastructure, and designed to conserve heritage, environmental assets and local character. Overall, it supports carefully planned development that integrates with existing communities while protecting the district's landscape and historic environment.
Cheshire (1)	The respondent supported a balanced approach to housing growth that delivers sustainable development, high-quality design, infrastructure investment, environmental protection and economic growth in line with national planning policy.
Cirencester (2)	Respondents supported landscape-led, community-based development that protects the Cotswolds National Landscape while delivering affordable and low-impact housing that meets local needs.
Cranham (3)	Respondents highlighted the importance of protecting the countryside, biodiversity and dark skies, while also supporting improved bus services and recognising that development should only occur in appropriate locations.
Cromhall (1)	Improved infrastructure
Eastington (9)	Respondents emphasised the need for infrastructure-first development, including healthcare, schools, shops, sewage and active travel improvements, alongside protection of the countryside, delivery of promised infrastructure and development that respects local character and community needs.

Frampton on Severn (2)	Respondents emphasised the need for development to be located in appropriate locations and designed to protect biodiversity, habitats and the natural environment.
Fretherene with Saul (3)	Respondents highlighted the need for flood protection, improved road infrastructure, protection of the countryside and rural character, and development that is well-designed, appropriately located and delivers benefits for the local community.
Frocester (2)	Respondents emphasised that all aspects of development, including appropriate locations, good design, countryside protection, infrastructure and community benefits, should be carefully considered.
Gloucester (7)	Respondents highlighted the importance of protecting biodiversity, nature recovery and productive farmland, while supporting sustainable development that incorporates green infrastructure, active travel, climate resilience and high-quality design
Great Oldbury (4)	Respondents highlighted the need for improved infrastructure, local facilities, cycling connections and public transport, while stressing that further expansion of Great Oldbury should be deferred until existing service and infrastructure issues are addressed.
Ham and Stone (2)	Respondents noted the challenges of securing support for development while emphasising the importance of protecting the countryside, agricultural land and food production.
Hardwicke (2)	Respondents emphasised the importance of appropriate locations, improved infrastructure and ensuring all key planning considerations are addressed before development proceeds.
Harescombe (1)	Support for development would depend on high-quality, affordable design, improved public transport, investment in local infrastructure and community facilities, and growth being proportionate to the size of existing settlements.
Hillesley and Tresham (8)	Respondents emphasised the importance of developer-funded infrastructure being delivered as promised, alongside small-scale, well-designed development, access to healthcare and services, protection of the countryside, and growth that reflects the capacity of rural communities.

Horsley (4)	Respondents prioritised sustainable development that protects the countryside and biodiversity, promotes public transport, walking and cycling, requires high standards of design and sustainability, and limits growth to small-scale developments that respect the character of rural communities.
Kings Stanley (1)	Respondent emphasised the importance of protecting the countryside and village identity, ensuring development benefits existing communities, and delivering sympathetic rural design with adequate parking and infrastructure.
Leicester (1)	The respondent highlighted the need to protect and accommodate existing and future electricity transmission infrastructure, ensuring development supports national energy security, grid upgrades and decarbonisation objectives through early coordination with network operators.
Leonard Stanley (2)	The Parish Council supported an infrastructure-first approach, stating that development should only proceed where there is clear evidence that schools, healthcare, transport, drainage, flood management and utility infrastructure can accommodate growth.
London (5)	Respondents emphasised the need for landscape-led, well-designed development supported by healthcare and other infrastructure, with growth focused in sustainable locations and delivered alongside meaningful community and environmental benefits.
Loughborough (1)	The use of Active Design principle to create a sustainable and health communities
Malvern (1)	Respondent emphasised that good design and community benefits are essential, with smaller-scale developments seen as the most appropriate way to accommodate growth in rural areas.
Miserden (1)	Respondent acknowledged that limited brownfield opportunities mean some development may need to take place on greenfield sites, but stressed the importance of good design, climate resilience, countryside protection and improved public transport to support any future growth.
Moreton Valence (4)	Respondents emphasised a brownfield-first approach, strong protection of the countryside and village identities, sustainable design, and infrastructure that is in place before development, with clear benefits for existing communities

Nailsworth (9)	Respondents emphasised the need for infrastructure improvements, protection of the countryside and landscape, brownfield-first development, enhanced public transport and active travel, and growth that delivers clear benefits for local communities without harming valued green spaces
Newcastle Upon Tyne (2)	Respondents and organisations highlighted the importance of aligning development with marine planning, environmental protection and strategic infrastructure requirements, while ensuring growth supports biodiversity, climate resilience, energy security and sustainable coastal and marine management
North Nibley (9)	Respondents highlighted the importance of protecting the countryside, providing affordable housing for local people, improving healthcare and public transport, delivering high environmental standards, and ensuring development is supported by appropriate infrastructure and community services.
Pitchcombe (3)	Respondents emphasised that protecting the countryside should be a priority, with development directed to appropriate and sustainable locations that avoid sensitive valley landscapes and minimise impacts on rural areas.
Quedgeley (2)	Respondents highlighted the importance of protecting the countryside and delivering high-quality design that creates safe, attractive communities and sets a positive standard for future development.
Randwick and Westrip (8)	Respondents emphasised that development should prioritise environmental enhancement, biodiversity recovery, countryside protection and low-carbon design, alongside infrastructure-led growth that supports sustainable communities and active travel.
Southport (1)	Respondent supported prioritising the redevelopment of brownfield sites, particularly Brimscombe Port and the Golden Valley, before considering development on greenfield land.
Standish (7)	Respondents emphasised the importance of protecting the countryside, agricultural land and AONB landscapes, prioritising brownfield development, improving public transport and infrastructure, and ensuring growth is proportionate to the scale and character of existing communities.

Stonehouse (9)	Respondents emphasised the need for appropriate locations, brownfield-first development, improved infrastructure and community services (notably re-opening of Stonehouse Bristol Road train station), access to green spaces, affordable housing, and a more strategic approach to planning that considers the cumulative impacts of growth on local communities.
Tewkesbury (2)	Respondents highlighted the importance of considering environmental constraints and ensuring that development is guided by factors such as appropriate locations, good design, countryside protection, infrastructure provision and community benefits.
Upton St Leonards (4)	Respondents emphasised protecting the countryside and designated landscapes, supporting small-scale development that meets local needs, delivers community facilities from the outset, respects local character, and safeguards mature trees, hedgerows and biodiversity.
Warrington (1)	No comment
Whitminster (4)	Respondents highlighted the need for improved infrastructure and countryside protection, with development only supported where it preserves village identity, avoids settlement coalescence, protects biodiversity and agricultural land, delivers high-quality design and green spaces, and is proportionate to the scale of existing communities.
Woodchester (2)	Respondents highlighted the importance of strong community facilities and ongoing resident engagement, including support for reopening the Rose and Crown in Nympsfield and ensuring communication is led by the council in partnership with local communities.
Worcestershire (2)	Respondents highlighted the importance of local jobs, green infrastructure, access to high-quality green and blue spaces, flood risk management and nature recovery, ensuring development supports both community wellbeing and environmental sustainability.
York (1)	Active Travel England (ATE) emphasised that Local Plans should prioritise active travel and public transport through evidence-led planning, sustainable site selection, improved connectivity, and infrastructure that reduces reliance on private cars while supporting health, inclusion and environmental objectives.

Area	Infrastructure	Countryside & Environment	Development Scale & Location	Design & Community Benefits	Distinctive Issues
Alderley		•		Health & wellbeing benefits	Protection of Cotswold Way and farmland
Alkington	•		•		Development should not overwhelm communities
Bath (Wessex Water)	••	•			Water quality, river monitoring, nature-based solutions
Birmingham (Richborough)	Infrastructure access highlighted		••		Nupend allocation adjacent to Great Oldbury
Brimscombe & Thrupp	••			••	Community-led affordable housing
Bristol	••	Heritage focus	•	••	Employment land and historic environment
Cainscross	•	••	•	••	Community engagement, renewable energy, zero-carbon homes
Cannock (NGED)	••				Electricity network planning
Chalford	••	••	Brownfield-first	••	Low-impact development and affordable housing
Cheltenham	•	••	••	•	Landscape-led development
Cheshire	•	•	•	•	Balanced housing growth
Cirencester		••		••	Affordable community-led housing
Cranham	Public transport	••	•		Biodiversity and dark skies
Cromhall	••				Infrastructure only theme
Eastington	••	•		•	Healthcare, schools and active travel
Frampton-on-Severn		••	••		Biodiversity-led site selection
Fretherne with Saul	••	••	•	•	Flood risk and road infrastructure
Freicester	•	•	•	•	All factors considered important
Gloucester	Active travel/green infrastructure	•••		•	Nature recovery and farmland protection
Great Oldbury	•••				Existing infrastructure needs resolving
Ham & Stone		••			Food production and countryside protection
Hardwicke	••		•		Appropriate locations
Harescombe	•		••	••	Proportionate growth
Hillesley & Tresham	••	•	•	•	Developer accountability
Horsley	Public transport focus	•••	Small scale	••	Sustainability and active travel
Kings Stanley	•	••		••	Village identity
Leicester (NGET)	•••				Grid infrastructure and energy security
Leonard Stanley	•••				Evidence-led infrastructure planning
London	•	•	•	••	Healthcare infrastructure delivery
Loughborough				••	Active Design principles
Malvern			Small scale	••	Rural development focus
Miserden	Public transport	••		•	Greenfield constraints
Moreton Valence	••	••	Brownfield-first	•	Village identity and community benefit
Nailsworth	••	••	Brownfield-first	•	Green spaces and active travel
Newcastle upon Tyne	•	••			Marine planning and climate resilience
North Nibley	••	•		•	Affordable housing and services
Pitchcombe		•••	••		Avoid development in sensitive landscapes
Quedgeley		•		••	Crime prevention and design quality
Randwick & Westrip	•	•••		•	Biodiversity enhancement and net zero
Southport			Brownfield-first		Brimscombe Port and Golden Valley
Standish	•	•••	Brownfield-first, proportionate growth		AONB and agricultural land protection
Stonehouse	••	•	Brownfield-first	•	Bristol Road station, strategic planning
Tewkesbury	•	•	•	•	Balanced planning considerations
Upton St Leonards	Community facilities	•••	Small scale	•	Protected landscapes and biodiversity
Whitminster	••	••	••	•	Avoid settlement coalescence
Woodchester	Community facilities			••	Community engagement and Rose & Crown
Worcestershire (Natural England)	Jobs & green infrastructure	••		•	Access to green and blue spaces
York (ATE)	•••	Environmental benefits	•••	•	Active travel and public transport-led growth

Theme	Key	Meaning
High Importance	●●●	Dominant theme in responses
Medium Importance	●●	Frequently raised
Low Importance	●	Mentioned but not a major theme

- Representations from 47 parish areas
- Representations from 20 out-of-district / stakeholders:
- This gives a total sample of **67 area summaries**.

Headline Findings

Protection of the countryside and environment (82%) emerged as the most common theme overall.

Infrastructure-led development (81%) was almost equally important, with strong calls for roads, healthcare, schools, drainage and public transport improvements.

Good design and community benefits (both 63%) formed the next strongest tier of responses.

Appropriate scale and location of development (60%) was also widely raised, particularly in rural communities concerned about overdevelopment and loss of settlement identity.

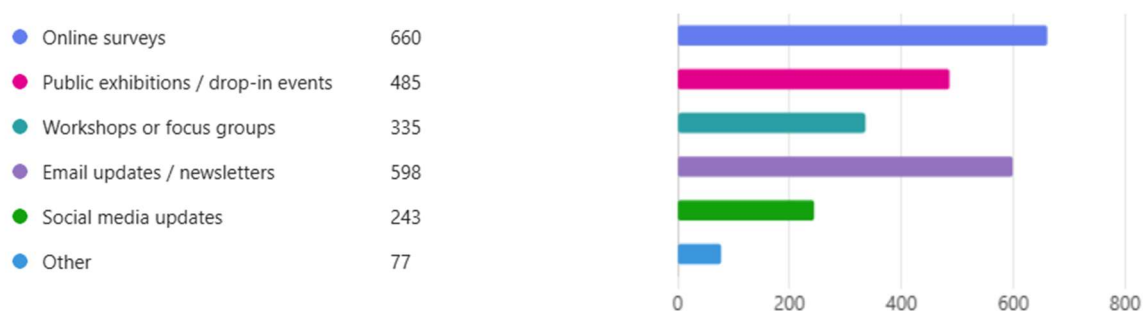
Brownfield-first development (19%) was a recurring but more geographically concentrated theme.

Developer accountability (10%) was less frequently mentioned but was raised strongly where communities had concerns about promised infrastructure not being delivered.

Summary:

Across both parish and stakeholder responses, the two dominant themes were the need to protect the countryside and environment (82% of responses) and to ensure development is supported by appropriate infrastructure (81%). Good design, community benefits and development at an appropriate scale were also frequently cited. While less common, respondents also highlighted the importance of prioritising brownfield land and ensuring developers deliver promised infrastructure and community improvements.

Question 19. How would you like to be involved in future stages of the Local Plan? Please select all of the following engagement methods that you prefer.



Consultation responses demonstrated strong support for meaningful public engagement, transparency and ongoing involvement throughout the Local Plan process. Most respondents favoured digital engagement methods, particularly online surveys and email newsletters, while there was also significant demand for face-to-face opportunities such as workshops, focus groups and public meetings.

Other engagement suggestions

- Better publicity and awareness campaigns.
- Postal consultation options alongside online engagement.
- Local workshops, drop-in sessions and focus groups.
- Greater involvement of Town and Parish Councils.
- Direct engagement with councillors and planning officers.
- Online Q&A sessions and virtual meetings.
- Engagement with younger people and schools.
- More inclusive consultation methods for older and neurodivergent residents.
- Clear evidence that community feedback influences decisions.
- Opportunities for broader democratic participation, including public voting on proposals.

Respondents favoured a blended approach combining digital engagement with face-to-face opportunities. There was a strong desire for consultation to be more accessible, locally focused and transparent, with clear evidence that community feedback is actively considered in shaping Local Plan decisions.

Question 20. Are there any issues that would need neighbouring councils or other organisations to work together to fix?
(For example: transport links, housing across boundaries, flooding, or protecting the natural environment.)

Berkeley:

Responses from Berkeley highlighted a strong need for cross-boundary working, particularly on:

- Transport and connectivity, including road infrastructure, public transport, motorway access, and M5 Junction 14.
- Flooding and water management, especially in the Berkeley Vale, with recognition that flood risk and watercourses cross administrative boundaries.
- Protection of the natural environment, including the Severn Estuary, wildlife habitats, ecological networks and countryside.
- Strategic planning across boundaries, with concerns about housing growth, infrastructure pressures, and the need for neighbouring authorities and agencies to coordinate decisions.
- Infrastructure and public services, including water and sewerage capacity, healthcare, schools, recycling facilities, and wider community services.

Summary:

Berkeley respondents identified transport, flooding, environmental protection and infrastructure provision as key issues requiring collaboration between neighbouring councils, agencies and service providers to ensure growth is properly planned across boundaries

Bisley-with-Lypiatt:

For Bisley-with-Lypiatt, responses focused on the need for collaboration between councils, agencies and other organisations on:

- Transport and traffic issues, including improving transport links, managing increased commuter traffic, speeding concerns, road improvements, and motorway access.
- Protection of the natural environment, particularly safeguarding the AONB and the wider landscape from development pressures.
- Flooding and environmental management, with respondents identifying these as issues that require joined-up working.
- Infrastructure and public services, including healthcare, policing and ensuring sufficient capacity to support future development.
- Economic development and communication, with some respondents highlighting the need for coordination to support local businesses, jobs and community engagement.

Summary:

Bisley-with-Lypiatt respondents highlighted transport improvements, traffic management, environmental protection, flooding and infrastructure provision as key issues requiring coordinated action between councils, service providers and other organisations

Cam:

Responses from Cam showed overwhelming support for a joined-up, cross-boundary approach to planning and infrastructure delivery, with the following themes emerging most frequently:

- Transport and connectivity were the dominant issues raised, including improvements to bus and rail services, M5 Junction 14, a potential new motorway junction, cycling and walking networks, station access, and better links to Gloucester, Bristol and surrounding areas. Many respondents felt transport planning must be coordinated across council boundaries and with organisations such as National Highways and transport operators.
- Flooding, drainage and climate resilience were major concerns, particularly relating to the River Cam, floodplain development, catchment management and sustainable drainage. Respondents highlighted the need for collaboration between councils, the Environment Agency and utility providers.
- Infrastructure and public services were frequently mentioned, including healthcare, schools, SEND provision, water supply, sewerage, utilities and emergency services. Many respondents stressed that infrastructure should be delivered alongside development.
- Environmental protection and biodiversity featured strongly, with concerns about protecting the Cotswolds National Landscape, wildlife corridors, green spaces, bat populations, biodiversity and the wider countryside from unsustainable development.
- Housing and strategic growth were identified as issues requiring cooperation between neighbouring authorities to ensure housing numbers, infrastructure and employment opportunities are planned fairly and sustainably across the wider region.
- Economic development and community wellbeing were also raised, particularly the need to coordinate jobs, services and infrastructure to support future growth while maintaining quality of life

Summary:

Cam respondents identified transport infrastructure, flooding, environmental protection, healthcare, schools and other infrastructure as key issues requiring coordinated action between neighbouring councils, service providers and national agencies to ensure growth is sustainable and properly supported.

Coaley:

Responses from Coaley highlighted several issues that respondents felt require coordinated working between councils, agencies and infrastructure providers:

- Transport and connectivity were the most frequently raised concerns, including public transport, bus services, road conditions, motorway access, M5 junction improvements, cycling infrastructure, and links between villages and towns.
- Environmental protection featured strongly, with respondents emphasising the need to protect green spaces, farmland, biodiversity, nature corridors, landscapes and the wider natural environment from inappropriate development.
- Flooding, drainage and water management were key concerns, including sewage flooding, drainage infrastructure, flood protection, water storage and resilience to climate change. Several respondents specifically referenced cooperation with water companies such as Severn Trent.
- Infrastructure and public services were regularly mentioned, including healthcare, schools, water supply, sewage networks, electricity provision and wider service coordination.
- Strategic planning and housing were also highlighted, with calls for housing and infrastructure to be planned across council boundaries and delivered in locations that best meet local and regional needs

Summary:

Coaley respondents identified transport improvements, environmental protection, flooding and drainage management, and the provision of infrastructure and public services as key issues requiring coordinated action between councils, agencies and infrastructure providers.

Dursley:

Responses from Dursley highlighted the importance of collaboration between neighbouring councils, agencies and infrastructure providers on several key issues:

- Transport and connectivity were the most frequently raised concerns, including road capacity, public transport reliability, rail improvements, bus links to Bristol and Bath, motorway junction capacity (particularly M5 Junction 14), and wider strategic transport planning.
- Environmental protection featured strongly, with respondents emphasising the need to protect the countryside, farmland, the Severn Estuary, biodiversity and natural landscapes, and to align planning with the Gloucestershire Nature Recovery Strategy.
- Flooding and water management were commonly identified as cross-boundary issues, particularly in relation to floodplain development, waterways, drainage and the wider impacts of development along river catchments.

- Housing and strategic growth were highlighted as requiring a coordinated county-wide approach, with respondents calling for development to be directed towards the most suitable locations and supported by appropriate infrastructure.
- Infrastructure and public services such as healthcare, schools and access to services were also identified as requiring joint planning and investment across administrative boundaries.
- Several respondents noted the opportunities and challenges presented by local government reorganisation and the move toward a unitary authority, stressing the need to retain local priorities while improving strategic coordination.

Summary:

Dursley respondents identified transport improvements, environmental protection, flooding, housing growth and infrastructure provision as key issues requiring coordinated action between neighbouring councils, infrastructure providers and other organisations to ensure sustainable development across the wider area

Hamfallow:

Responses from Hamfallow highlighted the need for significant cross-boundary cooperation, particularly in relation to major planned developments in the Berkeley and Sharpness area.

- Transport and road infrastructure were the most frequently raised issues, particularly improvements to M5 Junction 14, the A38 corridor, public transport provision, and wider road network capacity. Many respondents felt these issues require joint working with neighbouring authorities, especially South Gloucestershire Council and Gloucestershire County Council
- Flood risk and water management were commonly identified, including concerns about Severn Vale flooding, rising sea levels and the need for coordinated flood resilience measures involving the Environment Agency and other organisations.
- Environmental protection and biodiversity featured strongly, with respondents calling for protection of the countryside, wildlife habitats and ecological assets, and greater involvement of environmental experts in assessing development impacts.
- Housing and strategic growth were highlighted as requiring coordination across local authority boundaries, particularly regarding housing allocations, employment growth, and the relationship between development in Stroud, Gloucester and South Gloucestershire.
- Major strategic projects were also mentioned, including the future of the Berkeley nuclear site, Sharpness Docks, and large-scale development proposals, which respondents felt would require collaboration between councils, infrastructure providers, landowners and national agencies.
- Respondents additionally identified the need for coordination on healthcare, education and other public services to ensure infrastructure keeps pace with growth.

Summary:

Hamfallow respondents identified transport improvements, M5 Junction 14, flooding, environmental protection, major strategic developments and supporting infrastructure as key issues requiring coordinated action between neighbouring councils, public bodies and infrastructure providers.

Hinton:

Responses from Hinton highlighted the need for extensive cross-boundary working, particularly on transport, infrastructure and environmental issues.

- Transport and connectivity were the most frequently raised concerns. Respondents highlighted the need for improvements to the M5, A38 and A46, better rail access, additional station parking, improved public transport, and better connections for young people accessing education and employment. M5 Junction 14 was repeatedly identified as a particular pressure point requiring cooperation with neighbouring authorities and national agencies.
- Flooding and flood resilience were commonly mentioned, with concerns about development in flood-prone areas and the need for coordinated flood defence measures across administrative boundaries.
- Environmental protection and biodiversity featured strongly, including protecting wildlife habitats, green spaces, countryside and the wider natural environment from development pressures.
- Infrastructure planning was identified as requiring a more holistic approach, with respondents calling for joint working on utilities, transport networks, flood defences and supporting infrastructure to accompany development.
- Economic development and strategic employment sites were also highlighted, particularly the importance of safeguarding Sharpness Dock as a key employment, transport and freight asset, while ensuring future investment and economic growth are not constrained by incompatible neighbouring development.

Summary:

Hinton respondents identified transport infrastructure, particularly M5 Junction 14 and public transport, alongside flooding, environmental protection, infrastructure provision and the future of strategic employment sites such as Sharpness Dock as key issues requiring coordinated action between councils, agencies and other organisations.

Kingswood:

Responses from Kingswood strongly emphasised the need for cross-boundary working, particularly because of the parish's close relationship with South Gloucestershire, Charfield, Wickwar and Wotton-under-Edge.

- Transport and connectivity were by far the most frequently raised issues. Respondents highlighted the need for better bus services, improved road infrastructure, safer walking and cycling routes, sustainable links to the proposed Charfield Railway Station, improvements to M5 Junction 14, and better connections to employment, education and services across authority boundaries.
- Cross-boundary planning with South Gloucestershire was a major theme, with concerns that development in neighbouring areas could place significant pressure on roads, schools, healthcare services and other infrastructure in Kingswood and surrounding settlements.
- Environmental protection and biodiversity featured strongly, with respondents calling for coordinated action to protect landscapes, green spaces, wildlife habitats and settlement separation, particularly between Kingswood and Charfield.
- Flood risk and drainage management were identified as important cross-boundary issues, especially in relation to catchment-wide planning and preventing development in flood-prone locations.
- Healthcare, education and public services were frequently mentioned, with respondents noting that facilities such as schools, GP surgeries and dentists serve communities on both sides of the district boundary and therefore require coordinated planning.
- Several responses also highlighted the importance of joint working on housing growth, employment development and infrastructure delivery, ensuring development is supported by appropriate services and does not create cumulative impacts across neighbouring authorities.

Summary:

Kingswood respondents identified transport improvements, cross-boundary planning with South Gloucestershire, environmental protection, flood management, healthcare, education and infrastructure provision as key issues requiring coordinated action between neighbouring councils, service providers and other organisations.

Minchinhampton:

Responses from Minchinhampton highlighted a range of issues requiring collaboration between neighbouring councils, infrastructure providers and other organisations.

- Transport and connectivity were the most frequently raised themes, including public transport links, active travel networks, connections to rail stations, road closures, traffic

management and access to Bristol. Respondents called for better coordination of infrastructure works and transport planning across boundaries.

- Flood management and environmental protection were identified as key cross-boundary issues, particularly in relation to flooding risks, biodiversity, contamination, protection of green spaces and safeguarding the Cotswolds National Landscape.
- Infrastructure and public services were also mentioned, including healthcare, schools and ensuring infrastructure keeps pace with housing growth.
- Several respondents highlighted the role of organisations such as the National Trust, particularly regarding landscape management, parking issues and conservation matters.
- Other issues raised included fly-tipping, anti-social behaviour and enforcement, with respondents noting the benefits of partnership working to address problems that cross administrative boundaries.
- A detailed response stressed the importance of protecting sensitive landscapes and nationally designated sites, including Minchinhampton Common SSSI and Besbury Common SSSI, and ensuring that planning decisions are informed by existing evidence and previous appeal decisions.

Summary:

Minchinhampton respondents identified transport improvements, flood management, environmental protection, infrastructure provision and the safeguarding of the Cotswolds landscape as key issues requiring coordinated action between neighbouring councils, service providers and environmental organisations

Nympsfield:

For Nympsfield, responses to Question 20 were relatively limited but identified several areas where joint working would be beneficial.

- Transport and highways infrastructure were the most commonly mentioned issues, including road maintenance, pavements, public footpaths and local transport links. Respondents highlighted the role of the county council and highways authorities in addressing these matters.
- Utilities and infrastructure provision were also raised, particularly concerns regarding sewerage capacity and electricity outages.
- Environmental and ecological planning was mentioned, with one respondent supporting a more strategic approach to ecological planning rather than considering impacts on a site-by-site basis.
- Several respondents indicated that all of the example issues listed in the survey, including transport, housing, flooding and environmental protection, require coordination between councils and relevant organisations.

Summary:

Nympsfield respondents highlighted transport links, highway maintenance, utility infrastructure and environmental planning as issues that would benefit from coordinated action between councils, infrastructure providers and other organisations

Painswick:

Responses from Painswick highlighted the need for significant collaboration between neighbouring councils, infrastructure providers and environmental organisations on a range of strategic issues.

- Transport and connectivity were the most commonly raised concerns, including improvements to public transport, strategic planning for the A46, road safety measures, and better links between settlements, employment areas and neighbouring towns and cities. Respondents recognised that many transport challenges extend beyond district boundaries and require wider coordination.
- Environmental protection and landscape conservation featured very strongly. Many respondents stressed the importance of protecting the Cotswolds National Landscape, wildlife corridors, biodiversity, dark skies, rural character and heritage assets through a coordinated cross-boundary approach. Collaboration with organisations such as Natural England and the Cotswolds National Landscape management body was specifically mentioned.
- Flooding, water management and climate resilience were frequently identified as issues requiring joint action, with respondents highlighting flood resilience, water storage, fire prevention and wider climate change adaptation measures.
- Housing and strategic growth planning were also important themes, with calls for housing needs to be planned across a wider area rather than by individual districts in isolation, directing development towards locations with stronger infrastructure, services and employment opportunities.
- Utilities and infrastructure provision were highlighted, including water supply, electricity infrastructure, renewable energy provision and the potential impacts of new utility networks.

Summary:

Painswick respondents identified transport improvements, protection of the Cotswolds National Landscape, flood and water management, climate resilience, and strategic planning for housing and infrastructure as key issues requiring coordinated action between neighbouring councils, infrastructure providers and environmental organisations.

Rodborough:

Responses from Rodborough highlighted a strong need for collaboration between neighbouring councils, agencies and other organisations, particularly on environmental and transport issues.

- Transport and connectivity were the most frequently raised themes, including improved public transport, integrated transport networks, better links to Bristol, Bath, Gloucester and Cheltenham, and the development of safe walking and cycling routes that continue across administrative boundaries. Respondents emphasised the need for coordinated planning with neighbouring authorities and transport providers.
- Environmental protection and biodiversity featured very strongly, with calls to protect nature, wildlife corridors, the countryside, commons, and wider ecological networks. Respondents recognised that environmental issues do not follow council boundaries and require joint action across the region.
- Flood management and water protection were identified as important cross-boundary concerns, with support for catchment-based approaches, sustainable drainage systems and natural flood management measures involving multiple organisations and landowners.
- Housing and strategic growth were also raised, particularly the need for a coordinated approach to housing delivery, affordable housing provision and balancing growth across neighbouring districts.
- Some respondents highlighted food security and agricultural resilience as issues that would benefit from regional cooperation, including support for local food production and organic farming.
- There was also support for a more joined-up and holistic approach to planning, particularly in light of local government reorganisation and the need to coordinate infrastructure, environmental protection and development across a wider area.

Summary:

Rodborough respondents identified transport improvements, environmental protection, flood management, wildlife corridors, affordable housing and regional infrastructure planning as key issues requiring coordinated action between neighbouring councils, agencies and other organisations

Slimbridge:

Responses from Slimbridge were dominated by concerns about transport infrastructure and cross-boundary transport planning, particularly in relation to neighbouring authorities and strategic transport networks.

- Transport and traffic management were by far the most frequently raised issues. Respondents repeatedly highlighted the need for joint working with South Gloucestershire Council, Gloucestershire County Council, National Highways (referred to by some as Highways England), public transport operators and rail providers to

address congestion on the M5, particularly M5 Junction 14 and M5 Junction 12, as well as pressures on the A38 corridor.

- Public transport improvements were also a key theme, with calls for better bus services, subsidised evening routes, community transport, on-demand services and improved coordination with rail operators to reduce car dependency.
- Flooding, drainage and environmental protection were frequently mentioned, particularly regarding flood risk associated with the River Severn, canals, wetlands, nature corridors and protected habitats. Respondents highlighted the importance of engagement with the Environment Agency and broader regional cooperation on environmental issues.
- Strategic infrastructure planning was another significant theme, including roads, bridges, gas infrastructure, sewage disposal, and ensuring infrastructure capacity is considered before development proceeds.
- Several respondents emphasised the importance of agreeing a coordinated spatial strategy with neighbouring authorities to ensure growth does not place unsustainable pressure on transport networks or existing communities.
- A small number of responses also referred to local government reorganisation and the opportunities for greater strategic coordination through future governance arrangements.

Summary:

Slimbridge respondents identified transport infrastructure, particularly congestion around M5 Junctions 12 and 14, public transport provision, flooding, environmental protection and strategic infrastructure planning as key issues requiring coordinated action between neighbouring councils, transport providers, infrastructure agencies and environmental organisations.

Stinchcombe:

Responses from Stinchcombe highlighted a number of issues that respondents felt require collaboration between neighbouring councils, infrastructure providers and other organisations.

- Transport and connectivity were the most frequently raised concerns, including public transport provision, road capacity, traffic management, traffic calming measures, and major road and rail infrastructure improvements. Respondents highlighted the need for coordinated planning across council boundaries and between different levels of government.
- Environmental protection featured strongly, including the protection of the natural environment, nature recovery, climate resilience and safeguarding the Cotswold National Landscape. Some respondents also suggested the introduction of a green belt.

- Infrastructure provision was identified as a key issue requiring joint working, with respondents recognising that future growth would require coordinated planning and investment from multiple organisations.
- Healthcare was specifically mentioned as an area where cross-boundary cooperation would be required to meet future needs.
- Several respondents felt that all of the example issues listed in the survey, including housing, flooding, transport and environmental protection, would require collaboration between neighbouring councils and partner organisations.
- There were also calls for better cooperation between Gloucestershire County Council, district councils and parish councils when planning and delivering transport infrastructure.

Summary:

Stinchcombe respondents identified transport improvements, public transport, environmental protection, climate resilience, healthcare and infrastructure provision as key issues requiring coordinated action between neighbouring councils, infrastructure providers and other organisations

Stroud:

Responses from Stroud highlighted a strong need for partnership working between neighbouring councils, infrastructure providers, transport operators and environmental organisations.

- Transport and connectivity were the most frequently raised issues. Respondents called for improved rail links to Bristol, better bus services to Cirencester, Gloucester and Cheltenham, more reliable train services, enhanced cycling infrastructure, and cooperation on strategic road networks including the M5, A419 and A46.
- Environmental protection and biodiversity featured strongly, with respondents emphasising the importance of protecting green spaces, wildlife corridors, countryside, the Cotswolds National Landscape, and wider ecological networks that extend across administrative boundaries.
- Flooding, drainage and water management were commonly identified as cross-boundary issues, requiring catchment-wide approaches involving neighbouring authorities and agencies such as the Environment Agency.
- Housing and strategic planning were also significant themes. Respondents highlighted the need for housing and infrastructure to be planned collaboratively across districts, ensuring development is directed to suitable locations and does not place disproportionate pressure on neighbouring communities or services.
- Infrastructure and public services including healthcare, schools, youth services, utilities and local facilities were identified as requiring joint planning and investment to support future growth.

- Several respondents referred to local government reorganisation and the potential benefits of greater strategic coordination, while stressing the importance of retaining local knowledge and community involvement in decision-making.

Summary:

Stroud respondents identified transport improvements, environmental protection, flood management, strategic housing planning and infrastructure provision as key issues requiring coordinated action between neighbouring councils, infrastructure providers, government agencies and community partners

Uley:

Responses from Uley highlighted a need for cooperation between neighbouring councils and organisations, particularly on environmental and transport-related issues

- Environmental protection was the strongest theme, with respondents emphasising the importance of protecting nature, nature corridors, trees, hedgerows, green spaces and the wider natural environment through coordinated action across council boundaries.
- Transport and traffic management were frequently mentioned, including improved regional transport links, traffic-free routes, managing traffic growth arising from development in neighbouring areas, and coordinated approaches to traffic flow and speed limits.
- Flood risk management was identified as a key cross-boundary issue, with respondents recognising that flooding impacts often extend beyond individual developments or parish boundaries.
- Some respondents also highlighted the need for collaboration on wildfire risk management and wider environmental resilience measures.
- A recurring concern was that planning decisions should consider the cumulative impacts of development on neighbouring communities, particularly where growth in one area creates additional traffic, infrastructure pressures or environmental impacts elsewhere.

Summary:

Uley respondents identified environmental protection, transport and traffic management, flood risk, and the wider cumulative impacts of development as key issues requiring coordinated action between neighbouring councils and other organisations

Whiteshill and Ruscombe:

For Whiteshill and Ruscombe, responses highlighted the importance of coordinated working between councils, service providers and other organisations, particularly on transport, infrastructure and environmental issues.

- Transport and connectivity were the most frequently raised concerns. Respondents highlighted the need for better bus services, improved transport links, coordination of highway planning, management of traffic congestion and parking pressures, and greater collaboration between councils where public transport routes cross administrative boundaries.
- Environmental protection featured strongly, including the protection of green spaces, biodiversity corridors, landscape character, green gaps between settlements and the wider natural environment. Respondents felt these issues require a consistent approach across neighbouring authority areas.
- Flooding and natural flood management were identified as cross-boundary issues, with specific references to flood management in the valleys and the need for a coordinated approach.
- Infrastructure and public services were also commonly mentioned, including healthcare, education, utilities, drainage and ensuring that social infrastructure expands alongside development.
- Several responses highlighted the need for joined-up planning and decision-making, recognising that development impacts often extend beyond parish and district boundaries and should not be considered in isolation.
- A small number of respondents referred to local government reorganisation and the opportunities it may provide for more integrated planning and service delivery.

Summary:

Whiteshill and Ruscombe respondents identified transport improvements, environmental protection, flood management, and the provision of healthcare, education and other infrastructure as key issues requiring coordinated action between neighbouring councils, service providers and other organisations

Wotton-under-Edge:

For Wotton-under-Edge, responses showed very strong support for cross-boundary working, particularly due to the town's close relationship with South Gloucestershire, Charfield and the wider Bristol travel-to-work area.

- Transport and connectivity were overwhelmingly the most frequently raised issues. Respondents highlighted the need for better bus services, improved links to Bristol, Gloucester and Cheltenham, connections to the new Charfield Railway Station, the proposed Wotton–Charfield Greenway, and improvements to M5 Junction 14 and the wider road network. Many stressed that transport planning must be coordinated with neighbouring authorities and transport providers.
- Cross-boundary planning with South Gloucestershire Council was a major theme. Respondents expressed concerns about the impact of significant housing growth in

Charfield on roads, schools, healthcare services and other facilities in Wotton-under-Edge and surrounding communities.

- Environmental protection and landscape conservation featured strongly, including the protection of the Cotswolds AONB, agricultural land, biodiversity, wildlife corridors, green infrastructure and maintaining separation between settlements to avoid urban sprawl.
- Flooding, drainage and climate resilience were regularly identified as cross-boundary issues requiring collaboration between councils, the Environment Agency and other organisations.
- Healthcare, education and public services were frequently mentioned, particularly concerns about GP capacity, school places, social care provision and ensuring infrastructure grows alongside new development.
- Many respondents emphasised the need for joined-up strategic planning, recognising that commuting patterns, housing markets, infrastructure networks and environmental systems do not stop at administrative boundaries.
- Additional themes included water management, utilities, food security, green infrastructure, energy infrastructure and community assets, all of which respondents felt would benefit from greater coordination across organisations and local authority boundaries

Summary:

Wotton-under-Edge respondents identified transport improvements, particularly links with Charfield and South Gloucestershire, alongside environmental protection, flooding, healthcare, education and infrastructure provision as key issues requiring coordinated action between neighbouring councils, transport operators, infrastructure providers and other organisations

Summary responses (under 10 comments received from within the Stroud district)

Parish	Summary
Alderley	Respondents felt transport, housing, flooding and environmental issues require joint working between councils and partner organisations.
Alkington	Respondents considered all major planning and infrastructure issues to require cross-boundary cooperation.
Brimscombe and Thrupp	Respondents highlighted infrastructure improvements and rail connectivity as issues requiring wider collaboration.
Cainscross	Respondents identified transport improvements, environmental protection and infrastructure planning as requiring coordinated action.
Chalford	Respondents highlighted flooding, climate resilience, environmental protection and sustainable transport as key issues for joint working.
Cranham	Respondents identified transport, flooding, road capacity and wildlife protection as issues requiring collaboration across boundaries.
Eastington	Respondents highlighted housing, transport, flooding and environmental protection as issues requiring coordinated planning.
Frampton on Severn	Respondents identified transport, infrastructure provision and environmental protection as requiring joint action.
Fretherne with Saul	Respondents highlighted flooding, transport and environmental protection as key cross-boundary issues.
Frocester	Respondents identified road safety, transport infrastructure and water management as requiring cooperation between organisations.
Great Oldbury	Respondents highlighted transport links, traffic management and green space protection as requiring coordinated action.
Ham and Stone	Respondents identified transport, water management and green belt protection as issues needing joint working.
Hardwicke	Respondents highlighted transport infrastructure and flood management as requiring partnership working.
Harescombe	Respondents identified transport and economic development as issues requiring wider cooperation.
Hillesley and Tresham	Respondents highlighted public transport, healthcare, housing and service provision as requiring collaboration across boundaries.
Horsley	Respondents identified transport infrastructure, motorway capacity and environmental protection as key cross-boundary issues.
King's Stanley	Respondents highlighted public transport improvements and managing traffic impacts from development as requiring joint action.
Leonard Stanley	No significant cross-boundary issues were identified by respondents.
Miserden	Respondents identified transport links as the primary issue requiring cooperation.
Moreton Valence	Respondents highlighted housing distribution, transport capacity, flooding and environmental protection as requiring strategic collaboration.
Nailsworth	Respondents identified transport, flood risk, environmental protection and infrastructure planning as requiring coordinated action.
North Nibley	Respondents highlighted transport, flooding, nature recovery and infrastructure capacity as key issues for joint working.
Pitchcombe	Respondents identified protecting the Cotswolds landscape and natural environment as requiring cross-boundary cooperation.
Randwick and Westrip	Respondents highlighted transport, nature recovery, flood management and climate resilience as issues requiring collaboration.
Standish	Respondents identified rail and bus connectivity, flooding and environmental protection as requiring joint action.
Stonehouse	Respondents highlighted transport, housing coordination and strategic planning as requiring cooperation between authorities. [
Upton St. Leonards	Respondents identified infrastructure provision, public transport, flooding and environmental protection as requiring partnership working.
Whitminster	Respondents highlighted transport, flood management, healthcare and environmental protection as key cross-boundary issues.
Woodchester	Respondents identified transport improvements and environmental protection as issues requiring collaboration.

Summary responses (under 10 comments received from outside the Stroud district)

Location	Summary
Bath	No cross-boundary issues were identified.
Birmingham	Respondents highlighted cross-boundary housing need and cooperation between neighbouring authorities on housing delivery.
Bristol	Respondents identified transport infrastructure, housing delivery, education provision, employment growth and strategic planning with neighbouring authorities as key issues requiring joint working.
Cannock	No substantive issues were provided.
Cheltenham	Respondents highlighted highways, transport improvements, biodiversity and wider strategic planning issues requiring collaboration.
Cheshire	Respondents emphasised coordinated planning for housing growth, sustainable transport, climate action and environmental protection.
Cirencester	Respondents highlighted environmental protection and affordable housing as issues requiring cooperation between councils.
Cromhall	Respondents identified delivery of the Wotton-Charfield Greenway as a key cross-boundary issue.
Gloucester	Respondents highlighted transport connectivity, housing delivery, strategic planning, recreation pressures and environmental enhancement as requiring coordinated action.
Leicestershire	Respondents emphasised collaboration with infrastructure providers to protect and manage strategic utility networks.
London	Respondents identified transport infrastructure, healthcare provision, housing distribution, flood risk and environmental protection as key cross-boundary issues.
Loughborough	Respondents highlighted major sports and leisure infrastructure projects as requiring partnership working.
Malvern	Respondents indicated that numerous issues would require cooperation between authorities and organisations.
Newcastle upon Tyne	Respondents highlighted marine planning, environmental protection, flood resilience, energy infrastructure and the Berkeley nuclear site as requiring joint working.
Quedgeley	Respondents highlighted crime prevention and security considerations within development planning.
Southport	Respondents referred generally to large-scale development and construction impacts requiring coordination.
Tewkesbury	Respondents identified environmental, flooding and related strategic issues as requiring cooperation.
Warrington	Respondents highlighted cross-boundary housing provision, growth planning and identifying suitable locations for development.
Worcestershire	Respondents identified transport infrastructure improvements and collaboration on environmental evidence and planning policy as requiring joint working.
York	Respondents highlighted active travel, public transport, connectivity and sustainable transport planning as requiring coordinated action.

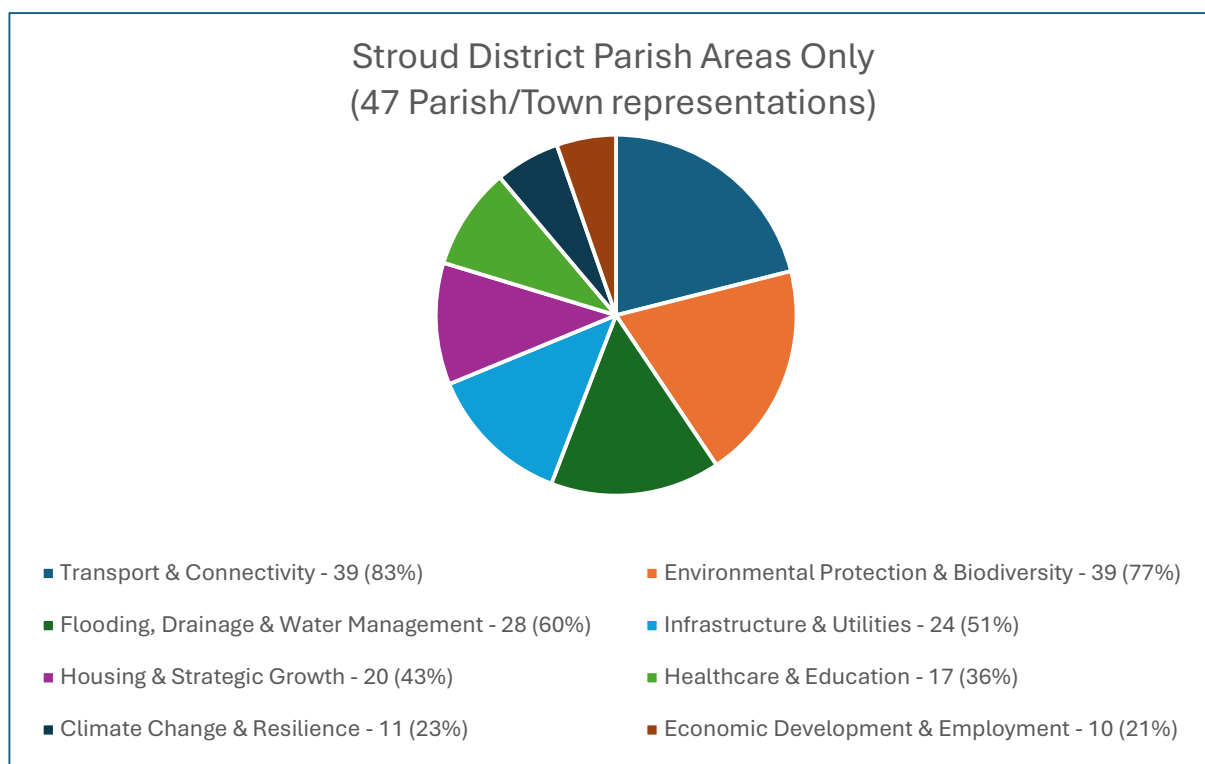
Respondents overwhelmingly identified transport, environmental protection, flooding, infrastructure provision and strategic housing growth as key issues requiring coordinated action between neighbouring councils, service providers and other organisations. Many stressed the importance of joined-up planning to address challenges that cross administrative boundaries and ensure growth is sustainable.

Issues Requiring Cross-Boundary Working

Stroud District Parish Areas Only (47 Parish/Town representations)

Theme	Parish Areas Mentioning Theme	% of 47 Areas
Transport & Connectivity	39	83%
Environmental Protection & Biodiversity	36	77%
Flooding, Drainage & Water Management	28	60%
Infrastructure & Utilities	24	51%
Housing & Strategic Growth	20	43%
Healthcare & Education	17	36%
Climate Change & Resilience	11	23%
Economic Development & Employment	10	21%

Based on thematic coding of the 47 parish areas within Stroud District.



Outside District Responses (20 area representations)

The responses received from outside the district broadly reinforced the issues identified by parish respondents. The most frequently raised themes were:

- Transport infrastructure and strategic highway planning
- Strategic housing delivery and unmet housing need
- Environmental protection and biodiversity
- Infrastructure provision and utilities
- Healthcare capacity
- Cross-boundary strategic planning and governance
- Economic growth and employment development

Summary:

Across the 47 parish areas within Stroud District, transport and connectivity was the most frequently identified issue requiring collaboration with neighbouring councils and organisations, being highlighted in 83% of areas. Environmental protection and biodiversity (77%) and flooding and water management (60%) were also major themes. Respondents consistently recognised that transport networks, landscapes, wildlife habitats, flood catchments and infrastructure systems extend beyond administrative boundaries and require coordinated planning and investment. Infrastructure provision (51%), housing and strategic growth (43%), healthcare and education (36%), climate resilience (23%) and economic development (21%) were also identified as important issues requiring partnership working.

Responses submitted from outside the district broadly supported these findings, placing particular emphasis on transport infrastructure, strategic housing delivery, environmental protection and cross-boundary planning.

Question 21. Do you have land or know of a site you would like to suggest for development?

A total of 61 respondents indicated that they had submitted a site through the 2026 Call for Sites process. In total, 182 sites were received, of which 72 are new sites requiring assessment. Site assessments for all submissions received through the 2026 Call for Sites, together with all Strategic Assessment of Land Availability (SALA) sites submitted between 2017 and 2021, will commence in November 2026.

Question 22. Is there anything else you would like us to consider as part of this consultation?

Respondents frequently used this final question to reinforce issues raised elsewhere in the consultation. The most common themes were:

22.1. Infrastructure Before Development (22%)

The strongest message was that infrastructure should be delivered before or alongside development. Respondents repeatedly referred to concerns about road capacity, congestion, healthcare provision, schools, drainage, sewerage, water supply and other community facilities. Many felt recent development had not been matched by improvements to supporting infrastructure.

22.2. Protection of the Countryside and Natural Environment (19%)

Many respondents emphasised the importance of protecting countryside, agricultural land, wildlife habitats, biodiversity, green spaces and the Cotswolds National Landscape. There was significant concern about the loss of greenfield land and the cumulative impact of development on the district's rural character.

22.3. Community Engagement and Transparency (13%)

Respondents called for greater engagement with local communities throughout the Local Plan process. Suggestions included more face-to-face events, improved communication, clearer feedback on consultation outcomes and greater transparency regarding planning decisions. Several respondents stressed the importance of listening to local knowledge and ensuring community views influence decision-making.

22.4. Appropriate and Affordable Housing (12%)

Respondents highlighted the need for housing that reflects local needs, particularly affordable homes, smaller homes for first-time buyers, housing for older people wishing to downsize and homes for local residents. Some questioned the overall scale of housing growth proposed.

22.5. Climate Change and Sustainability (10%)

Many responses highlighted climate resilience, carbon reduction, renewable energy, sustainable drainage, biodiversity enhancement and energy-efficient development. Respondents encouraged the Council to embed climate considerations throughout the Local Plan.

22.6. Maintaining the Character of Towns and Villages (8%)

A recurring concern was the need to retain the distinctive identity of settlements, avoid coalescence between neighbouring communities and protect the qualities that make individual villages and market towns unique.

22.7. Prioritising Brownfield Development (6%)

A frequently recurring view was that previously developed land, vacant buildings and underused urban sites should be prioritised before considering further greenfield development. Respondents often questioned whether all brownfield opportunities had been fully explored.

22.8. Holding Developers to Account (5%)

Several respondents called for stronger monitoring and enforcement to ensure developers deliver promised infrastructure, community benefits and environmental measures. Concerns were raised about delays to agreed facilities and infrastructure on previous developments.

22.9. Employment and Local Economy (3%)

A smaller but notable group of respondents highlighted the importance of providing employment opportunities alongside housing growth, protecting business areas, supporting town centres and encouraging economic development.

22.10. Young People and Future Generations (2%)

Some respondents felt greater effort should be made to engage with young people and consider their future housing, employment and environmental needs. There were suggestions for working directly with schools, youth organisations and younger residents.

Summary:

Responses reinforced many of the themes identified elsewhere in the consultation. The most frequently raised issues were the need for infrastructure-led development, protection of the countryside and natural environment, prioritisation of brownfield land, and greater community involvement in planning decisions. Respondents also highlighted the importance of affordable housing, climate resilience, maintaining the distinct character of towns and villages, and ensuring that developers deliver promised infrastructure and community benefits. Across many responses there was a strong desire for growth to be carefully planned, environmentally responsible and supported by appropriate services and infrastructure

Summary Statement:

Overall, consultation responses indicate broad support for sustainable growth that is infrastructure-led, environmentally responsible and shaped by local communities.

Respondents consistently called for the protection of the district's countryside and character, the prioritisation of brownfield development, the delivery of affordable homes that meet local needs, and a stronger focus on ensuring infrastructure, services and community benefits are provided alongside new development.

This reflects a clear desire for growth that enhances existing communities rather than placing additional pressure on them, alongside a strong expectation that local knowledge, community evidence and meaningful public engagement should play a central role in shaping future planning decisions.