



Stroud District Local Plan Review

Pre-submission Draft Plan

(Regulation 19 Consultation) May 2021



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Planning
for our future

Contents

Local Plan Review Regulation 19 Consultation			Making Places The Development Strategy			3. Making Places Shaping the future of Stroud District			63		
What is this document about?			2.4	Our towns and villages	30	3.0 A spatial vision for Stroud District			66		
What are we asking?			2.5	Housing	33	3.1  The Stroud Valleys			69		
How can you get involved?			2.6	Local economy and jobs	37	3.2  The Stonehouse cluster			95		
			2.7	Our town centres	42	3.3  Cam & Dursley			117		
1. Setting the Scene Why do we need a plan?			2.8	Local green spaces and community facilities	47	3.4  Gloucester’s rural fringe			137		
1.0 What is a Local Plan for?			2.9	Core Policies:	50	3.5  The Berkeley cluster			161		
1.1 Putting it into perspective: Our District’s issues, challenges and needs			▶ Delivering Carbon Neutral by 2030 (CP1)			3.6  The Severn Vale			188		
			▶ Strategic growth and development locations (CP2)			3.7  The Wotton cluster			199		
“Parish clusters”        						3.8  The Cotswold cluster			211		
			▶ Our towns and villages Settlement hierarchy and settlement boundaries (CP3)			▶ Mini Visions			from	70	
2. Making Places The Development Strategy			▶ Making places (CP4, CP5)			▶ Site Allocations			from	76	
2.1 A Vision for the future			▶ Infrastructure and developer contributions (CP6)								
2.2 Strategic Objectives						4. Homes and Communities			222		
2.3 An introduction to the development strategy						Core Policies:			224		
						▶ Achieving healthy and inclusive communities (CP7, DCP2)			224		
						▶ New housing development (CP8)			227		
						▶ Affordable housing (CP9)			228		

Homes and Communities	
▶ Gypsies, Travellers and Travelling showpeople (CP10)	230
Delivery Policies:	232
▶ Residential development at defined settlements and on strategic development sites	232
▶ Detailed criteria for new housing developments	237
▶ Community-led housing schemes	239
▶ Other forms of residential development	240
▶ Extending your home	243
▶ Planning for healthy communities	243

5. Economy and Infrastructure	248
Core Policies:	250
▶ Economic growth and strategic employment needs (CP11)	250
▶ Retail and town centres (CP12)	252
▶ Travel and transport (CP13)	254
Delivery Policies:	256
▶ Protection and development of employment sites	256
▶ Shopping, leisure, tourism and community facilities	261
▶ Travel and transport	266

6. Our environment and surroundings	273
Core Policies:	275
▶ A 'checklist' for quality design and development (CP14)	275
▶ A quality living and working countryside (CP15)	277
Delivery Policies:	279
▶ A sustainable future: living, working and growing within our environmental limits	279
▶ Protecting our built and natural heritage	290
▶ Quality of design: places and spaces	300

7. Delivery and Monitoring	304
7.0 Delivery and monitoring	305

Appendices	308
A Changes to settlement development limits	310
B Suitable areas for renewable energy	320
C Parking standards for vehicles and cycles	322
D Amendments to Policies Map	325
E Glossary	326

Image credits and information	341
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Maps and figures	
Fig.1 The Local Plan in context	4
Fig.2 Stroud District in its context	6
Fig.3 Our towns and villages Proposed development strategy for Tiers 1-4	56
Fig.4 How all potential sites have been appraised	68
Fig.5 Delivery trajectory	306
Map 1 Stroud's geographic context and landscape constraints	7
Map 2 Parish Clusters	11
Map 3 The Development Strategy	24
Map 4 A spatial vision for Stroud District	67
▶ Settlement maps	from page 73
▶ Site allocations	from page 76
App A Changes to settlement development limits	310
App B Suitable areas for renewable energy (solar)	320
App B Suitable areas for renewable energy (wind)	321
App D Amendments to Policies Map	325

Local Plan Review | Regulation 19 Consultation

What is this document about?

The **Stroud District Local Plan** identifies the housing, employment, retail and community development that is required to meet local needs over a 20 year period. It sets out the strategy for distributing development within the District and policies for protecting and conserving the natural and built environment. This **Pre-Submission Local Plan** sets out the Council's development strategy for meeting growth and development needs up to 2040.

Why are we reviewing the Local Plan now?

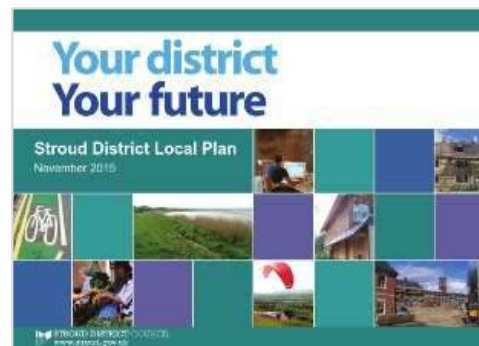
The District Council started the process of reviewing the **current Local Plan** in 2017, even though it was approved as recently as November 2015. The Government wants all local authorities to review their local plans every 5 years. New plans can take 5 or more years to finalise and so it is important that we make progress now, to ensure Stroud District continues to have an up-to-date local plan.

What is our programme?

We have built into the timetable plenty of time to discuss issues, options and proposals with local communities. We have already completed public consultation on **Issues and Options** during Autumn 2017 and we sought views about an **Emerging Strategy** (and alternative options) in 2018/19. A **Draft Plan** consultation, including proposed sites and policies, was held over Winter 2019/20.

Following this consultation, we expect to submit the Plan to the Secretary of State.

The current (2015) Local Plan ▼



- **Issues and options consultation Autumn 2017:**
✓ An opportunity to discuss emerging issues and identify ways of distributing and managing future development needs.
- **Emerging strategy consultation Winter 2018:** We
✓ now know the minimum number of houses that we need to provide for and we have identified a potential strategy for delivery.
- **Final draft plan consultation Autumn 2019:**
✓ A chance to check that we have the right draft plan in place.
- **Additional housing options consultation 2020:**
✓ A focused consultation on some contingency spatial and site options
- **Pre-submission consultation Summer 2021:** The
formal stages of making representations on the plan (Regulation 19). The 'Publication Plan'.
- **Modifications Summer 2022:** Consultation on any proposed modifications to the plan
- **Adoption:** It is anticipated that the new Local Plan will be adopted by Winter 22.



What are we asking?

The purpose of this consultation is to gather views about this proposed Local Plan, prior to submitting it for examination by the Secretary of State. This formal stage of 'Pre-submission consultation' is required under **Regulation 19** of the Town and Country Planning (Local Planning) (England) Regulations 2012.

All comments duly made during this consultation period (known as "representations") will be submitted in full to the Secretary of State, along with the proposed Local Plan and other supporting documents. The Inspector appointed to examine the Local Plan will scrutinise everything submitted, to ensure the plan is sound.

Four tests of "soundness"

Local Plans are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are "sound".

So when you are making comments, it would be helpful (and most effective) to bear in mind the four tests of soundness set out in the **National**

Planning Policy Framework (NPPF para. 35) and to explain how you think the Plan does or does not stand up against them.

Plans are considered sound if they are:

- a) **Positively prepared:** is the plan based upon a strategy which (as a *minimum*) seeks to meet the area's objectively assessed needs? Is it informed by agreements with other authorities, so that unmet needs from neighbouring areas are accommodated (where it is practical to do so, and it is consistent with achieving sustainable development)?
- b) **Justified:** is it an appropriate strategy, taking into account reasonable alternatives and based on proportionate evidence?
- c) **Effective:** is the plan actually deliverable over the plan period (up to 2040)? Will it effectively deal with jointly-agreed cross-boundary strategic matters, rather than deferring them?
- d) **Consistent with national policy:** will the plan enable the delivery of sustainable development, in accordance with the NPPF?

Regulation 19 Consultation

Representations at this stage should only be specific to the **legal compliance** of the Local Plan (i.e. whether the correct procedures have been taken in its preparation) and to the **soundness** of the Plan.

- ✓ Please bear in mind the four tests of soundness (left), to help you focus your feedback.
- ✓ Representations should specify in what respect(s) the Plan is considered to be unsound, and what change(s) would need to be made in order to make it sound.
- ✓ If you would like to make comments, please reference site numbers, policy numbers or paragraph numbers and be as specific as possible.



How can I get involved?

How to make comments

Please submit your views to us via our **online questionnaire**, which you will find on our website. You can attach / upload additional documents via the questionnaire if you need to.

Due to the risks associated with the ongoing Covid-19 pandemic, this consultation will be carried out online, in accordance with the provisions of the Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020.



Visit our webpage:

www.stroud.gov.uk/localplanreview

You will be able to find the following:

- ✓ This Pre-submission Draft Plan
- ✓ An online questionnaire (for making your response)
- ✓ Background documents



We will also be publicising the consultation via social media and newspapers.

... please note:

It is important that the Planning Inspector and all participants in the examination process are able to know who has given feedback on the Plan. All comments received will therefore be submitted to the Secretary of State and considered as part of a public examination by the Inspector.

In addition, all comments will be made public on the Council's website, including the names of those who submitted them. All other personal information will remain confidential and will be managed in line with the Council's Privacy Statement.

Examination of the Plan

The Examination will be open to the public and anyone can attend to listen to the discussions, but there are strict rules that apply if you wish to appear at the Examination as a participant. If you do wish to participate, a request must be made as part of your representation now. Anyone making a request to participate will have their contact details passed to the Inspector, who may get in

touch to discuss your comments; and to the program officer who will notify you of the time and date of any hearing session(s), should the Inspector choose to invite you.

Don't have internet access?

If you know someone who does not have access to the internet but who would like to comment, you may be able to help them complete an online questionnaire. Alternatively, we have set up a **Local Plan hotline** to provide assistance to anyone unable to access the consultation material online and/or wishing to submit a representation.



email us at: local.plan@stroud.gov.uk



phone 01453 754143

Please respond by midnight on the closing date of Wednesday 7th July 2021



1.



1. Setting the Scene | Why do we need a plan?

1.0 What is a Local Plan for?

1.1 Putting it into perspective: our District's issues, challenges and needs



1.0 What is a Local Plan for?

- 1.0.1 The purpose of the planning system is to achieve sustainable development, which has been defined internationally as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The **Stroud District Local Plan** is part of the development plan and therefore a very important document to help local communities within Stroud District achieve sustainable development.
- 1.0.2 At the centre of the Local Plan is a **Development Strategy**, which provides an overview of the District and how it should evolve during the plan period (up to 2040). This Strategy establishes broad principles about acceptable levels of development in both the towns and the countryside, creating a policy framework that sets the scene for a wide range of planning decisions in the future. Crucially, it determines how, where and when various kinds of development will be distributed around the District, including the provision of new homes and employment land. The Development Strategy is articulated through a number of **'Core Policies'**.
- 1.0.3 The Local Plan also includes more detailed **'Delivery Policies'** for managing and directing development, as well as specific site allocations, area designations, protections and planning controls. These will act together to put the Development Strategy into practice and to help achieve an overall vision for how our District should evolve between now and 2040.
- 1.0.4 To avoid unnecessary complexity, cross references within policies and supporting text are kept to a minimum. The Plan should be read as a whole. The relationship of the policies to the strategic objectives and to each other is explained in discrete sections through the Plan. A **Glossary** is set out in **APPENDIX E** to explain technical terms.
- ## Why do we need a new Local Plan?
- 1.0.5 The previous Stroud District Local Plan was adopted in 2015 and sought to identify development needs for the period to 2031.
- 1.0.6 National policy, contained within the **National Planning Policy Framework (NPPF)**, requires local plans to be kept up to date. There is now a requirement to plan for current and future development needs over at least a 15 year time horizon.
- 1.0.7 Local plans can be reviewed in whole or in part. The intention of this new Local Plan is to replace in one document the 2015 Local Plan. However, the planning system allows for further additional development plan documents to be prepared, if required, and when these are adopted they will become part of the Local Plan. The District Council does not, currently, envisage producing any further development plan documents, but this will be kept under review.
- 1.0.8 **Supplementary planning documents** can be produced by local planning authorities to provide more detail on how policies in the Local Plan will be implemented and to help applicants make successful planning



applications. This Local Plan identifies where supplementary planning documents will be prepared by the District Council.

What is the wider context?

- 1.0.9 Local plans must be consistent with the principles and policies contained within the **NPPF**. The NPPF covers most forms of development and sets out the Government's economic, environmental and social priorities for planning in England. The NPPF provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
- 1.0.10 Local planning authorities are expected to work collaboratively with other bodies to ensure that strategic priorities are properly co-ordinated across administrative boundaries. Joint working is expected between neighbouring authorities to enable local planning authorities to meet development requirements which cannot wholly be met within their own areas.
- 1.0.11 **Waste local plans** and **minerals local plans** are produced by Gloucestershire County Council. This Local Plan identifies two sites suitable for strategic residual recovery facilities on the **Policies Map**, which have been allocated in the adopted **Gloucestershire Waste Core Strategy**.
- 1.0.12 Parish councils within Stroud District can produce **neighbourhood plans** which, when adopted, will also form part of the development plan, together with the Stroud District Local Plan. Neighbourhood plans must be in general conformity with and reflect the strategic policies in the Stroud District Local Plan. Neighbourhood plans should not promote less development than set out in the Local Plan, but can promote more development.

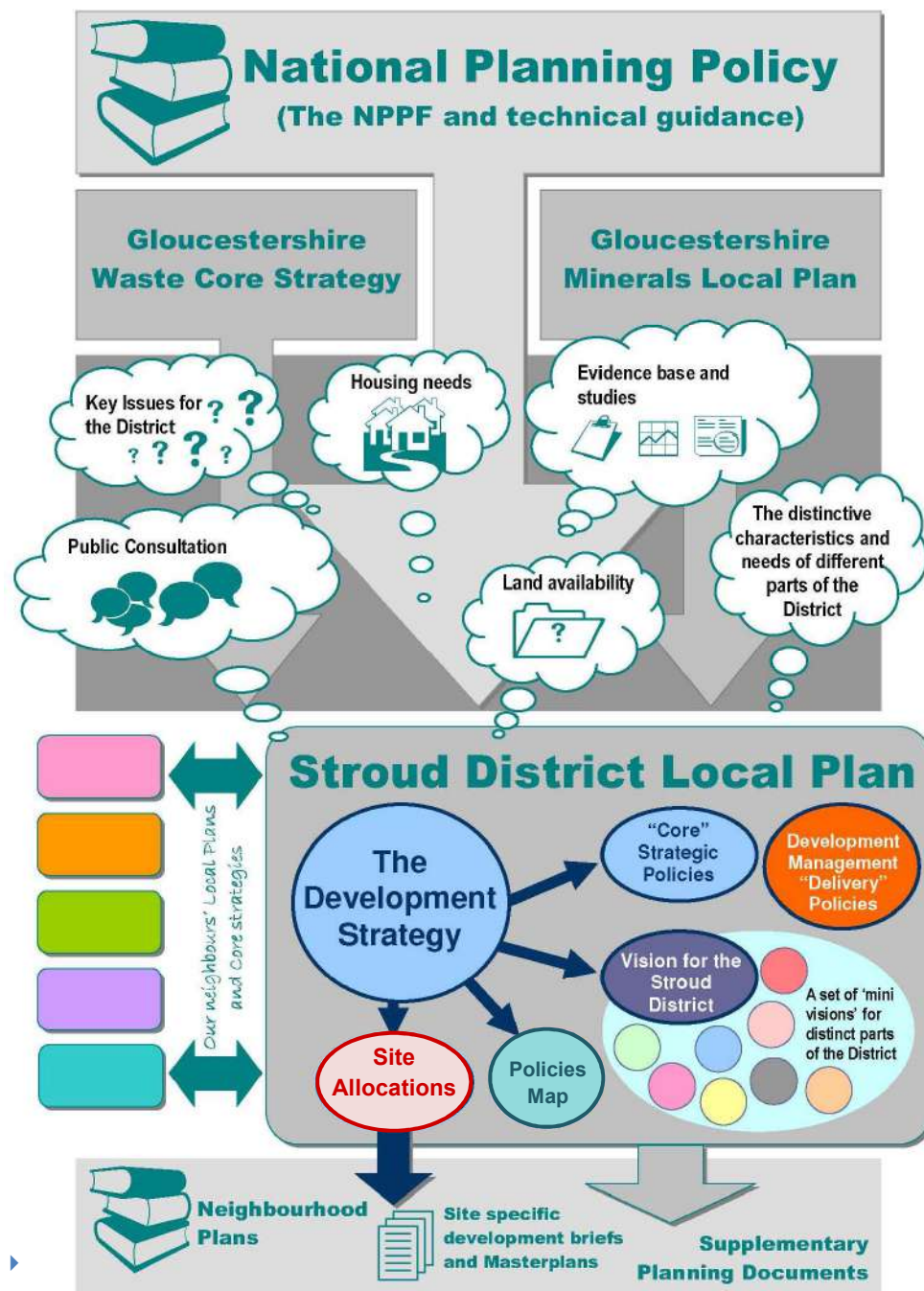


Fig.1 ▶

What evidence supports the Local Plan?

- 1.0.13 The Local Plan is founded on an extensive evidence base, which has been prepared and reviewed over the course of several years. The aim has been to produce a clear picture of how our District functions as a place, what its characteristics, special qualities and needs are, and what changes are required to meet those needs.
- 1.0.14 The evidence is made up of two elements:
- The views of local communities and those with a stake in the future of the area;
 - Research and fact finding evidence.
- 1.0.15 We consulted on **Issues and Options** in Autumn 2017 and an **Emerging Strategy** in Winter 2018. Our 2019 **Draft Local Plan** synthesised the findings of these public consultations and presented the Council's preferred strategy. We also consulted on some additional housing options in 2020. We have talked with a wide range of organisations and individuals about the Local Plan and with our neighbouring local planning authorities. We have considered community views expressed through parish plans and other documents. We have taken into account all of the views expressed during these consultations in preparing the Local Plan.
- 1.0.16 The Local Plan is underpinned by a wealth of national, county and local statistical information and technical studies. These are referred to in the Local Plan and a list of the evidence base can be found on the Council's website.

Testing the Local Plan

- 1.0.17 All local plans must be accompanied by a sustainability appraisal of the plan. The purpose of this is to assess the likely social, environmental and economic effects of a plan and to inform the development of that plan.
- 1.0.18 The **Sustainability Appraisal (SA)** of the Stroud District Local Plan has been fully integrated into the plan preparation process, so that it has informed and influenced the plan as it has evolved. The SAs done at earlier stages of the process tested each possible alternative strategy against a number of sustainability objectives. We have used the results of these tests in deciding on our final strategy, as well as the policies and proposals that support it.
- 1.0.19 All local plans are required to assess whether any policies or proposals may affect any nature conservation sites of European importance and to suggest ways in which they could be avoided.
- 1.0.20 A **Habitats Regulations Assessment (HRA)** has been carried out at key stages in the production of the Stroud District Local Plan. The Local Plan has been amended to reflect recommendations from the HRA.



1.1 Putting it into perspective | our District's issues, challenges and needs

Stroud District in its context

- 1.1.1 The District of Stroud is located in the county of Gloucestershire, and covers an area of approximately 45,325 hectares (about 175 square miles). Stroud lies about 20 miles north of Bristol and immediately south of Gloucester and Cheltenham. Gloucestershire sits at the periphery of England's south west and has close links with the Midlands, as well as south Wales. Stroud District shares boundaries with Cotswold District, Gloucester City, Tewkesbury Borough and the unitary authority of South Gloucestershire. Our neighbour to the west is the Forest of Dean, which sits on the opposite bank of the River Severn estuary.
- 1.1.2 Much of the eastern half of the District falls into the Cotswold Area of Outstanding Natural Beauty (AONB), which covers just over 50% of the District's total land area. The western half of the District, characterised by the low lying landscape of the Severn Vale, is bounded by the Severn Estuary and includes extensive areas of land liable to flooding which extend eastwards along the river corridors within the Stroud Valleys. The District contains internationally important wildlife sites at the Severn Estuary, at Rodborough Common (south of Stroud) and at beech woodland straddling the north eastern boundary of the District with Tewkesbury Borough.

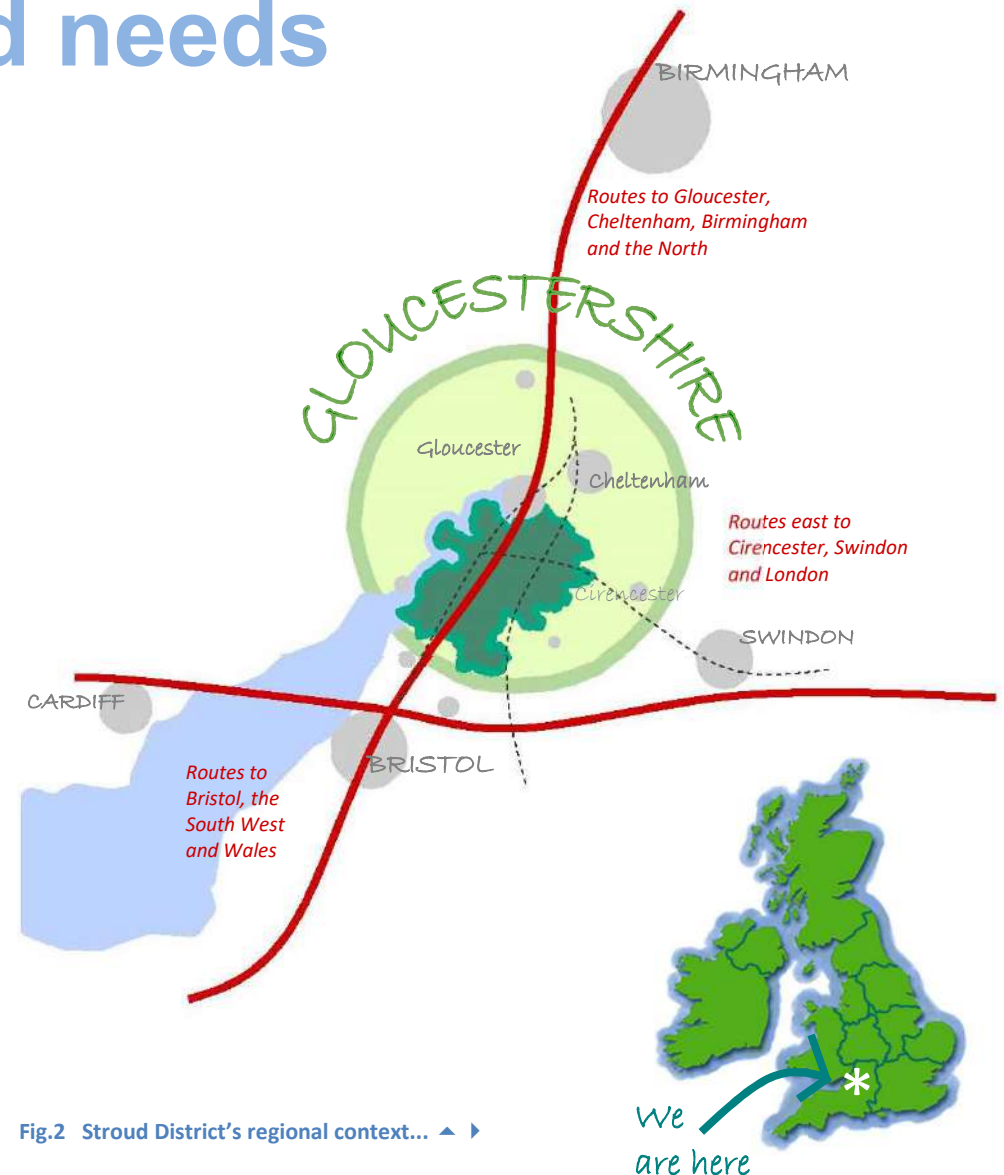
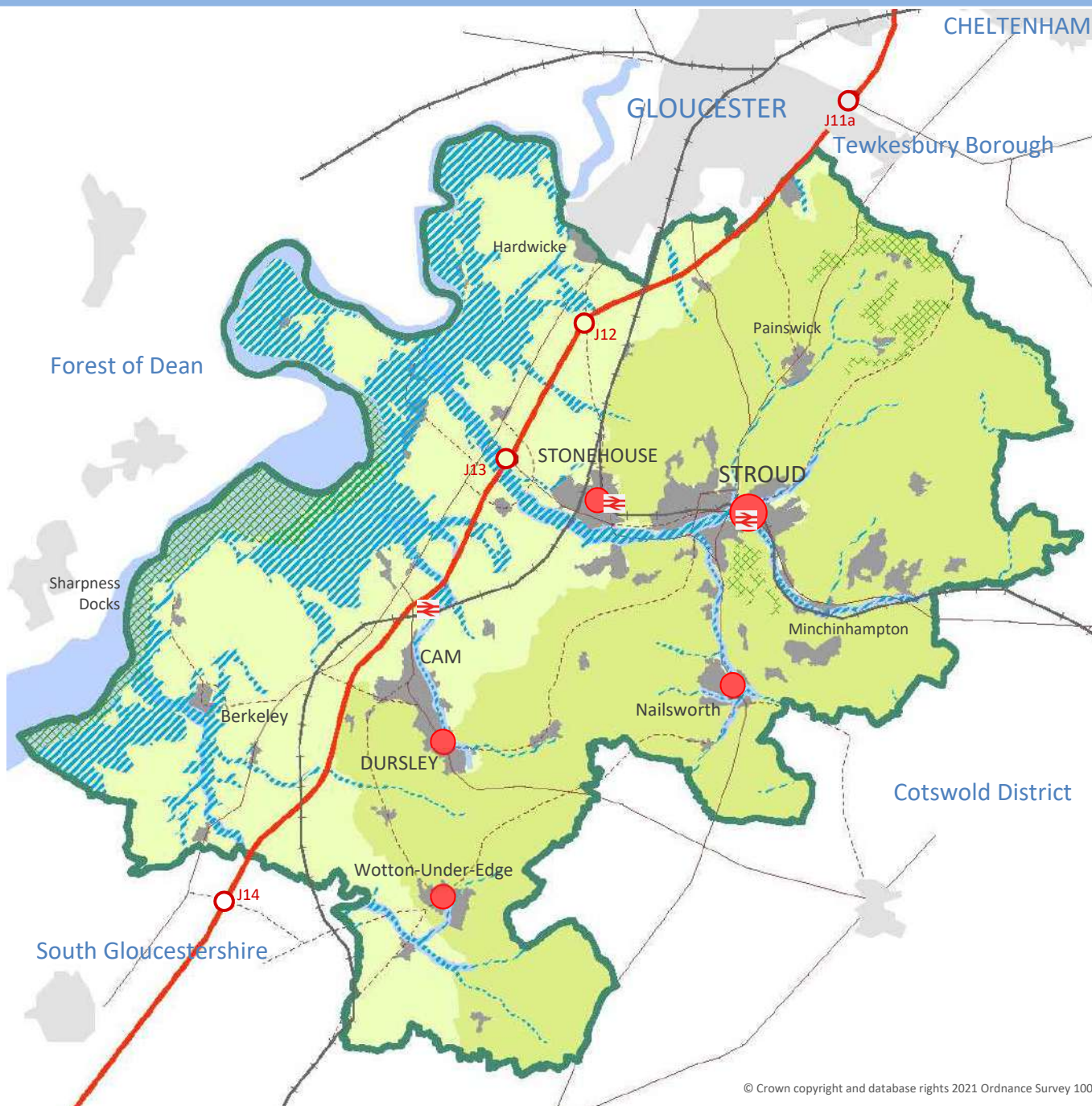





Fig.2 Stroud District's regional context... ▲ ▸



← ... Map 1. Stroud District's geographic context and landscape constraints

-  Stroud District
-  The Cotswolds Area of Outstanding Natural Beauty (AONB)
-  Internationally designated wildlife sites
-  The River Sever estuary
-  Estuarine and river floodplain (indicative)
-  Settlements and urban areas
-  Main line rail stations
-  A roads
-  B roads
-  M5 Motorway
-  Main town centres

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- 1.1.3 The District has a rich built heritage, including 42 conservation areas in a wide variety of towns and villages. Amongst these is the unique and very large Industrial Heritage Conservation Area, which extends through the Stroud Valleys, in recognition of the area's important industrial legacy – including historic mill buildings and canal- and river-related structures.
- 1.1.4 The main town, Stroud, acts as the focal point of the wider functional urban area within the Stroud Valleys. The Valleys are home to some 49,000 people (just over 40% of the District's population), including just under 6,000 in the town of Nailsworth. Stroud town is the District's largest commercial centre, yet in terms of retail and leisure offer it faces competition from larger towns and cities, including Bristol, Cheltenham, Gloucester and Cirencester.
- 1.1.5 With the Gloucester-London main railway line running through it, Stroud has easy rail access to the north and east, including to Birmingham and London; junction 13 of the M5 lies five miles to the west of the town centre.
- 1.1.6 Towards the south of the District lie the towns of Cam and Dursley (population approximately 15,000), which jointly act as a focus for the South Vale area. Cam and Dursley have a rail station on the Bristol-Birmingham main railway line.
- 1.1.7 Stonehouse (just under 8,000 people) lies just outside the topographical Stroud Valleys (3.5 miles west of Stroud), but the town functions as part of this urban area. Close to the M5 junction 13, Stonehouse also benefits from a rail station on the Gloucester-London line.
- 1.1.8 To the north of the District, Hardwicke (just under 4,000 people) forms part of the Gloucester urban area. The remaining countryside areas of the District are mainly used for agriculture and contain a large number of smaller towns, villages and hamlets.



[1]



[2]



[3]

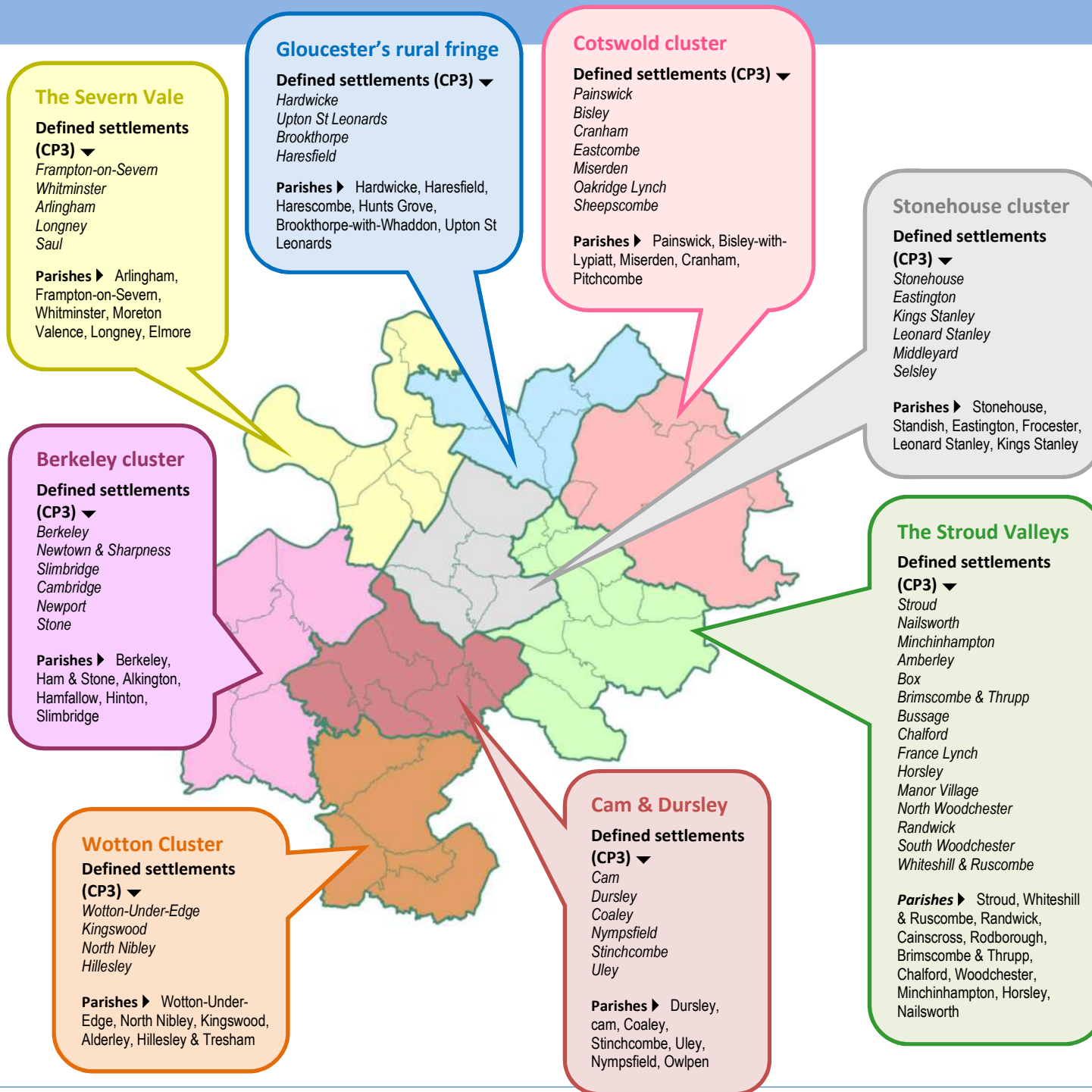


[4]



[5]





‘Parish clusters’

1.1.9 The ‘parish clusters’ that appear throughout this Plan originated with the drafting of the **2015 Local Plan**. By grouping parishes that share some geographic and functional similarities, we have been able to build up a picture of the particular needs and opportunities that most concern different parts of the District.

1.1.10 The idea of parish clusters is an integral part of the portrait of our District and a useful place-shaping tool, which is carried through some evidence base documents, as well as the Plan.

◀ ... Map 2. Stroud District’s “parish clusters”



Stroud District today

1.1.11 The facts, figures and studies that make up the Local Plan evidence base have helped to build up a picture of the District today, the pressures it faces, how it has been changing, what its current needs are and what may be needed in the future.

1.1.12 This 'snapshot' should help to put the key issues facing Stroud District between now and 2040 into context:

- Ours is a rural district with several market towns, each with their own distinct characteristics, assets and issues
- We have a high quality environment; this is a desirable place to live and work
- Our population is ageing; the population is generally affluent, but there are pockets of deprivation
- We have low levels of unemployment, but too few jobs available within the District itself – leading to high levels of out-commuting
- We have a significant shortage of affordable housing and high average house prices compared to the Gloucestershire average
- We have generally good educational standards and a well qualified resident workforce
- There are low levels of crime, but a disproportionate fear of crime
- Our CO₂ emissions from transport continue to rise
- Public transport is limited across the District
- There is poor accessibility east to west through the District
- Significant growth is occurring along the M5 corridor (focused on Gloucester, Cheltenham and Bristol) – which impacts on Stroud District now and in the future

Stroud District at a Glance ▼

Area	175 sq.miles / 45,325 ha / 112,000 acres
Population (2018)	119,019 ^a
Population density (2018)	2.6 persons per hectare
No. of households (2019)	51,796 ^b
Average household size (2011)	2.35 ^c
Life expectancy	women 83.2 yrs / men 80.1 yrs ^d
Mean age of population	42.3 years ^e
No. of dwellings (2018)	53,078 ^f
Total economically active (2019)	66,700 people ^g
Average income	£28,423 ^g
Unemployed (August 2019)	1.3% ^h

^a Source: ONS Mid-2018 Population Estimates

^b Source: CLG 2014 household projections

^c Source: Census 2011

^d Source: NHS - Stroud Health Profile 2017

^e Source: Census 2011

^f Source: Census 2011 (baseline) + Stroud District HLA (housing completions)

^g Source: ONS/NOMIS - Labour Market Profile Stroud 2019

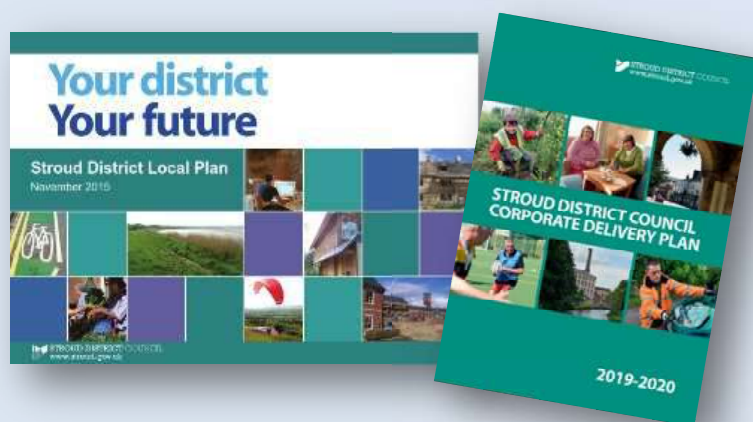
^h Source: NOMIS Claimant Count

▲ Table 1 ... key facts about our district



40 key issues

- 1.1.1.3 Our evidence base and public consultation have highlighted **40 key issues**, challenges and needs facing the District, which the Local Plan should seek to address.
- 1.1.1.4 These cover a range of areas including the economy, affordable housing, the environment, health and wellbeing and delivery. Many of them reflect the Key Issues identified in the **2015 Local Plan**. They are likely to remain relevant into the future, but challenges and needs change over time; and priorities for action can change too.
- 1.1.1.5 In particular, the prospect and potential implications of climate change are coming into sharper focus and assuming greater urgency. The Local Plan identifies this as an overarching priority issue for our District.



Building on the key issues set out in the **2015 Local Plan** (p9 - 14), and based on Stroud District Council's five long-standing **Key Priorities** for making our District a better place to live, work and visit for everyone (**Corporate Delivery Plan 2019-20**), we identified 40 priority areas for the Local Plan review to address.

Priority issues...

Having taken into consideration local views, national policy and evidence where available, the following key issues have been identified as priorities for the Local Plan to tackle:

Moving the District towards becoming Carbon Neutral by 2030, whilst adapting to the impacts of climate change and providing resilience for the future.

The Council has declared a target that Stroud District will become carbon neutral by 2030, ahead of the Government Target of Net Zero Carbon 2050. This cross-cutting issue is touched upon by many of the Local Plan's key issues and emerging Strategic Objectives, and responses to it are embedded in the overall Development Strategy, as well as detailed policies and proposed site allocations.

Ensuring new development is located in the right place, supported by the right services and infrastructure to create sustainable development, including by:

- concentrating housing development at locations where there is currently the best access to services, facilities, jobs and infrastructure;
- creating new sustainable communities at locations where development can transform existing access to services and infrastructure;
- concentrating employment growth within the A38/M5 corridor and at locations in tandem with housing growth.

Conserving and enhancing Stroud District's countryside and biodiversity, including maximising the potential for a green infrastructure network across the District, including by:

- providing a robust policy framework for protecting and conserving the green infrastructure network and identifying and delivering extensions and improvements to the existing network;
- identifying opportunities through careful development to achieve net gains to the natural environment;
- supporting farm diversification, rural business growth and the tourism potential in rural areas which respect the character of the countryside.



Maximising the potential of brownfield and underused sites to contribute to housing supply, including by:

- regenerating large scale brownfield sites for housing, employment and canal related tourism
- allocating smaller brownfield sites within settlements for redevelopment and exploring other opportunities through the Brownfield Register
- prioritising the use of brownfield, underused and infill land through the use of settlement boundaries

Developing strategies to enhance the natural environment and to avoid and mitigate the indirect impacts of development on the natural environment, including by:

- safeguarding local wildlife-rich habitats and wider ecological networks/areas identified for habitat management, enhancement, restoration or creation;
- promoting the conservation, restoration and enhancement of priority habitats and ecological networks, and the protection and recovery of priority species;
- managing growth to secure mitigation and measurable net gains for biodiversity.

Tackling the acute lack of affordable housing in the District, including by:

- ensuring a proportion of affordable homes on all sites of 10 or more dwellings in urban areas and on all sites of 4 or more dwellings in designated rural areas;
- identifying opportunities for additional affordable homes, working with parish councils, co-operatives, community land trusts and community housing groups;
- encouraging rural exception sites and exception sites for first time buyers and renters, subject to local needs.

Helping to create a sustainable and vibrant economy that works for all

1. Continuing to provide for job opportunities across the District, with a focus on knowledge based industries, environmental technologies, engineering and manufacturing, creative industries and high quality social care.
2. Rebalancing and regenerating the existing employment stock to secure modern office premises with business support services and freehold small industrial sites.
3. Addressing the high level of daily commuting out of and into the District, particularly out commuting to Bristol, Gloucester, Cheltenham and Swindon.
4. Working with other local authorities and statutory agencies to investigate transport improvements to link Stroud to Bristol, the Midlands and Wales.
5. Improving the vitality and viability of our town centres within a changing environment of regional and on-line shopping.
6. Continuing to develop the tourism potential of our area as a unique selling point for living, working, visiting and investing in the District.
7. Responding to the requirements of the digital economy for super-fast broadband connections and good coverage across the District, together with the implications for living and working patterns.
8. Ensuring that the local economy can respond positively to challenges and any new trading opportunities following Brexit.



Providing affordable, energy efficient homes for our diverse and changing population

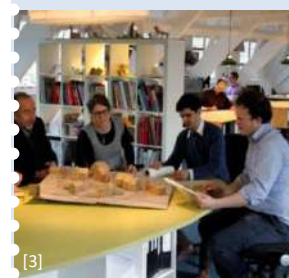
9. Meeting the District's identified future housing needs including the particular needs of the elderly and the needs of the travelling communities.
10. Working with neighbouring authorities to meet the needs of the housing market area as a whole.
11. Tackling the acute lack of affordable housing in the District.
12. Ensuring new housing development is located in the right place, supported by the right services and infrastructure to create sustainable development.
13. Providing the right size of accommodation to meet local needs (particularly for smaller, cheaper market and affordable homes) and to help with social cohesion.
14. Ensuring new housing design is flexible and adaptable, to meet the changing needs of diverse households.
15. Updating existing housing stock across the District, to make it more fuel efficient, warmer and healthier to live in.
16. Providing opportunities for self-build/custom housing, smaller sized developments and new models for housing delivery, to diversify and stimulate the housing market.
17. Maximising the potential of brownfield and underused sites to contribute to housing supply.



Mixed use redevelopment of Grade II listed Ham Mill by Assael Architecture

[1]

Regeneration... ▶▶



[3]

The 2015 Local Plan identified Ham Mill in Thrupp as one of several 'regeneration sites' (Policy E12), where redevelopment should seek to intensify employment provision, as well as developing other uses. A heritage-led scheme was granted planning permission in 2017, combining 100 new homes with modern commercial / employment space. The scheme sought to set an architectural benchmark, to catalyse regeneration of other under-used industrial heritage sites in the District. But the lack of progress on site demonstrates how challenging the delivery of brownfield redevelopment can be.



[2]



[4]



[5]



[6]

Homes... ▼▶

[Below]: Littlecombe in Dursley was a major allocation in the 2005 Local Plan. When finished, it will have created more than 400 new homes, 700 new jobs, a business park and 40 acres of green space. [Right]: Stroud District Council is one of relatively few local authorities in England to have maintained an active council house building programme.



[8]



[7]

Environment...

Helping the District community minimise its carbon footprint, adapt to the changing climate and recycle more

- 18.** Achieving a better transport system, to help reduce CO₂ emissions, with an emphasis on limiting car use by extending the cycling and walking network and making improvements to public transport.
- 19.** Conserving and enhancing Stroud District's countryside, landscape and biodiversity, including maximising the potential for a green infrastructure network across the District.
- 20.** Moving the District towards becoming Carbon Neutral by 2030, whilst adapting to the impacts of climate change and providing resilience for the future.
- 21.** Protecting and enhancing our exceptional historic environment, whilst adapting to modern demands.
- 22.** Promoting high quality and locally distinctive design, incorporating where possible innovative, space efficient and flexible forms for modern living and working.
- 23.** Reconciling the need for energy efficient and low carbon building technologies and design with the traditional character and local distinctiveness of places.
- 24.** Contributing to the provision of renewable and low-carbon energy generation in the District.
- 25.** Providing resilience to flood risk, releasing regeneration sites from the floodplain for housing and employment, and promoting natural flood management projects.
- 26.** Developing strategies to enhance the natural environment and to avoid and mitigate the indirect impacts of development upon it.

Health and wellbeing...

Promoting the health and wellbeing of our communities and working with others to deliver the public health agenda

- 27.** Maintaining and improving the sustainability of our villages as places for living and working, by improving access to services, such as health and education, and jobs.
- 28.** Meeting the needs of young people.
- 29.** Meeting the needs of an increasingly elderly population, enabling people to live independently for longer.
- 30.** Supporting and capitalising on the District's artistic, cultural and sporting assets.
- 31.** Improving the provision of good quality sports facilities, to meet the District's needs and increase participation in sports and physical activity, particularly among children and young people.
- 32.** Developing a Green Infrastructure network of public open space provision throughout the District, to increase accessibility, ensuring public open spaces are adaptable and capable of accommodating multiple uses.
- 33.** Achieving mixed, balanced and cohesive communities offering a sense of community identity and belonging, tolerance, respect and engagement with people from different cultures, background and beliefs.





[9]



[10]



[15]

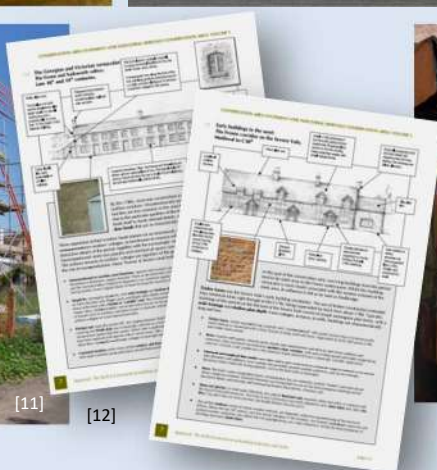


Delivery...

[17] Neighbourhood Development Plans are a powerful tool for communities to shape the delivery of future development, to meet their area's specific needs.



[11]



[12]



[16]

Mitigation...

The District's high quality natural environment is a resource for leisure, health and wellbeing. But some landscapes and habitats require special protections. The District Council worked in partnership with The National Trust, Stroud Valleys Project and Natural England to produce advice as part of the Rodborough Common Mitigation Strategy.

Land use...

Finding suitable sites and long-term premises for sporting facilities can be challenging, especially in the face of competition from higher value land uses such as housing.

Originally established by creatively re-using an old warehouse in Brimscombe to provide world class indoor facilities, RUSH Skate Park caters for everything from international competition to local toddlers. But despite its huge success, RUSH will have to find alternative premises to make way for the redevelopment of Brimscombe Port.



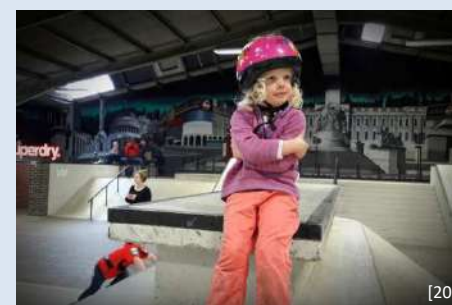
[21]



[13]



[14]



[20]



[18]



[19]



Delivery...

Providing value for money to our tax payers and high quality services to our customers

- 34.** Working with neighbouring authorities to meet the housing, economic and infrastructure needs of the wider market area.
- 35.** Working with public health providers to ensure that health and wellbeing is central to the planning and design of new development, including the provision of well designed and insulated homes, the creation of vibrant places, and a network of open spaces with opportunities for play, enhanced biodiversity and flood risk resilience.
- 36.** Working with neighbourhood groups to deliver improvements to local services and infrastructure, housing and jobs growth at the local level, including through Neighbourhood Development Plans.
- 37.** Continuing to ensure that the Cotswolds Canals restoration plays a positive role in the District, bringing health and wellbeing benefits and enhancing employment opportunities, whilst also conserving the historic and often rural character of the canal.
- 38.** Ensuring that changes in public sector service delivery provide continued and improved accessibility to services.
- 39.** Facilitating community infrastructure projects through innovative funding mechanisms.
- 40.** Developing mitigation strategies to fund environmental projects.



2.

This chapter sets out the Local Plan's overall strategy for managing growth and development across the District, up to 2040. It describes the Plan's overarching objectives for the future. It sets out where future strategic development will go and explains the levels and types of growth that have been planned for, in order to meet the District's needs.



2. Making Places | the development strategy

- 2.1 Stroud District tomorrow | a vision for the future
- 2.2 Strategic objectives for the future
- 2.3 An introduction to the development strategy
- 2.4 Our towns and villages
- 2.5 Housing
- 2.6 Employment and economic growth
- 2.7 Town centres and retailing
- 2.8 Local green spaces and community facilities
- 2.9 Core Policies | CP1 – CP6



2.1 Stroud District tomorrow | a vision for the future

2.1.1 What do you want Stroud District to be like in 20 years' time? In developing a Local Plan for the District, it is important to have a vision of the kind of place we want to be living in, working in or visiting in the future, so that clear objectives can be set for the policies and proposals that will help us to shape that place.

2.1.2 A clear vision is an essential part of developing objectives and measuring the likely impacts of any strategies that aim to influence the District's future growth and development.

2.1.3 We have developed a broad and over-arching vision, which expresses aspirations for the future of our District, building on the vision contained in the **2015 Local Plan**, drawn from issues arising in our evidence base and refined through public consultation.¹ This vision offers an aspirational glimpse of the future: something that we can all work towards and a

goal that will continue to guide future policy and strategy.

2.1.4 Derived from this District-wide vision, the Plan also sets out a series of eight 'mini visions' for distinct parts of the District. These aim to focus the over-arching goals of the main vision and the strategic objectives in a way that responds more specifically to local priorities, issues and needs. The place-making mini visions are set out in **Chapter 3 | Making Places. Core Policy CP4 (2.9)** explains how these visions are integral to the Draft Plan's development strategy.

Stroud District sits at the south-western edge of the Cotswolds Area of Outstanding Natural Beauty and extends westward across the Severn Vale, which is bordered by a rich estuarine landscape. This Vision draws upon our special environmental, social and economic qualities.

Our rural District is living, modern and innovative. We have responded to climate change, becoming carbon neutral by 2030 and continuing to adapt our lifestyles to live within our environmental limits, including travelling in sustainable ways.

Our District supports a network of market towns, well connected to their rural hinterlands and complementary to the role of wider regional centres. Each contributes to our sustainable and thriving local economy. We capitalise on our heritage, skills, and knowledge – exploiting our unique assets to nurture growth, particularly in high tech, green technologies, creative industries and tourism. We are adaptable and able to respond to changing needs and modern lifestyles.

We enjoy a high quality of life within our healthy, vibrant and diverse communities – large and small, urban and rural. These have a strong sense of their own identity and local distinctiveness – from Wotton-under-Edge in the south, to Stroud Town in the centre and Upton St. Leonards in the north. They are all safe and secure places, where the elderly and vulnerable are supported and young people have opportunities.

Every day we see the richness, diversity and beauty of our District. We nurture our high quality landscapes, green spaces, flourishing wildlife and historic and cultural heritage, from our arts and crafts, through to the Cotswold Canals and our wool and cloth mills.

¹ Issues and Options Consultation, Autumn 2017; Emerging Strategy Consultation, Winter 2018; Draft Plan Consultation, Winter 2019

2.2 Strategic objectives for the future

2.2.1 Taking account of the identified issues and priorities, the Local Plan lists six principal objectives to provide a more tangible way of taking forward the overall vision for the District, and to help us to assess the relative merits of potential locations for strategic growth.

2.2.2 Whilst there is considerable overlap, these seven objectives fall loosely into three topic areas: Homes and Communities, Economy and Infrastructure and Our Environment and Surroundings. Each of these forms the basis of a suite of policies later in this Plan (**Chapter 4**, **Chapter 5** and **Chapter 6**).

Homes and communities:

Strategic Objective SO1: Accessible communities

Maintaining and improving accessibility to services and amenities, with:

- Affordable and quality housing for local needs
- Healthcare for all residents
- Active social, leisure and recreation opportunities
- Youth and adult learning opportunities

Strategic Objective SO1a: Healthy, inclusive and safe communities

Developing communities that enable healthy lifestyles; promote social interaction; support the elderly, the young and the vulnerable; ensure public safety and reduce the fear of crime.

Economy and infrastructure:

Strategic Objective SO2: Local economy and jobs

Providing for a strong, diverse, vibrant local economy that supports existing businesses and encourages new enterprise – enabling balanced economic growth, coupled with enhancing skills and job opportunities across the District.

Strategic Objective SO3: Town centres and rural hinterlands

Improving the safety, vitality and viability of our town centres, which link to and support the needs of their rural hinterlands.

Strategic Objective SO4: Transport and travel

Promoting healthier alternatives to the use of the private car and seeking to reduce CO₂ emissions by using new technologies, active travel and/or smarter choices, working towards a more integrated transport system to improve access to local goods and services.



◀ **The 2015 Local Plan...**
Visit our *Local Plan* web page to see how these revisions compare to the six Strategic Objectives in the current Local Plan (page 18).

www.stroud.gov.uk/localplan



Our environment and surroundings

Strategic Objective SO5: Climate Change and environmental limits

Promoting a development strategy that reduces our District's carbon footprint, adapts to climate change and respects our environmental limits by:

- Securing zero carbon development through building design
- Maximising the re-use of buildings and recycling of building materials
- Minimising the amount of waste produced and seeking to recover energy
- Promoting the use of appropriately located brownfield land
- Supporting a pattern of development that prioritises the use of sustainable modes of transport
- Maintaining and enhancing the green infrastructure network
- Minimising and mitigating against future flood risks, recycling water resources and protecting and enhancing the quality of our District's surface and groundwater resources

Strategic Objective SO6: Our District's distinctive qualities

Conserving and enhancing Stroud District's distinctive qualities, based on landscape, heritage, townscape and biodiversity.



2.3 An introduction to the development strategy

2.3.1 The Local Plan's development strategy sets out how we will deliver the **vision** and **objectives** for the District. It identifies how much development will be supported, in order to meet objectively assessed needs, and where that development will be accommodated. It seeks to define the role of settlements within the District and how development will be co-ordinated with services and facilities at those settlements.

2.3.2 The strategy recognises the close relationship of the District with the surrounding area. For example, the city of Gloucester lies adjacent to our boundaries and the M5/A38 corridor is an important link to the Midlands and Bristol and the South West. There are established net out-commuting patterns which the strategy seeks to influence.

2.3.3 There has been extensive consultation and analysis of the type of development strategy most appropriate to deliver the desired vision and strategic objectives for the District. A range of alternatives has been tested.

The Local Plan Review's **Issues and Options** document (Autumn 2017) detailed four alternative patterns for future growth in the District. The four options were:

Option 1: Continue to concentrate housing and employment development at a few large sites, located adjacent to the main towns in the District

Option 2: Take a more dispersed approach with some medium sized housing and employment sites on the edge of the larger villages, as well as towns

Option 3: Disperse development across the District with most villages including at least one small to medium site allocated to meet local needs

Option 4: Identify a growth point in the District to include significant growth, either as an expansion of an existing settlement, or to create a new settlement.

In order to test whether these options were reasonable and deliverable (and to compare the potential impacts of each option), we identified potentially suitable and available sites from a range of sources. We then assigned them to each option, depending upon their location and size. The findings of this exercise were detailed in the **Emerging Strategy** consultation paper (Autumn 2018).

Testing the options...

The diagram in **Fig.4 (Chapter 3 | Making Places)** illustrates the 'filtration' process through which each potential site was passed, as the sites were assessed alongside the emergence of a preferred strategy.

Following both strategy and site testing, a 'hybrid' strategy option (**Option 5**) emerged, which most resembles **Option 1**, but which includes elements from the other options: one or two growth points and some wider dispersal to the smaller towns and larger villages. This was subject to consultation and further refinement in the **Draft Local Plan** (Autumn 2020).

Further potential sites that were promoted through the **Emerging Strategy** and **Draft Local Plan** stages have also been subject to assessment, to determine whether they have potential to contribute to the proposed development strategy. The potential need to find additional housing sites triggered a review of strategy and site options in the **Additional Housing Options** paper (Autumn 2020).

The **development strategy** now set out in this **Pre-Submission Draft Local Plan** is based upon 'hybrid' **Option 5**, which incorporates some of the most sustainable and deliverable aspects of the four strategy options we consulted on in 2017 and makes use of the most suitable potential sites.



The development strategy's headlines

- 2.3.4 The Local Plan's development strategy will distribute at least **12,600** additional dwellings and **79 hectares** of new employment land to meet needs for the next 20 years.
- 2.3.5 The strategy supports the development of inclusive, diverse communities, with **housing and employment in close proximity and good access to wider services and facilities**, to reduce our carbon footprint and to improve the District's sustainability and self-containment.
- 2.3.6 The strategy will **concentrate housing growth at the main towns** of Cam and Dursley, Stonehouse and Stroud, where there is best access to services, facilities, jobs and infrastructure, and will support the **regeneration of the canal corridor through the Stroud valleys and at Berkeley/Sharpness**.
- 2.3.7 Housing and employment growth will also be centred at **two new settlements** at Sharpness and at Wisloe within the Severn Vale (Rail/A38/M5 corridor), where there is the potential to create new sustainable communities along garden village principles. Further **strategic employment growth** will also be concentrated at accessible locations within the **Rail/A38/M5 corridor**.
- 2.3.8 In order to meet wider development needs and to **support and improve existing services and facilities at smaller towns and larger villages**, modest levels of growth will be delivered at the local service centres of Berkeley, Minchinhampton, Nailsworth and Painswick.
- 2.3.9 Lesser levels of growth will be delivered at the villages of Brimscombe & Thrupp, Eastington, Frampton-on-Severn, Kings Stanley, Kingswood, Leonard Stanley, North Woodchester and Whitminster. These **are villages that have a range of local facilities and already benefit from good transport links**, or they have the **potential to develop better transport links** to strategic facilities at the nearby towns of Stroud and Wotton-under-Edge, where growth potential is limited by environmental constraints.
- 2.3.10 The regeneration of previously used sites and further infill development to **maximise the use of brownfield land** will be supported at these and other settlements, within settlement development limits.
- 2.3.11 Some limited development at small and medium- sized sites immediately adjoining settlement development limits at Tier 1-3 settlements will be allowed, **to meet specific identified local development needs** (i.e. exception sites for first time buyers, self build and custom build housing, rural exception sites), subject to being able to overcome environmental constraints.
- 2.3.12 At Tier 3b, 4a and 4b settlements, in addition to rural exception sites, the development of **small sites of up to 9 dwellings outside settlement development limits will be supported in the interests of maintaining social sustainability**, provided that the policy is supported by the local community.
- 2.3.13 Within the **Cotswolds AONB**, priority will be given to the **conservation and enhancement of the natural and scenic beauty of the landscape**. But to support the social well-being of AONB communities, the strategy supports limited housing development to **meet needs arising from within the AONB**.





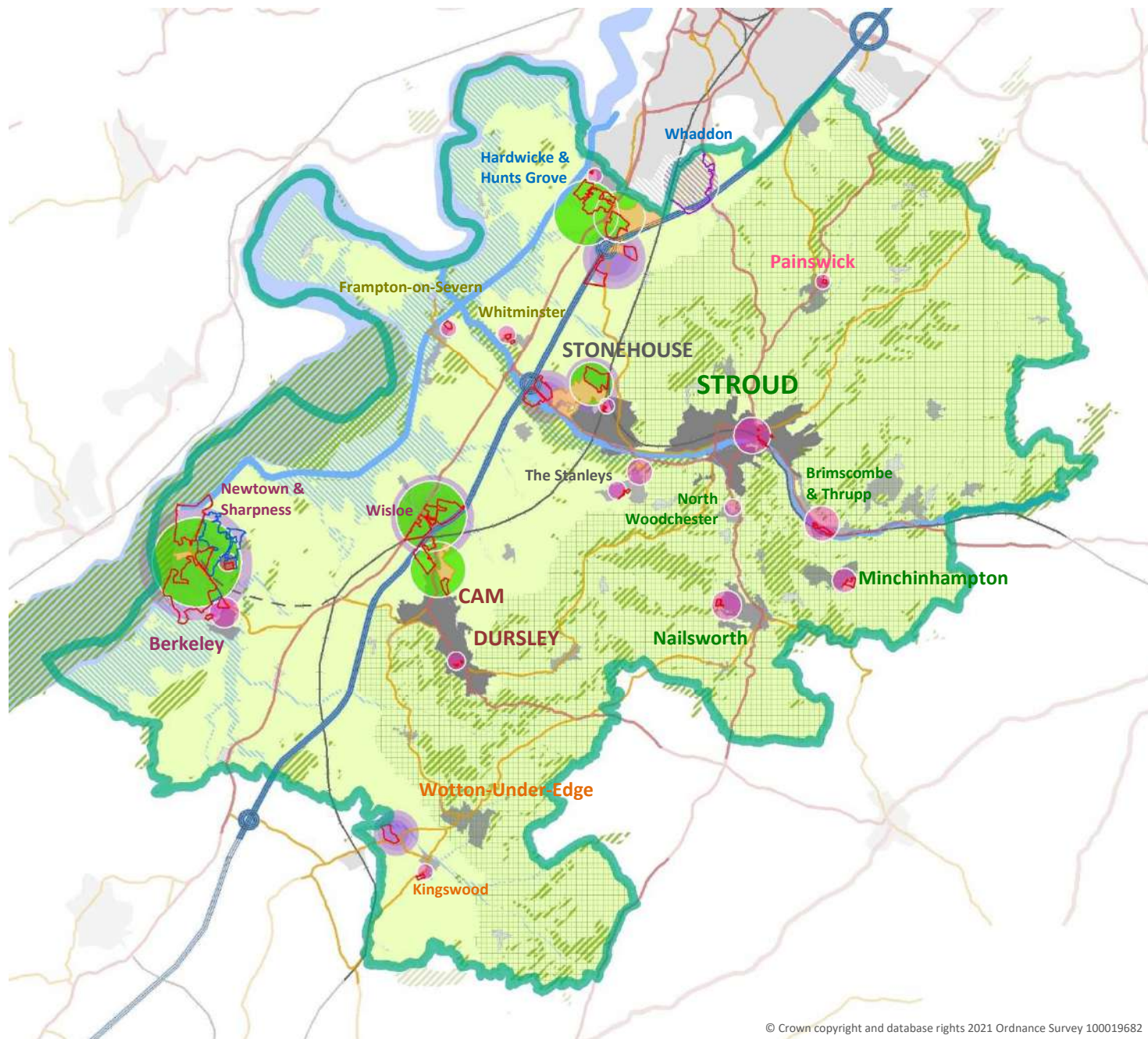
Map 3. The development strategy... ▶

The Local Plan's growth strategy seeks to distribute at least 12,600 additional dwellings and sufficient new employment land to meet needs for the next 20 years.

This strategy incorporates some of the most sustainable and deliverable aspects of the four strategy options we consulted on in 2017.

Key to map ▼

-  Stroud District boundary
-  Strategic locations for future growth (housing, community infrastructure and facilities)
-  Strategic locations for future employment growth
-  Locations for growth to meet local needs
-  Sites for future growth (see more detailed maps in [Chapter 3](#))
-  Potential site for further growth at Sharpness, beyond 2040
-  Committed development (including sites allocated in the 2015 Local Plan and sites with planning permission)
-  Safeguarded location for development to contribute towards meeting Gloucester's housing needs
-  Settlements and urban areas
-  Estuarine and river floodplain
-  The Cotswolds AONB
-  Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, Ramsar, SAC ...)



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◀ What this strategy means for where you live

2.3.14 At **Cam**, the strategy envisages: regenerating brownfield sites within the settlement; the consolidation of growth to the north east of the town, linking the parish centre with improved facilities at Cam and Dursley railway station and completing the linear park and local cycling and walking network; new housing development, community and open space uses to the north west, improving access to Jubilee Playing Field and creating a landscaped buffer between the existing edge of Cam and the M5 motorway.

2.3.15 At **Dursley**, the strategy envisages: regenerating brownfield sites within the settlement; supporting town centre improvements; improvements to the local cycling and walking network.

2.3.16 At **Stonehouse**, the strategy envisages: regenerating brownfield sites within the settlement; supporting town centre improvements; extensions to planned growth to the north west of the town, including enhancing community facilities and additional open space; re-opening the Stroudwater station at Bristol Road; supporting improvements to the canal corridor and local walking and cycling routes.

2.3.17 At **Stroud**, the strategy envisages: regenerating brownfield sites for housing, employment and canal related tourism; supporting the better use of edge of town centre sites and public realm improvements; supporting improvements to the canal corridor, the rail station and local walking and cycling routes.

2.3.18 At **Hardwicke** and **Hunts Grove**, the strategy envisages: new housing development, community and open space uses to the south of Hardwicke; the continuing delivery of a new 'Local Service Centre' settlement at Hunts Grove, as established through the **2015 Local Plan**; a focus on employment growth at Quedgeley East / Javelin Park; and access to new and enhanced facilities for residents and businesses.

2.3.19 At **Newtown/Sharpness** the strategy envisages: regeneration of Sharpness Docks; delivery of a new garden village community incorporating housing, employment, shopping, a new secondary school and other community and open space uses; with the opportunity to transform local transport facilities through a new rail station with services to Gloucester and rapid bus services

to main towns including Bristol; and access to new and enhanced facilities for existing residents and businesses.

2.3.20 At **Wisloe** (south of Cambridge and Slimbridge) the strategy envisages: delivery of a new garden village community incorporating housing, employment, shopping, community and open space uses, with the opportunity to improve access to Cam & Dursley rail station and to local facilities for existing residents and businesses whilst protecting the setting of existing villages.

2.3.21 At **Berkeley**, **Minchinhampton**, **Nailsworth**, **Painswick** and the smaller villages of **Brimscombe and Thrupp**, **Eastington**, **Frampton-on-Severn**, **Kings Stanley**, **Kingswood**, **Leonard Stanley**, **North Woodchester** and **Whitminster**, the fewer and smaller development sites will be focused on meeting local housing needs and on enhancing or delivering new services and facilities which have been identified as lacking in those places, as set out in **Chapter 2** (2.4). The focus will therefore be on using development to overcome existing infrastructure deficiencies and to deliver enhancements to places.



What are the key challenges to this development strategy?

2.3.22 The developing international climate and ecological emergency, the Covid-19 pandemic and potential structural changes to the UK economy due to Brexit present Stroud District with an extremely challenging context within which to plan for the future development needs of our communities. Some long term changes can be foreseen and planned for, others are yet to fully emerge. It will be important that emerging patterns and trends are monitored and the Local Plan is kept under regular review to try to respond as pro-actively as possible to changing circumstances.

2.3.23 Delivering the growth expected by central Government within the next 20 year time horizon will be challenging. The strategy demands a sustained increase in house building rates beyond levels achieved in recent memory. The strategy includes supply from a range of small, medium, large and very large sites at a number of different locations, which together provide opportunities for all levels of the market to deliver. However, delivery rates are vulnerable to changes in economic cycles, brownfield sites can be complex and expensive to develop and the creation of new settlements is an ambitious undertaking. The development

strategy therefore includes additional housing and employment provision above minimum requirements, to ensure that local needs can be met.

2.3.24 The increased levels of growth will put additional pressure on our roads, particularly at key network junctions within the District. A **Sustainable Transport Strategy** has identified the key interventions required to deliver a modal shift to more sustainable forms of travel, by walking, cycling and by public transport. However, transport modelling work has identified the need for highway improvements at M5 junctions 12, 13 and 14, together with improvements along the A419 and A38 corridors. Such improvements will be required whatever the pattern of growth envisaged. Larger sites have more potential to help fund major infrastructure schemes and are more likely to attract public funding.

2.3.25 Improvements to public transport will include increasing rail and bus services along main transport corridors, improvements to existing public transport interchanges and the creation of new interchanges at new growth locations. The Council continues to support

improvements at existing rail stations, the provision of an additional rail station at Stonehouse on the Bristol-Birmingham main line and the reopening of the Sharpness branchline to new passenger services.



Meeting Gloucester's needs

- 2.3.26 The **Joint Core Strategy** for the Gloucester City, Tewkesbury Borough and Cheltenham Borough areas has identified that in the longer term additional sites will be required to meet Gloucester's housing needs beyond 2028. Stroud District Council is committed to working together with these authorities and other authorities in Gloucestershire to identify the most sustainable sites to meet these future needs.
- 2.3.27 An assessment of potential alternative sites to meet Gloucester's long term housing needs has identified that certain locations within Tewkesbury Borough and Stroud District at the **Gloucester fringe** are functionally related to Gloucester and offer the potential to meet Gloucester's needs in accessible locations.
- 2.3.28 At this stage, pending further work on the **Joint Core Strategy Review**, a site at **Whaddon** is safeguarded in the Local Plan to contribute to meeting Gloucester's needs.

The South of the District

- 2.3.29 **South Gloucestershire Council** is at the early stages of preparing a new Local Plan which is considering options for housing growth at Charfield and Buckover Garden Village, together with transport improvements at M5 Junction 14, the potential reopening of Charfield station and Metrobus and rural bus improvements.
- 2.3.30 Growth and infrastructure improvements beyond Stroud District, but near to settlements in Stroud District, may have an impact on the final Local Plan. At this stage, the strategy for the south of the District (including growth and infill within settlements at **Berkeley**, **Cam**, **Dursley**, **Kingswood**, **Newtown/Sharpness**, **Wisloe** and **Wotton-under-Edge**) will require improvements to strategic infrastructure, for example M5 Junction 14, but may also benefit from public transport and other planned improvements to services and facilities within this wider area.



...How does the development strategy reflect the Local Plan's strategic objectives?

Homes and communities:

SO1: Accessible communities

- 2.3.31 New development will be located primarily within or adjacent to large settlements, where people can benefit from existing facilities and services that would be readily available and accessible. New settlements will be of sufficient size to provide a range of new facilities and services to support neighbouring communities. Services such as new schools, GP surgeries and leisure provision require a certain threshold of people within their catchment area to be viable. In developing a hybrid strategy based upon a concentrated approach, the strategy will enable a greater range of service and leisure provision, which can be used by people living within existing settlements as well as those inhabiting the new development.
- 2.3.32 The development of larger housing sites is likely to bring about the provision of a greater number of affordable homes and a greater range of types and tenures than a dispersed option would. However, some small scale development within rural communities will help to address specific local needs (for example, within the Cotswolds AONB).

- 2.3.33 The strategy also ensures that, through neighbourhood plans, local communities can propose more housing than the Local Plan does, to meet specific identified local needs.

SO1a: Healthy, inclusive and safe communities

- 2.3.34 The strategy supports the development of larger developments and new settlements where there are the opportunities to design in measures to support inclusive communities and healthier lifestyles: by creating a range of house types and tenures to meet differing needs; by creating layouts, a mix of uses and public spaces which offer natural surveillance and support social interaction; by creating walking and cycling routes that support active travel; and by delivering attractive wildlife and recreation corridors to support a sense of wellbeing.

Economy and infrastructure:

SO2: Local economy and jobs

- 2.3.35 The development of employment sites in the M5/A38 corridor will mean that development can be located close to strategic road and rail networks and in places that business wants to be. It will create the opportunity to provide a range of units from large warehousing and distribution units down to offices and smaller industrial units, possibly as start-up businesses. Planning for employment together with housing also provides the opportunity for residents to work locally and to reduce out-commuting levels.

SO3: Town centres and rural hinterlands

- 2.3.36 By concentrating development within or adjacent to the District's larger settlements, the strategy should facilitate opportunities for the provision of new and improved services and facilities and will generate additional custom to sustain those already existing. Some smaller scale development at lower tier settlements will help to support our more local centres. A focus on brownfield regeneration and tourism- and leisure-led mixed-use development on sites lying close to the canal corridor and Stonehouse and Stroud town centres should bring about public realm enhancements, improved linkages and a boost to town centre trade.



Our environment and surroundings:

SO4: Transport and travel

2.3.37 By concentrating development at locations where new and improved public transport and active travel routes will be prioritised and integrated, the strategy should deliver convenient, safe and healthier alternatives to the private car (to serve both existing and new communities). The strategy involves specific proposals to enhance the rail network through new stations at Stonehouse and at Sharpness and to deliver a strategic walking and cycling network along main movement corridors.

2.3.38 Development in the Stroud Valleys and at Sharpness will contribute funds to the restoration of the canals and towpaths, as well as designing-in new links across the development sites, thereby improving direct access for surrounding communities as well as those occupying the development. This has the potential to reduce short car journeys, due to the availability of safe, off-road walking and cycling routes. Where possible the strategy will integrate housing and employment localities together, thereby reducing the need to travel and offering opportunities to live and work within the same neighbourhood.

SO5: Climate change and environmental limits

2.3.39 The strategy prioritises suitable sites that are located close to the District's main settlements (to ease access to services, jobs and transport infrastructure, thereby minimising the need for daily travel by car) and at exemplar new settlements and strategic employment sites, which will promote zero and low carbon development and green technologies. New development will be required to enhance local biodiversity, build to Net Zero Carbon construction standards and incorporate measures to adapt to climate change. For developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required. The strategy identifies suitable areas to promote the generation of renewable energy.

2.3.40 Regeneration of the Stroud Valleys and at Berkeley/Sharpness is likely to maximise the re-use and regeneration of vacant and underused brownfield sites and buildings. All new developments must make provision for waste recycling and, as a minimum, developments will be required to provide sufficient space to store and manage waste material.

SO6: Our District's distinctive qualities

2.3.41 The strategy seeks to minimise the impact of development on biodiversity and sensitive landscapes by developing mitigation and avoidance strategies for internationally important nature conservation designations and directing development to locations which lie outside the Cotswolds AONB and other landscapes of high sensitivity to built development. Focusing development on brownfield sites will limit adverse effects on wildlife and habitats; while new development on both brown- and greenfield locations offers opportunities to design-in rich new habitat and wildlife areas.

2.3.42 Development at Sharpness Docks provides an opportunity to create a new heritage- and leisure-led, sustainable tourism destination making the most of an under-realised heritage interest, the exceptional quality of the natural environment and the canal and marina, attracting local people and visitors from outside the District. Prioritising the development of brownfield sites in the Stroud Valleys along the canal corridor that are currently vacant and underused offers a chance to bring about townscape improvements and secure a new lease of life for features of the valleys' unique industrial heritage.



2.4 Our towns and villages

Study findings...

- 2.4.1 The Local Plan establishes a **Settlement Hierarchy (Core Policy CP3)**, based upon the roles and functionality of the district's individual towns and villages. The development strategy aims to prioritise growth at sustainable locations, in accordance with this hierarchy.
- 2.4.2 Each of the settlements identified in the hierarchy has a defined settlement boundary or “**settlement development limit**” (SDL), within and adjacent to which suitable development may be permitted. The nature and extent of “suitable” development is defined through the Plan's Core and Delivery policies, many of which refer directly to the **CP3** hierarchy.
- 2.4.3 Very small settlements not mentioned in the settlement hierarchy will be treated simply as countryside, where development will contribute to farming enterprises, recreation, tourism, or involve the conversion of rural buildings and provision of essential community facilities, in accordance with **Core Policy CP15**.
- 2.4.4 **Chapter 3 | Making Places** provides a brief summary of the characteristics, constraints, role and function of each of Stroud District's current

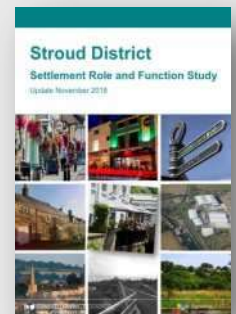
The **2015 Local Plan** identified a hierarchy of settlements, consisting of five distinct tiers. The evidence for the 2015 hierarchy is contained within the 2014 **Settlement Role and Function Study**, which compares the District's towns and villages against a range of criteria, including size, access to services and facilities, level of retail provision and employment role.

In order to understand the current and expected future roles and functions of each of the main towns and villages in the District, and to help determine which places can support future growth and which places cannot, we have undertaken further work to assess each settlement's key characteristics and functions, relative to other settlements in the District (the **2018 Settlement Role and Function Study Update**).

Refreshing the data and extending the analysis has suggested some changes to the 2015 hierarchy. Information about individual settlements' key characteristics and functionality, and how they compare to others in the District, has also helped to build a 'case for growth' for each settlement, which is reflected in the selection of proposed site allocations as well as policy wording throughout this Draft Plan. The development strategy for each individual town and village seeks to address identified needs and opportunities that are particular to the settlement and its community.

Where can I find out more about the characteristics, role and function of particular settlements? ►

You can find fuller analysis, data and an explanation of individual settlements "case for growth" in our Settlements Role and Function Study (2014) and Update (2018), which are available through the Evidence Base pages of our website.



settlements and sets out the envisaged development strategy for each, including any proposed site allocations. The hierarchy distinguishes between settlements suited to (and capable of) meeting strategic growth needs and those with a more local community focus.

New settlements

2.4.5 The Local Plan's development strategy envisages that housing and employment growth will continue at **Hunts Grove** (a planned urban extension to Gloucester, established through the **2015 Local Plan**). It will also be centred at two new settlements at **Sharpness** and **Wisloe**, within the Severn Vale (Rail/A38/M5 corridor), where there is potential to create new sustainable communities along garden city principles.

2.4.6 These future settlements are not included within the **Settlement Hierarchy** at present and the scale and nature of their growth and development is determined through their respective site allocation policies and subsequent planning applications. However, once development is sufficiently advanced to establish their anticipated role and function, it is expected that (through a future **Local Plan Review**) they will be defined as settlements in

their own right, with settlement development limits, and **CP3** will then apply.

2.4.7 The Plan anticipates that **Hunts Grove** and the new settlement at **Sharpness** will both include sufficient local facilities to achieve **Local Service Centre status** (Tier 2) in the future; while **Wisloe** will function as a new **Accessible Settlement with Local Facilities** once complete (Tier 3a).

2.4.8 National policy identifies that a new settlement should create a sustainable community, with sufficient access to services and employment opportunities within the development itself, or in larger towns to which there is good access.

2.4.9 At both **Sharpness** and **Wisloe**, development will be an exemplar for achieving carbon neutral development by 2030 and will take place in accordance with "**Garden City Principles**".

"Garden City Principles" as defined by the Town and Country Planning Association ►

A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City Principles are an indivisible and interlocking framework for their delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.



The strategy...

Housing and employment growth will be centred at two new settlements within the Severn Vale (A38/M5 corridor), where there is potential to create new sustainable communities along garden city principles.



▲ 'Garden village' allocations

PS36 Sharpness new settlement:

Up to 2,400 dwellings by year 2040, 10 ha employment, local centre, community uses (including new secondary school) and open space.

PS37 Wisloe new settlement:

Up to 1,500 dwellings, 5 ha employment, local centre, community uses and open space.

...Meeting the future needs of our individual towns and villages

Having taken into consideration local views, national policy and evidence where available, the strategy set out within this Local Plan seeks to deliver:

- future growth targeted to settlements that have better access to services, facilities and infrastructure and which offer the best opportunities for sustainable development.
- appropriate limitation on the amount, scale and nature of any development at lower tier settlements.
- managed growth at each settlement, through a combination of site allocations and a policy framework that identifies an appropriate overall scale of growth, to be delivered through windfalls and other exceptions.
- growth that is sustainable and proportionate to each settlement's functionality, capacity and character, taking account of each settlement's relative constraints and opportunities.
- a policy framework that takes account of the cumulative impact of successive developments at a settlement, to ensure that the impacts of each individual proposal are seen in the context of the settlement's overall capacity for growth over the lifetime of the Plan.
- the creation of new sustainable communities, planned along garden village principles

2.5 Housing

Stroud District's housing requirement up to 2040

- 2.5.1 One of the Government's top priorities is to significantly boost the supply of homes in the country to meet housing needs and to address long term affordability issues. To deliver the housing required, the Government has introduced a **formula** to establish the **minimum number of homes** expected to be met by every local authority in the country. These are based on projections of local household needs and the relative cost of housing in each area. Departing from these minimum targets can only be justified in exceptional circumstances.
- 2.5.2 The Council has worked with adjoining authorities in Gloucestershire to prepare a **Local Housing Needs Assessment** that identifies the amount and types of housing that are likely to be needed during the Plan period to 2040. The assessment confirms the Government's standard method for the Local Plan to provide for at least 630 new homes per year. This is a 40% increase from the figure in the **2015 Local Plan** of 456 homes per year. During 2019/20 662 homes were built in the District.
- 2.5.3 Much of our natural population growth is due to increasing life expectancy, while changes in lifestyles and family structures mean that small and single-person households are on the rise. People are also moving here from other parts of Gloucestershire and the rest of the country, attracted by the quality of the environment. 630 new homes per year will address housing needs whilst also being sufficient to provide the future workers to support the economic growth likely to take place within the District.
- 2.5.4 To meet this new challenging target every year over a 20 year period requires the Local Plan to identify land for at least **12,600** new homes. Some of the dwellings likely to be built from 2020 have already received permission or are firm "commitments" (i.e. they are awaiting signing of legal agreements). Not all permissions are likely to be implemented, though, and so an

The development strategy needs to establish just how and where at least 8,000 new homes are to be located across the District by 2040

Calculating our residual housing requirement up to 2040 ▼			
Supply	A	Large sites commitments, at April 2020 (on sites with permission / under construction)	4,606
	B	Small sites commitments, at April 2019 (on sites with permission / under construction)	525
	C	Other firm commitments, at April 2019 (on sites subject to resolutions to grant permission)	84
	D	Total commitments (= A + B + C)	5,215
	E	Commitments (D) minus undeliverable sites	4,595
Requirement	F	Housing needs 1 April 2020 to 31 March 2040 (= 630 pa x 20 years)	12,600
	G	Minimum residual housing requirement to 2040 (= F - E)	8,005
Allocated sites in Local Plan			9,065
Small sites allowance (75 pa x 17 years)			1,275
Total housing supply in Local Plan			10,340

▲ Table 2 ... housing requirement to 2040



assessment of deliverability is undertaken every year. The latest assessment of the likely housing supply means that the residual number of homes that the Draft Local Plan must identify is actually at least **8,000** dwellings. **Table 2** (preceding page) illustrates this.

- 2.5.5 In addition to meeting Stroud’s housing needs, this Local Plan addresses **unmet needs from neighbouring Gloucester** by allocating a site for 3,000 dwellings at **Whaddon** for delivery by 2040.

Stroud District’s housing distribution up to 2040

- 2.5.6 A range of potential locations capable of providing for housing needs in accordance with the overall growth strategy have been assessed and tested against planning and sustainability criteria, to determine the most appropriate locations.
- 2.5.7 The development strategy proposes housing allocations at the District’s existing main settlements, on the **edge of Gloucester**, and at two new settlements to be located at **Newtown/Sharpness** and at **Wisloe** within the Severn Vale (Rail/A38/M5 corridor).
- 2.5.8 Modest housing allocations will also be delivered at the local service centres of **Berkeley**, **Minchinhampton**, **Nailsworth** and **Painswick** and lesser levels of housing will be allocated at the Tier 3a villages of **Brimscombe and Thrupp**, **Frampton-on-Severn**, **Kings Stanley**, **Kingswood**, **Leonard Stanley** and **Whitminster**.
- 2.5.9 Other housing proposals will be supported, in accordance with the Local Plan’s settlement hierarchy, within settlement development limits and, in specifically defined policy cases, outside of settlement development limits. These additional elements of supply will deliver levels of housing growth above the minimum requirement, providing for flexibility and headroom.



Strategic sites ▼	Number of dwellings at each
Cam North West	900
Cam North East Extension	180
South of Hardwicke	1,350
Hunts Grove Extension	750
Sharpness Docks	300
Sharpness	2,400 (5,000 by 2050)
Stonehouse North West	700
Wisloe	1,500
Local sites at smaller settlements ►	985 (cumulative)
Total	At least 9,065

▲ Table 3 ... distribution of housing across Stroud District
(Core Policy CP2)



Study findings...

- 2.5.10 Public consultation has highlighted a range of housing issues facing Stroud District, while our **Local Housing Needs Assessment** (2020) identifies the amount and types of housing that are likely to be needed during the Plan period to 2040.
- 2.5.11 The Local Plan's development strategy seeks to tackle local housing needs that aren't currently being addressed by the market, including opportunities to grow the rented sector and to meet those wishing to build their own homes. The Local Plan also seeks to enable young people to be able to stay within rural neighbourhoods and to meet the needs of older people or those with disabilities through flexible forms of accommodation including adaptable and accessible homes.
- 2.5.12 The Stroud District **Settlement Role and Function Study Update** (2018) highlighted the fact that housing accessibility and housing affordability varies markedly across different parts of the District. Effects on social cohesion and the vitality of communities may be particularly acute in settlements that have seen low levels of housing growth in recent decades, including some communities in the AONB, many of which are highly constrained, yet have some of the District's highest property prices and are likely to be amongst the most affected by the District-wide trend towards an ageing population.
- 2.5.13 Evidence shows that:
- House prices have increased by the highest percentage within the South West when compared to the other regions of England.
 - Much of the housing stock in the District is quite old and the worst housing conditions are most evident in the private rented sector.
 - Stroud on average is one of the least deprived districts/unitary authorities in the country. However, there are pockets of deprivation, particularly in relation to housing and service provision.



Local need... ▲ ►

Like many places in the UK, housing affordability is a particular issue for young families and first time buyers across the District. Nationally, home ownership among 25- to 34-year-olds has fallen from 59 % just over a decade ago to just 37 % today.



Over recent years, residents have been able to move into brand new Council homes completed in Stroud District, including at Berkeley (top) and Cam (above).

◀ Community-led...

A recently-completed community-led project to build new homes for local people in Nailsworth is part of a growing movement in the UK. Community-led housing comes in many forms, including co-operative and mutual home ownership, co-housing and group self-build.



...Meeting Stroud District's housing needs up to 2040

Having taken into consideration local views, national policy and evidence where available, the housing strategy set out within this Local Plan seeks to deliver:

- at least 630 new homes per year for a 20 year period
- a mix of brownfield and greenfield allocated housing sites of varying sizes to ensure delivery is maintained throughout the plan period
- at least 30% affordable homes on all sites of 10 dwellings or above in urban areas and on all sites of 4 or more dwellings in designated rural areas
- additional affordable homes directly by the District Council, as well as working with and supporting parish councils, co-operatives, community land trusts and community housing groups
- a mix of dwelling types (1 bed, 2 bed, 3 bed, 4+ bed, flats, houses, bungalows, etc.) on Local Plan housing sites, in proportion to identified local needs
- a range of housing tenures, including build to rent, subject to local needs
- exception sites for first time buyers and renters, subject to local needs
- rural exception sites to meet local affordable needs
- small scale housing in rural areas in the interests of social sustainability, subject to local community support
- self- and custom-built homes to meet needs identified on the self- and custom-build register, through a combination of site allocations and rural exception sites
- homes for older people, including sheltered and extra care, as well as smaller two-bedroom dwellings and bungalows, designed to adaptable and accessible standards, allowing people to live for longer in their own homes
- accommodation to meet the specific needs of travellers, including local gypsies travelling showpeople
- housing for local people, including where appropriate, using local occupier clauses to ensure local housing needs are met within or adjacent to existing communities
- supporting infrastructure to meet the needs of those living within the District.

2.6 Local economy and jobs

Stroud District's employment requirement up to 2040

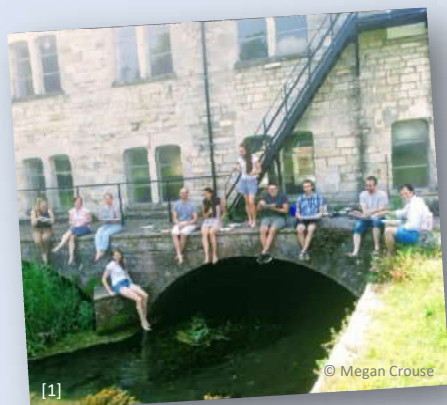
- 2.6.1 Stroud District has a strong and prosperous economy and is home to world class companies and an innovative, resilient and successful small business sector. The Council has a commitment to work closely with the business community to grow the local economy and increase employment. The Local Plan has a role in providing certainty to the business community to make long term investment decisions, while also providing the framework for creating an attractive environment, including providing for a range and choice of sites and premises.
- 2.6.2 Gloucestershire's **Local Enterprise Partnership GFirstLEP** has produced a draft **Local Industrial Strategy (LIS)** which seeks to establish Gloucestershire as a "magnet county", able to successfully attract and retain talent in the region. The LIS seeks to focus growth based upon its existing and emerging industrial strengths around: manufacturing; aerospace; agri-tech; cyber-tech; and green growth. Stroud District has an important role to play in delivering this strategy as the local economy has particular strengths within manufacturing, advanced engineering, agriculture and food manufacturing and emerging green technologies. To underpin this strategy, the LIS sets out the importance of investing in people in order to attract and retain a talented workforce. Expected labour supply and labour demand job forecasts for the District suggest the need to plan for **between 7,740 and 10,440** net new jobs (2020-2040).
- 2.6.3 Commissioned jointly by all Gloucestershire councils, the **Gloucestershire Economic Needs Assessment** (2020) examined a range of scenarios for future economic growth to establish future employment land requirements for each District. For Stroud District potential requirements for the Plan period ranged from an additional 44.5 hectares to 71.8 hectares. The Assessment recommended that the Council should consider meeting two of the highest scenarios: a scenario based upon the expected labour supply and a slightly higher labour demand growth scenario based on supporting further growth in the key **LIS** sectors. This means supporting a net increase

The development strategy needs to ensure that sufficient employment land is provided to meet the future needs of business and balance the planned housing growth

Calculating our residual employment requirement up to 2040 ▼			
Supply	A	Commitments, at April 2020 (on sites with permission / under construction)	52.1 ha
	B	Potential losses from 'B' uses, (average 2.03 ha lost per year since 2006 x 20)	40.6 ha
	C	Total commitments net of potential losses (= A - B)	11.5 ha
Requirement	D	Employment requirement for 1 April 2020 to 31 March 2040	62.4 – 71.8 ha
	H	Minimum residual employment requirement to 2040 (= D - C)	50.9 – 60.3 ha

▲ Table 4 ... employment requirement up to 2040 (hectares)





[1]

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▲ Creative...

Architectural practice Millar Howard Workshop has based itself in a former Stroud Valleys woollen mill. Our area's rich industrial heritage is fertile ground for creative industries and new start-ups seeking flexible and character-filled work space.

► Co-location...

The Plan's Strategy seeks to regenerate under-utilised sites and to continue the 2015 Local Plan's aspiration to grow sustainable communities by planning new employment and new housing together where possible.

Littlecombe in Dursley was a major allocation in the 2005 Local Plan. When finished, it will have created more than 400 new homes, 700 new jobs, a new business park and 40 acres of green space, as well as being home to the Vale Community Hospital.

► High Tech...

Global engineering company Renishaw, whose main UK base is at Wotton-Under-Edge (Kingswood), has a dedicated Education Outreach Officer.



[2]



[3]

© Renishaw

▼ USP...

Stroud District has exceptional natural, cultural and heritage capital. Marketing our area's 'unique selling points' not only boosts tourism, but may help to draw re-locating or start-up businesses to the District and to increase the District's appeal as a place to live and work.

◀ Co-working...

Stroud District has above average levels of self-employment and home-working. Co-working premises such as SpaceHoppers in Stroud and Cluster in Chalford cleverly cater to this market, providing not just a desk or a meeting room, but interaction and support for individuals who might otherwise feel isolated in their work.



[5]

in employment land (offices, industrial and storage and distribution) of **between 62 and 72 hectares** for the Plan period. **Table 4** (preceding page) illustrates this. The Assessment considered Covid-19 and Brexit impacts on requirements, but a review will be necessary once the full implications of these factors becomes apparent.

2.6.4 To complement and build upon the **Gloucestershire Economic Needs Assessment**, the District Council commissioned a new **Employment Land Review** (2021). This looked in detail at the local commercial market and identified occupancy rates at well above 90% for industrial and to a lesser degree office space, suggesting an undersupply of premises against demand. Key markets identified included: a focus of industrial and warehouse development at **Quedgeley**, **Hardwicke** and **M5 Junction 12**; a focus of industrial activity at **Stonehouse**; a market for smaller and more modest industrial units within the **Stroud Valleys**; a key local office market in **Stroud**, **Stonehouse** and certain rural locations; a growing focus on start-ups/micro businesses in green technology sectors at **Berkeley** as well as more traditional industrial and distribution activity at **Sharpness**. In addition, there is an active rural market for a mix of office and small workshop space.



[4]

SpaceHoppers



2.6.5 Six key segments of market demand have been identified for future employment land supply to satisfy: large industrial/warehousing units at key locations within the A38/M5 corridor, serving the wider Gloucestershire/regional market; meeting the growth needs of existing mid-sized/large local manufacturing and warehousing businesses in **Stonehouse/Stroud Valleys**; meeting the needs for larger offices in the **Stonehouse** area; supporting local scale expansion at existing employment areas; development space to meet the needs of specific businesses; and encouraging the growth of the high-technology sectors, particularly focussed on green technologies.

2.6.6 One of the key challenges facing the local economy of the future is the predicted sharp rise over the next 20 years in the number of older people living in the District compared, with the very small rise in the number of younger people of traditional working age. In addition, many young people are choosing not to remain in Gloucestershire. Supporting local businesses and avoiding skills and job shortages will require a range of solutions including trying to retain our young people within Gloucestershire and encouraging inward migration. A higher value economy and better quality jobs will also be part of the solution.

2.6.7 There is considerable out-commuting to work, which presents a big challenge if we are to reduce our District's carbon footprint: as a rural district, many people are car-dependent, so we also need to ensure that access to jobs, services and facilities can be improved in the future and our chosen strategy must enable more sustainable forms of transport to be used. In order to stem out-commuting Stroud will need to attract more knowledge-based industries, enabling greater employment opportunities for the highly skilled and well qualified working population. This suggests a need for the District to both increase and diversify its employment base, in order to provide local job opportunities appropriate to the workforce and to help reduce the number of people travelling to towns and cities beyond the District for work.

Employment hub... ▶

Stonehouse is one of the District's largest employment hubs. Home to more than 7,000 jobs, the town is unusual in being a net importer of workers.



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Strategic sites ▼	Hectares at each
Quedgeley East Extension	5 ha
Javelin Park	27 ha
Sharpness Docks	7 ha
Sharpness	10 ha
Stonehouse North West	5 ha
Stonehouse Eco-Park (M5 J13)	10 ha
Wisloe	5 ha
Renishaw New Mills	10 ha
Total ▶	79 ha

▲ Table 5 ... distribution of new employment land
(Core Policy CP2)

Stroud District's employment distribution up to 2040

- 2.6.8 The Local Plan seeks to provide for new employment land and support existing employment areas located at the key employment property market areas identified in the ELR: **south of Gloucester**; within the M5/A38 corridor, at **Stonehouse**, **Stroud**, **Cam/Dursley**, **Berkeley/Sharpness**; and the **Stroud Valleys**. These include areas near to existing successful business parks at **Quedgeley East** (Hardwicke), **Severn Distribution Park** (Sharpness) and **Stroudwater Business Park** (Stonehouse), and co-located with new housing at the proposed new settlements. The **GFirstLEP** also has a focus on the Rail/A38/M5 corridor as a location for growth reflecting the good connections to the Midlands and the South West.
- 2.6.9 As well as supporting development within the key employment property areas, co-locating employment with housing provides the best opportunity for greater self containment and shorter journeys to work by means of transport other than the car. A side benefit may be that higher value residential land uses can help improve the viability of lower value employment land uses in mixed development proposals.
- 2.6.10 There are particular opportunities associated with developing new modern business park premises at **Quedgeley East**, **Javelin Park** and at **Stonehouse** and for growing Green technologies at **Stonehouse** and at **Berkeley-Sharpness**.
- 2.6.11 Whilst the identification of large new allocations forms part of the strategy, Stroud District has above average levels of self-employment and home working, accelerated during the Covid-19 pandemic. Changes in working practices, linked to the roll out of fast broadband, could see a sustained interest in home working and an increase in the demand for smaller, more flexible work environments, including co-working space and live-work units. These local forms of development are also supported in the Plan.

The strategy...

...Meeting Stroud District's employment needs up to 2040

Having taken into consideration local views, national policy and evidence where available, the employment strategy set out within this Local Plan seeks to deliver:

- economic growth and additional jobs on and adjacent to existing high value employment sites and within the M5/A38/rail growth corridor
- new employment sites of varying sizes and locations to meet the specific locational requirements of different sectors, with particular support for green technology hubs
- support for affordable, low cost sites and premises with flexible terms for business start ups
- opportunities to foster on-going employment-education links
- new employment together with new housing to create sustainable communities and to reduce the potential for further out commuting
- support for the faster roll out of broadband
- support for co-working facilities, particularly at town centres
- continued support for appropriate farm diversification proposals, subject to environmental criteria
- a more flexible approach towards encouraging tourism businesses including accommodation, subject to more appropriate locational and environmental criteria
- regeneration of under-utilised or low value employment sites for other uses, provided this does not undermine key employment sectors.



2.7 Our town centres

- 2.7.1 Nationally, shopping patterns have changed significantly since the 1970s. The rise of the out of town supermarkets and retail parks in the 1980s started a decline in the traditional role of high streets providing for all of our shopping needs. The more recent onset of e-retailing in all its forms: click and collect; home deliveries; and online shopping has provided a new and growing challenge. Services such as banks, building societies and estate agents are closing with the continued growth of online banking and web based services where a presence on the high street is no longer required.
- 2.7.2 However, there is also a positive story to tell with the rise in local food stores and food outlets, giving evidence to the trend of a newly emerging food and cafe culture. This is reinforced by the trend for increased 'eating out'. A further factor may be the growth in interest in locally sourced and organic foods and also the trend towards healthy eating.
- 2.7.3 The COVID-19 pandemic has affected all parts of the UK retail and service sectors, with the comparison goods retail and the food/beverage sectors most affected during 2020 and 2021. Whilst significant efforts are being made to bring the economy and day to day life back to normal, it is likely that the way people will use town centres in the future will change. An emerging trend has been for more frequent visits to small centres together with an increased rate in the rise of internet shopping with forecasters suggesting town centre retailing is unlikely to return to pre-COVID levels.
- 2.7.4 There are opportunities to improve the quality of comparison goods floorspace provision within each of the main town centres in the District, although realism is required in relation to the ability for the main towns to significantly improve their respective market shares.



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Study findings...

A **Future of Town Centres report** (2017) and **Retail / Town Centre Planning Policy Advice** (2021), which have looked at the top tier town centres of Stroud, Dursley, Nailsworth, Stonehouse and Wotton-under-Edge, are suggesting the following options for helping our town centres to meet these challenges:

- Supporting existing retailers to make better use of websites and e-retailing to widen their appeal and increase footfall
- Marketing our town centres on-line for their leisure and tourism potential
- Reviewing town centre car parking charges
- Reviewing town centre planning policies and boundaries to reflect a smaller future retail area and to be more flexible to encourage other uses into town centres
- Supporting small town centre office uses which provide work spaces with flexible rental arrangements
- Supporting local independent retailer investment

These recommendations equally may apply to other town centres in the District.

- 2.7.5 Recent investment in **Stroud** town centre at Merrywalks demonstrates that despite difficult market conditions it remains feasible to improve existing and attract new comparison goods floorspace. Stroud has a strong independent retailing sector and there are opportunities to further enhance both this and the evening economy. The provision of two new foodstores (ALDI and Lidl) will provide a qualitative improvement in grocery store provision in the town and will add to choice and competition for the local population.
- 2.7.6 **Wotton-under-Edge** and **Nailsworth** have the potential to increase their market share in terms of convenience goods floorspace, via qualitative improvements in the retail offer and clawback convenience goods capacity which is currently being lost to other settlements (including **Stroud**). There are opportunities to improve the quality of comparison goods floorspace provision within each of the main town centres in the District, although realism is required in relation to the ability for the main towns to significantly improve their respective market shares.
- 2.7.7 The ongoing pattern of change suggests that for smaller centres such as those within our District, town centre strategies which support the evolution of the high street are vital so we can capitalise on what makes our town centres distinctive and unique.
- 2.7.8 The Local Plan establishes a **retail hierarchy** (**Core Policy CP12**) based upon the function of the town centres and supports proposals for improving the quantity and quality of retail floorspace at the main town centres, particularly at **Stroud**. Proposals are directed in the first instance to primary shopping areas within designated town centres, other town centre locations and local centres with edge-and out-of-centre proposals tested against their impact on the health of nearby town centres. However, it is recognised that the core area for shopping needs to be balanced with a more flexible approach to uses outside of these areas, so that other leisure, community, employment and residential uses can help to retain vitality and viability in our town centres.



2.7.9 The Retail/ Town Centre Planning Policy Advice (2021) assesses that no additional comparative or comparison floorspace is required to address needs in and around the District's five main town centres for the next ten years. The focus should be on supporting existing provision within the defined town centres and ensuring that the regulatory (land use) environment is sufficiently flexible to allow local independent retailers to invest. Modest provision of additional convenience floorspace, will be required, however, at planned local centres at **Great Oldbury**, **Hunts Grove**, **Whaddon** and the two new settlements at **Sharpness** and **Wisloe** to serve localised need. In addition, the Local Plan sets out a number of policy approaches and physical enhancements to support the District's main town centres.



▲ Diversity and niche...

As well as providing services to our communities, our town centres have a role as drivers of economic activity and providers of employment. Our town centres may have to draw increasingly upon their own 'unique selling points' in order to remain economically healthy and well-used places in the future, particularly in the face of changing retail practices.



The strategy...

Having taken into consideration local views, national policy and evidence where available, the town centre strategy set out within the Local Plan seeks to deliver:

- the level and type of future retail floorspace needed for at least a ten year period
- a more flexible planning policy framework, which prioritises retail uses within primary shopping areas but allows for a more diverse range of supporting uses in wider designated town centres
- continued support for town centres as the most appropriate location for main retail and leisure uses especially for young people
- office uses providing work spaces with flexible rental arrangements in town centres
- support for existing markets and sites and/or policies which support further markets

Stroud

- improvements to the Merrywalks shopping centre and retail and leisure offer
- the redevelopment of brownfield sites (including those identified in the Stroud Town Centre Neighbourhood Plan) for appropriate uses including housing, retail and leisure
- improvements to Stroud station; and investigate the potential for an integrated transport hub
- walking and cycling links to and from the Stroudwater canal and the wider Stroud valleys network

Nailsworth

- pedestrian improvements to Market Street
- redevelopment of the town square area to provide a better retail and leisure experience, including new homes and open space
- an improved and centrally located town council, library and tourism facility
- improved walking and cycling links to the wider Stroud valleys network

Dursley

- brownfield sites for redevelopment for housing and town centre uses
- access improvements to Market Hall, if practical
- environmental improvements to Parsonage Street
- urban design, signage and public realm improvements and other proposals as set out in the Dursley Neighbourhood Plan
- improved walking and cycling links connecting with Cam and Uley

Wotton-under-Edge

- opportunities for town centre improvements facilitated by the provision of additional parking
- priorities set out in the Community Plan Update 2016
- the Wotton-Charfield-Kingswood Greenway walking and cycling route

Stonehouse

- better cycling and walking links, with signage to / from the canal to the wider Stroud valleys network
- proposals set out in the Stonehouse Neighbourhood Plan



Other centres

At the District Centres of **Berkeley**, **Cam**, **Minchinhampton** and **Painswick**, the Local Plan supports public realm improvements, signage and improved walking and cycling links from existing and future development. At Cam centre, the proximity of new development will provide opportunities to complete the Greenway cycle and walking link connecting the centre with Cam & Dursley rail station and Dursley, to enhance use of the adjacent Rackleaze wildlife area for leisure use and to improve walking and cycling from Draycott to the centre.

Additional local centres at the new settlements of **Sharpness** and **Wisloe** will be of a scale proportionate to meeting the everyday needs of their communities and supporting the retail and leisure role of district and main town centres, particularly those at Berkeley and Cam and Dursley.

Leisure... ▶

Recent years have seen a rise in the number of leisure uses at town centre locations; many of our town centres benefit from independent cafes and shops, traditional markets and an attractive landscape setting.



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2.8 Local green spaces and community facilities

Study findings...

2.8.1 The Local Plan provides the opportunity to consider whether there are local community needs within existing towns and villages that are not currently being provided for. The loss of public houses, village shops and other facilities can leave communities without places to meet and enjoy together. A more active or growing community can need more or differing play and sports facilities. Sometimes development can offer opportunities to deliver new community facilities in places where existing deficiencies exist.

2.8.2 Equally, there may be existing places and spaces that are valued by the community but are not explicitly recognised in existing plans. Existing community facilities can be identified for protection. Local green spaces can be identified for special protection. These are local areas of particular importance to local communities for their beauty, tranquillity and/or historic, wildlife or recreation value but should not involve extensive tracts of land.

An **Open Space, Green Infrastructure (GI), Sport and Recreation Study** has been produced for the District, which includes a full audit of all accessible open spaces across the District. The study identifies the quality, quantity and accessibility of current provision, produces local provision standard recommendations in accordance with relevant guidance and local needs, and identifies opportunities to protect and extend the green infrastructure network.

Key findings include:

- The distribution of open space varies across the District, however, there are identified shortages of at least 1 typology of open space in all Parishes and clusters/sub areas.
- Access to formal open space is concentrated within populated areas. There is generally good access to large areas of natural green space across the eastern half of the district, with large gaps in the western part of the district.
- The majority of open spaces surveyed are of good quality. Local households however rated facilities for teenagers, artificial turf pitches and tennis/netball courts as poor or worse. In contrast, households rated parks and recreation grounds, woodlands, wildlife areas and nature reserves as being good or very good.
- A series of strategic and district GI corridors have been identified and key opportunities highlighted where gaps in the network could be filled through positive intervention.
- Potential sport, health and wellbeing hubs focused around playing pitches have been identified in the north and south of the District as well as a number of other priority pitch related projects.



2.8.3 Future housing and population growth will increase localised demand for many forms of open space and sports facilities and it will be important to review the level of provision, especially in areas of rapid population change.

- There is scope for further health and fitness facilities at leisure centres and for further indoor waterspace opportunities. Existing Council owned pools are in good condition and well used.
- Whilst the quantity of sports halls is good and there is a strong record of community use and management of school facilities, some of the older school sports halls are in need of upgrade and repair and some sports would benefit from bespoke facilities e.g. gymnastics.
- There is a lack of “track and field” training facilities for athletes and indoor tennis facilities, although there is provision in Gloucester.
- There is generally a good spread of community halls across the District. In some locations their upgrading will help to meet community needs where access to more centrally planned leisure centres is difficult.



[1]

▲ Strategic planning...

Brimscombe Port, a key piece in the Cotswold Canals restoration jigsaw, is one of the Local Plan's proposed site allocations.

The Plan's development strategy supports the planned provision of community facilities, public spaces and green infrastructure, alongside housing growth, through the masterplanning of strategic sites and other major developments.



[3]



[2]



[4]



[6]

Leisure... ▲ ▶

As our population grows, well-planned and maintained local green spaces are an important resource, to help ease some of the recreational pressures on our valued landscapes and protected habitats, including the Cotswold Beechwoods and hilltop commons.



[5]



...Meeting Stroud District's community and green space needs up to 2040

Having taken into consideration local views, national policy and evidence where available, the open space and community strategy set out within this Local Plan seeks to deliver:

- policy protection for important open spaces within settlements, outdoor recreation facilities, playing fields or allotments, within or relating to settlements
- a mapped GI network, linking urban areas to the wider countryside, identifying important habitats, landscape features, river and green corridors and ecological networks
- a set of standards for local open space, sport and recreation facility provision, to guide future development
- site opportunities to address shortfalls in local open space, sport, recreation and community facility provision and to address gaps in the GI network and enhance the network function
- restoration of the derelict canal between Stonehouse and Saul Junction, reconnecting Stroudwater Navigation to the Gloucester & Sharpness Canal, including creating 30 hectares of biodiverse habitat and canal towpath
- improvements to the Stonehouse to Nailsworth cycleway, including biodiversity improvement and resurfacing work; delivery of the Cam, Dursley and Uley Greenway and provision of a new Greenway linking Wotton under Edge, Kingswood and Charfield; and a new Golden Valley route between Chalford and Stroud
- support for the identification of local green spaces through Neighbourhood Development Plans and the protection of community facilities through existing Assets of Community Value legislation
- opportunities to address identified community needs in association with new development through the Community Infrastructure Levy (CIL) and s106 agreements
- support for the planned provision of community facilities alongside housing growth, through masterplanning of strategic and other major developments
- continued protection of identified areas of biodiversity, landscape, and heritage importance
- a mitigation strategy for the Cotswold Beechwoods SAC, to assess and address recreational pressures including from growth within Gloucester.

2.9 Core policies

2.9.1 The six ‘**Core Policies**’ in this chapter sit at the heart of the Plan. They are the principal means of defining and delivering the Draft Plan’s proposed development strategy. There are further Core Policies relating to **Homes and Communities**, **Economy and Infrastructure** and **Our Environment and Surroundings** in **Chapters 4, 5 and 6**, along with detailed ‘**Delivery Policies**’ on a range of topics.

Delivering Carbon Neutral by 2030

Core Policy DCP1 ►

2.9.2 Climate change is the greatest long-term threat to our society. Whilst climate change has been developing slowly over the last 150 years, the rate of change has been increasing dramatically over the last 30 years and critical effects are predicted to emerge over the next 10 - 40 years. In the UK and Stroud District, we have seen dried-up landscapes and water shortages during ten of the warmest years on record since 2002, as well as seeing significant periods of flooding and storm damage, including from the 10 named storms that battered the UK in 2018.

2.9.3 Climate change and human activities are seeing a corresponding ecological emergency. In 2016, the **State of Nature Report** found levels of nature depletion in the UK to be amongst the highest in the world. A fifth of native mammals are at risk of being lost from the countryside and more than a quarter of our bird species are under threat.

* NEW * Core Policy DCP1 Delivering Carbon Neutral by 2030

Stroud District will become Carbon Neutral by 2030 ahead of the Government target of Net Zero Carbon 2050. To support this target all new development must be:

- located where the form and mix of development itself or proximity to essential services and facilities minimises the need to travel;
- designed to discourage the use of the private car, irrespective of fuel source, by prioritising in order of importance: walking, cycling and public transport to deliver the highest possible share of trips by the most sustainable travel modes;
- designed to maximise green infrastructure to sequester carbon, achieve nature recovery and to support local food production;
- designed to follow the Energy Hierarchy principle of reducing energy demand, supplying energy efficiently / cleanly and using onsite low or zero carbon energy generation to meet standards which move progressively towards zero carbon, in terms both of regulated and unregulated emissions. Accordingly, new development should be constructed to achieve the highest viable energy efficiency and designed to maximise the delivery of decentralised renewable or low-carbon energy generation;
- designed to reduce waste in accordance with the principles of the waste hierarchy and to promote a circular economy;
- designed to reduce vulnerability to and provide resilience from the impacts arising from a changing climate, for example by locating and designing development to reduce the risk of flooding and to establish coherent and resilient ecological networks, whilst not increasing the potential for increased greenhouse gas emissions in doing so.



2.9.4 **The Paris Agreement** (2015) sought international political collaboration to respond to the threats of climate change by committing to keeping a global temperature rise, this century, to well below 2°C above pre-industrial levels, whilst pursuing efforts to limit the temperature increase even further to 1.5°C. In 2019 the UK became the first national government to declare an **Environment and Climate Emergency** and amended the 2008 **Climate Change Act** to go beyond the original target of an 80% reduction in UK emissions by 2050 (measured against a 1990 baseline), with a new focus on achieving Net Zero Carbon by 2050.

2.9.5 In Gloucestershire, the County Council and all six local authorities have declared **Climate Emergency** and have set varying targets for carbon neutrality. In 2015 Stroud District Council became the first local authority in Europe to become carbon neutral in terms of its own operation and in 2019 the Council resolved to do everything possible to make Stroud District **carbon neutral** by 2030. This means that an immediate and rapid programme of decarbonisation is needed. At 2017 emission levels, Stroud will exceed the recommended emissions budget to 2030 within 7 years from 2020. As a result, the Council

adopted **The 2030 Strategy** in March 2021, which seeks to address the climate and ecological emergency that is already upon us – to protect our District’s character and communities today and for many generations to come.

2.9.6 44% of annual carbon emissions in the District are estimated to arise from transport and 38% from the built environment. How we plan for future built development and the patterns of movement they lead to will therefore play a significant part in targets to reduce future carbon emissions. **Core Policy DCP1** therefore sets out some important criteria, which all development planned to 2040 must satisfy. These include locating development to minimise the need to travel, particularly by private car, and designing development to reduce carbon emissions and energy demand. Maximising the provision of green infrastructure to sequester carbon and renewable energy to deliver green energy will also play their part.

2.9.7 Climate change is already happening and much can also be done through the Local Plan to help reduce vulnerability to and provide resilience from the impacts arising from a changing climate.

Towards a carbon neutral and climate resilient Stroud District

Stroud District Council’s **Climate Emergency declaration** was one of the earliest in the UK and follows a long held focus on reducing environmental impacts across all aspects of our council services and own operations.



The next steps on the journey require an approach that goes well beyond just our own council operations.



Strategic growth and development locations

Core Policy CP2 ►

- 2.9.8 The Local Plan will meet the objectively assessed needs of the District by providing for the development of housing, employment, retail and other necessary development for the period 2020 – 2040.
- 2.9.9 The strategy for delivering the required is to concentrate most development at a series of strategic locations, where housing, jobs and necessary infrastructure can be coordinated and delivered in a timely manner.
- 2.9.10 The strategic sites are located at the principal settlements within the District, at new settlements and within the key employment property market areas: south of Gloucester, Rail/M5/A38 Corridor, Stroud Valleys and Berkeley/Sharpness.
- 2.9.11 Smaller scale development is expected to come forward at those settlements identified in the Plan's **settlement hierarchy**, as set out in **Core Policy CP3**.
- 2.9.12 The policies within the Local Plan identify designated areas where housing, employment and retail development are considered appropriate.
- 2.9.13 Stroud District Council is committed to working together with neighbouring authorities to identify the most sustainable locations to meet future needs. The Local Plan safeguards a site to help meet the unmet housing needs of Gloucester City, should it be required.



Core Policy CP2

Strategic growth and development locations

Stroud District will accommodate at least 12,600 additional dwellings and at least 79 hectares of additional employment land to meet the needs of the District for the period 2020-2040.

Strategic development sites to meet needs are allocated at the following locations:

Location	Employment ▼	Housing ▼
Cam North West		900
Cam North East Extension		180
South of Hardwicke		1,350
Hunts Grove Extension		750
Javelin Park	27 ha	
Quedgeley East Extension	5 ha	
West of Renishaw New Mills	10 ha	
Sharpness Docks	7 ha	300
Sharpness	10 ha	2,400 (5,000 by 2050)
Stonehouse North West	5 ha	700
Stonehouse - Eco Park M5 J13	10 ha	
Wisloe	5 ha	1,500

Local development sites are allocated at the following settlements:

Settlement	Housing (cumulative total) ▼
Berkeley	170
Brimacombe & Thrupp	190
Dursley	10
Frampton-on-Severn	30
Hardwicke	10

Settlement	Housing (cumulative total) ▼
Kingswood	50
Leonard Stanley	40
Minchinhampton	80
Nailsworth	90
Newtown & Sharpness	70
Painswick	20
Stonehouse	10
Stroud	165
Whitminster	50

In addition to allocated sites, development will take place in accordance with the Settlement Hierarchy set out in this Plan ([Core Policy CP3](#)).

Housing development will take place within settlement development limits, B-class employment development will take place at designated employment areas and retail development will take place in accordance with the Retail Hierarchy ([Core Policy CP12](#)).

Limited development will take place outside of these designated areas and in accordance with other policies of the Plan.

Stroud District will make a contribution to meeting the unmet housing needs of Gloucester City for the Plan period by providing for growth at the following location, subject to it being required to meet needs and provided locating growth at this location is consistent with the approved strategy for the Joint Core Strategy Review:

Location	Housing ▼
Land at Whaddon	3,000



Our towns and villages

Core Policy CP3 ►

A hierarchy for growth and development across the District's settlements

- 2.9.14 The Local Plan establishes a **settlement hierarchy**, based upon the roles and functionality of the district's individual towns and villages, relative to each other. The hierarchy ranks settlements according to a range of criteria, including size, access to services and facilities, level of retail provision and employment role. When coupled with an understanding of the possible capacity for growth, this enables decisions to be taken about the most appropriate planning strategy for each settlement.
- 2.9.15 One of the primary aims of establishing a settlement hierarchy is to promote sustainable communities by bringing housing, jobs and services closer together in an attempt to maintain and promote the viability of local facilities and reduce the need to travel to services and facilities elsewhere. A settlement hierarchy policy can help to achieve this by concentrating housing growth in those settlements that already have a range of services (as long as there is capacity for growth), and restricting it in those that do not. The **development strategy** aims to prioritise growth at sustainable locations, in accordance with the settlement hierarchy set out here in **Core Policy CP3**.
- 2.9.16 The settlements set out within this hierarchy all have defined settlement boundaries or "**settlement development limits**" (**SDL**), within and (exceptionally) adjacent to which suitable development may be permitted. The nature and extent of "suitable" development is defined through various **Core** and **Delivery policies**, many of which refer directly to the **CP3** hierarchy. Settlement development limits are identified on the **Policies Map**.
- 2.9.17 Very small settlements not mentioned in the settlement hierarchy will be treated as open countryside, where development will be restricted to that which contributes to diverse and sustainable farming enterprises, recreation or tourism, or involves the conversion of rural buildings and the provision of essential community facilities, in accordance with **Core Policy CP15**.
- 2.9.18 Whilst the proximity of the northern part of Stroud District to the city of Gloucester is recognised, the hierarchy only includes those settlements within Stroud District that have a range of services and capacity for growth. Hunts Grove, a planned urban extension to Gloucester, will include sufficient local facilities to achieve Local Service Centre status.
- 2.9.19 **Hunts Grove** and the new settlements at **Sharpness** and **Wisloe** are not included within the settlement hierarchy at present and the scale and nature of their growth and development is determined through their respective site allocation policies and subsequent planning applications. However, once development is sufficiently advanced to establish their anticipated role and function, it is expected that (through a future Local Plan Review) they will be defined as settlements in their own right, with settlement development limits, and **CP3** will then apply.

Proposals for new development should be located in accordance with the District's settlement hierarchy. This will ensure that development reduces the need to travel and promotes sustainable communities, based on the services and facilities that are available in each settlement. The use of previously developed land and buildings within settlements will be given substantial weight.

Tier 1 - Main settlements

Cam and Dursley, Stonehouse, Stroud

These are the District's largest and most populous settlements, each of which benefits from transport infrastructure that enables good access to key services and facilities, with good links to their suburbs and "satellite" communities. They are the primary focus for growth and development, with a view to safeguarding and enhancing their strategic roles as employment and service centres. They will continue to provide significant levels of jobs and homes, together with supporting community facilities and infrastructure to meet their economic potential in the most sustainable way. Further development will be achieved through strategic allocations, development within settlement development limits, town centres and employment sites and (exceptionally) adjacent to settlement development limits, subject to fulfilling the criteria set out in the Plan's Core and Delivery policies.

Tier 2 - Local Service Centres

Berkeley, Minchinhampton, Nailsworth, Painswick, Wotton Under Edge; Hunts Grove (anticipated)

These market towns and large villages have the ability to support sustainable patterns of living in the District because of the facilities, services and employment opportunities they each offer. They have the potential to provide for modest levels of jobs and homes, including through sites allocated in this Plan, in order to help sustain and, where necessary, enhance their services and facilities, promoting better levels of self containment and viable, sustainable communities. Further development will be achieved through strategic allocations, development within settlement development limits, town centres and employment sites and (exceptionally) adjacent to settlement development limits, subject to fulfilling the criteria set out in the Plan's Core and Delivery policies.

Tier 3a - Accessible Settlements with Local Facilities

Hardwicke, Chalford, Manor Village (Bussage), Brimscombe & Thrupp, Eastington, Kings Stanley, Leonard Stanley, Frampton on Severn, Newtown & Sharpness, Kingswood, Whitminster, North Woodchester

These medium-sized and large villages are generally well-connected and accessible places, which provide a good range of local services and facilities for their communities. These villages benefit from their proximity and/or connectivity to higher tier settlements or transport corridors, which enables access to employment and key services and facilities elsewhere, and which may offer some scope for further transport and accessibility improvements. These are relatively sustainable locations for development, offering the best opportunities outside the District's Main Settlements and Local Service Centres for greater self-containment. However, their scope for future growth (in addition to any sites already allocated in this Plan) is constrained. Further development will be focused inside settlement development limits or (exceptionally) on the edge of settlements, subject to meeting criteria set out in the Plan's Core and Delivery policies, and will principally meet specific local housing, employment and community infrastructure needs, with a view to safeguarding or enhancing each settlement's current role, function and accessibility.

Tier 3b – Settlements with Local Facilities

Whiteshill & Ruscombe, Upton St Leonards, Uley, Slimbridge, Bisley, Coaley, North Nibley, Oakridge Lynch, Amberley, Horsley, Miserden

These small and medium-sized rural villages provide a range of services and facilities for their communities, but some have poor access to key services and facilities elsewhere and they all face significant environmental constraints to growth. There are no site allocations at any of these settlements. However, there may be scope for some development to meet specific local housing, employment or community infrastructure needs, either within or (exceptionally) adjacent to the settlement development limit, subject to fulfilling the criteria set out in this Plan's Core and Delivery policies. Any such development will seek to sustain or enhance the settlement's existing role, function and accessibility.

Tier 4a - Accessible Settlements with Basic Facilities

“Old” Bussage, Cambridge, Eastcombe, Newport, Nympsfield, Selsley, South Woodchester

These small and very small villages provide a limited range of services and facilities for their communities. Whilst they may be unable to meet residents’ day to day requirements, these are relatively well-connected and accessible settlements, which benefit from their proximity and/or connectivity to higher tier settlements or transport corridors. These settlements are relatively less sustainable locations for growth, compared to Tier 1-3 settlements, and most face significant environmental constraints. However, there may be scope for very limited development to meet specific local housing, employment or community needs, either within or (exceptionally) adjacent to the settlement development limit, subject to fulfilling the criteria set out in this Plan’s Core and Delivery policies. Any such development will seek to sustain or enhance the settlement’s existing role, function and accessibility and to boost community vitality and social sustainability.

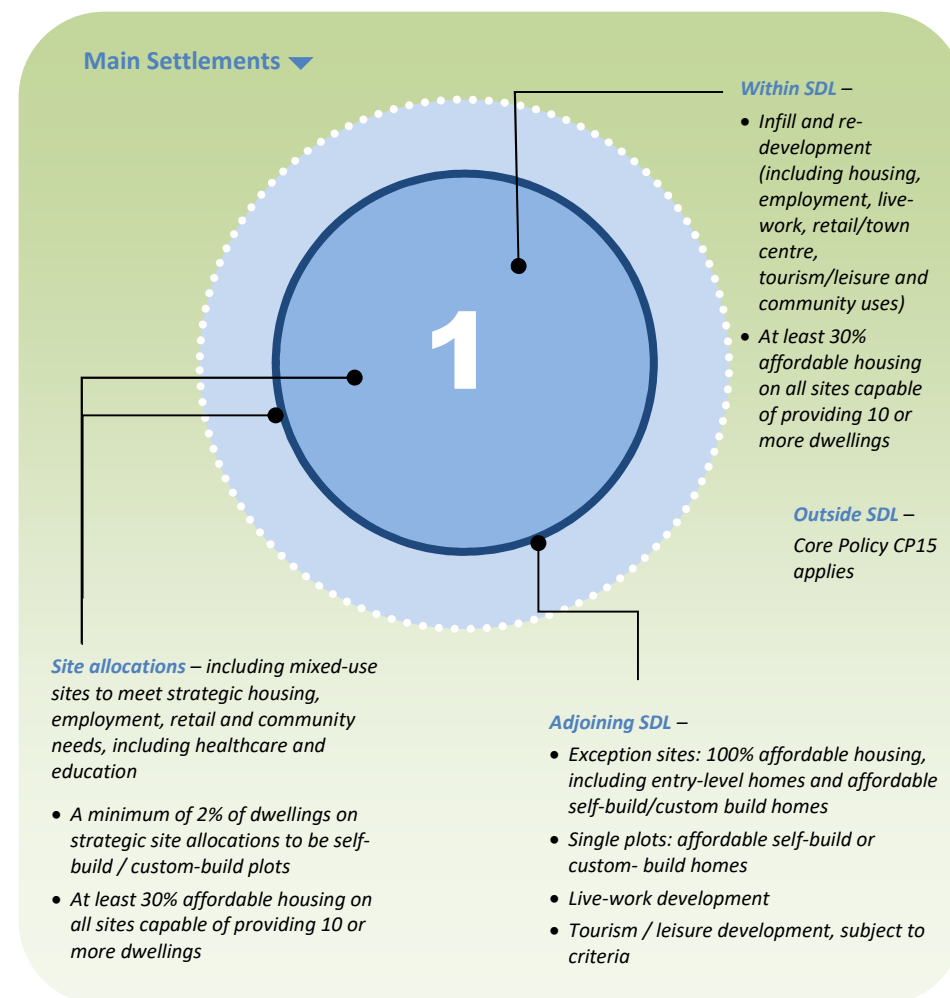
Tier 4b – Settlements with Basic Facilities

Arlingham, Box, Brookthorpe, Cranham, France Lynch, Haresfield, Hillesley, Longney, MIDDLEYARD, Randwick, Saul, Sheepscombe, Stinchcombe, Stone

These small and very small rural settlements provide basic or minimal facilities for their communities, but lack the range of services to meet day to day requirements. These are generally inaccessible and unsustainable locations for growth, with significant environmental constraints. However, there could be scope for very limited development to meet specific local housing, employment or community needs, either within or (exceptionally) adjacent to the settlement development limit, subject to fulfilling the criteria set out in this Plan’s Core and Delivery policies, to boost community vitality and social sustainability.

The settlements named in this hierarchy all have defined settlement boundaries or “settlement development limits” (SDL). Suitable development may be permitted within and (exceptionally) adjacent to SDLs, in accordance with other detailed policies in the Plan.

*Very small settlements not mentioned in the settlement hierarchy will be treated as open countryside, where **Core Policy CP15** will apply.*



Local Service Centres ▼

Outside SDL –
Core Policy CP15
applies

2

Within SDL –

- Infill and re-development (including housing, employment, live-work, retail/town centre, tourism/leisure and community uses)

Site allocations – including mixed-use sites to meet both local and strategic housing, employment, retail and community needs, including healthcare and education

- A minimum of 2% of dwellings on strategic site allocations to be self-build / custom-build plots

Within and adjoining SDL – Including on allocated sites

- At Berkeley and Nailsworth, at least 30% affordable housing on all sites capable of providing 10 or more dwellings
- At Minchinhampton, Painswick and Wotton-Under-Edge, at least 30% affordable housing on all sites capable of providing 4 or more dwellings

Adjoining SDL –

- Exception sites: 100% affordable housing, including entry-level homes and affordable self-build/custom build homes
- Single plots: affordable self-build or custom-build homes
- Live-work development
- Tourism / leisure development, subject to criteria

Settlements with Local Facilities ▼

Outside SDL –
Core Policy CP15
applies

3

Within SDL –

- Infill and re-development (including housing, employment, live-work, tourism/leisure and community uses)

Site allocations – at the higher performing and most accessible 3a settlements, principally to meet local housing and community needs

Within and adjoining SDL – Including on allocated sites

- At Hardwicke, Kings Stanley and Leonard Stanley, at least 30% affordable housing on all sites capable of providing 10 or more dwellings
- At all other Tier 3a and 3b settlements, at least 30% affordable housing on all sites capable of providing 4 or more dwellings
- Protection of individual village shops, pubs and other community uses

Adjoining SDL –

- Exception sites: 100% affordable housing, including entry-level homes and affordable self-build/custom build homes
- Single plots: affordable self-build or custom-build homes
- Live-work development
- Tourism / leisure development, subject to criteria
- At 3b settlements only: Small schemes of up to 9 dwellings – not exceeding a 10% cumulative increase in the settlement's total dwellings during the Plan period. At least 30% affordable housing on all sites capable of providing 4 or more dwellings. These to be restricted to people in need with a strong local connection

Settlements with Basic Facilities ▼

Outside SDL –
Core Policy CP15
applies

4

Within and adjoining SDL –

- Tourism / leisure development, subject to criteria
- Protection of individual village shops, pubs and other community uses

Within SDL –

- Infill and re-development (housing, employment, live-work and community uses)
- At least 30% affordable housing on all sites capable of providing 4 or more dwellings.

Adjoining SDL –

- Exception sites: 100% affordable housing, including entry-level homes and affordable self-build/custom build homes
- Single plots: affordable self-build or custom-build homes
- Small schemes of up to 9 dwellings – not exceeding a 10% cumulative increase in the settlement's total dwellings during the Plan period. At least 30% affordable housing on all sites capable of providing 4 or more dwellings. These to be restricted to people in need with a strong local connection
- Live-work development





Making places

Core Policy CP4 ►

Making Places: a Spatial Vision for the Stroud District

- 2.9.20 The Local Plan includes a spatial vision for the whole District, which is set out at the start of this chapter (**Chapter 2 | Development Strategy**). It also includes a series of “mini visions” for parish cluster areas, which reflect the distinct qualities, issues, constraints and opportunities that exist in different parts of the overall area (see **Chapter 3 | Making Places**). The visions set out the envisaged and desired effects that the development strategy should have on particular parts of the District.
- 2.9.21 **Core Policy CP4** is intended to underpin both the Local Plan visions and the strategic objectives. The policy reflects the Council’s commitment to maintaining and enhancing the quality of the built environment throughout the District. It promotes sustainable development to create attractive places in which people wish to live, work and play.
- 2.9.22 The quality of design of buildings and spaces plays a fundamental role in achieving attractive places. The policy identifies the importance of an integrated design process from inception, where good place-making and sustainable development are considered together. The policy will apply to all new development and it is recommended that proposals should take account of **The National Design Guide** (MHCLG, 2019) and principles, guidance and design tools published by the **Design Council** (and its predecessor, **CABE**).

Core Policy CP4 Place Making

All development proposals shall accord with the Mini Visions and have regard to the Guiding Principles for that locality, as set out in this Plan, and shall be informed by other relevant documents, such as any design statements adopted as Supplementary Planning Documents. Proposals will be expected to:

1. Integrate into the neighbourhood: take account of connectivity; be located close to appropriate levels of facilities and services; reduce car dependency; improve transport choice; support local community services and facilities; and meet local employment or housing requirements in terms of mix, tenure and type;
2. Place shape and protect or enhance a sense of place: create a place with a locally-inspired or distinctive character (whether historic, traditional or contemporary) using appropriate materials, textures, colours and locally-distinctive architectural styles; working with the site topography, orientation and landscape features; as well as protecting or enhancing local biodiversity, the historic environment and any heritage assets;
3. Create safe streets, homes and workplaces: where buildings are positioned with landscaping to define and enhance streets and spaces; assist finding your way around with focal points or landmarks; provide permeability, reduce car domination of the street and reduce vehicle speeds; provide shared or social spaces on the streets (where appropriate); create safe well managed attractive public and private amenity spaces; and provide adequate external storage space for waste bins, recycling materials and bicycle storage.



Core Policy CP5 ►

Principles for the siting, design and construction of strategic development.

- 2.9.23 An essential requirement of any strong and stable community is that residents have access to decent and secure homes and to local job opportunities. The Local Plan seeks to create places, homes and workplaces that positively influence people's lives.
- 2.9.24 This policy seeks to ensure that development at the strategic sites identified in **Core Policy CP2** will meet the highest standards of energy efficiency; will incorporate on-site renewable and low-carbon energy technologies; will reduce the volume of waste going to landfill; and will mitigate against climate change.
- 2.9.25 Development will be low impact. This is defined as development which does not significantly diminish environmental quality. There are a diverse range of such developments in the UK often making use of natural, local and reclaimed materials in delivering low or zero carbon development. They can be self-sufficient in terms of waste management, energy, water and other needs.
- 2.9.26 It is important that steps are taken to reduce the amount of energy which we use. In order to contribute to meeting our carbon neutral targets by 2030, new development proposals will need to substantially reduce their energy consumption through energy and water efficient design and layout. It is acknowledged that pursuing sustainable development requires careful attention to the viability and costs; nevertheless, this policy provides a positive framework of key environmental principles. Design and layout can help to maximise the potential for renewable energy, for example, ensuring that south facing roof space is available for the installation of solar water heating and/or solar photovoltaic power or that buildings and spaces are orientated to benefit from passive solar gain.
- 2.9.27 Strategic sites offer the potential to realise the multiple benefits of an integrated network of green infrastructure, linking to existing networks wherever possible. The Council's **Open Space, Green Infrastructure, Sport and Recreation Study (2019)** identifies opportunities to link up with and enhance existing green networks through the District. Developers of strategic sites are strongly encouraged to follow **Building with Nature** standards. Proposals for strategic landscaping should be discussed and agreed early in the planning stage and phased for early delivery to allow it time to establish and mature.



Core Policy CP5

Environmental development principles for strategic sites

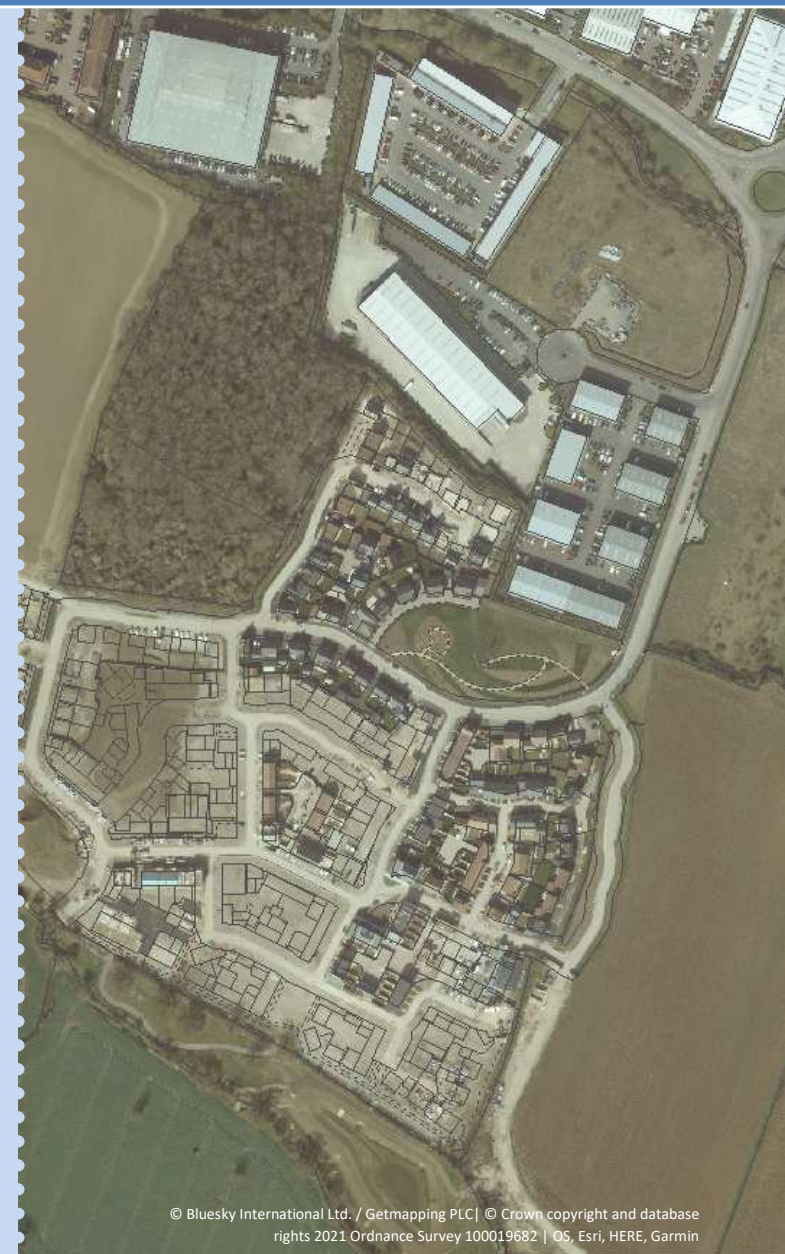
Strategic sites will:

1. Be built at an appropriate density that is acceptable in townscape, local environment, character and amenity terms
2. Be low impact in terms of the environment and the use of resources
3. Be readily accessible by bus, bicycle and foot to shopping and employment opportunities, key services and community facilities; and will contribute towards the provision of new sustainable transport infrastructure to serve the area, in seeking to minimise the number and distance of single purpose journeys by private cars
4. Have a layout, access, parking, landscaping and community facilities in accordance with an approved indicative masterplan
5. Be located to achieve a sustainable form of development and/or support regeneration. Development proposals should incorporate a negotiated design code/framework.

Applications for all strategic sites (both residential and non-residential) will be required to provide a statement demonstrating how sustainable construction principles have been incorporated. This should address demolition, construction and long term management. This will be expected to show how the proposal maximises its contribution towards the following objectives:

- A. Sustainable sourcing of materials and their efficient and appropriate use, including their durability
- B. Minimising waste and maximising recycling
- C. Incorporating Sustainable Drainage Systems
- D. Minimising water consumption
- E. Minimising energy consumption and improving energy performance
- F. Minimising net greenhouse gas emissions of the proposed development
- G. Maximising low or zero carbon energy generation
- H. Minimising impacts on the natural environment and maximising green infrastructure

Where the Council considers it could be likely that the proposal will result in significant adverse environmental effects during the construction phase, a Construction Environmental Management Plan (CEMP) will be required.



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Infrastructure and developer contributions

Core Policy CP6 ►

- 2.9.28 In order to create sustainable communities, the Council wishes to ensure that the necessary infrastructure is put in place to address community needs and ensure that transport improvements take place to address the traffic and travel consequences of new development. New development can create a need for additional infrastructure or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. The Council will consider viability and deliverability aspects in accordance with national advice.
- 2.9.29 Community needs can include affordable housing, allotments, community orchards, education, healthcare facilities, emergency services, security, leisure activities, transport infrastructure, public utility infrastructure, flood risk management infrastructure, community facilities, play and green infrastructure.
- 2.9.30 An **Infrastructure Delivery Plan (IDP)** accompanies but is not part of the Local Plan. It identifies the infrastructure that local service providers and the District and County Councils have established as key to delivering growth in the District and to meet the objectives of the Local Plan. The IDP will need to be reviewed and updated as circumstances change. For example, public funding may vary over the life of the Local Plan. Changing circumstances may become apparent when new areas of development are designed in greater detail, and/or ways of delivering services are reviewed.
- 2.9.31 Most infrastructure required by a new development will be provided on-site by the developer and incorporated within the overall design concept for the scheme. In cases where off-site provision is required, various types of contributions can be secured, depending upon the nature of the proposed development.
- 2.9.32 The Council introduced a **Community Infrastructure Levy (CIL)** in 2017, which enables contributions from development to be pooled to deliver District infrastructure priorities. The Council also collects developer contributions through planning obligations by means of legal agreements. Developer contributions may be secured retrospectively when it has been necessary to forward fund infrastructure projects in advance of anticipated housing growth. The Council sets out in its annual **Infrastructure Funding Statement (IFS)** how developer contributions have been used and will be used to provide infrastructure within the District.
- 2.9.33 The Government announced plans in 2020 to replace CIL and planning obligations with a new national infrastructure levy.

Core Policy CP6

Infrastructure and developer contributions

The Council will work with partners to ensure that infrastructure will be in place at the right time to meet the needs of the District and to support the development strategy. This will be achieved by:

1. The preparation and regular review of the Infrastructure Delivery Plan (IDP) for the District that will set out the infrastructure to be provided by partners, including the public sector and utilities
2. Securing contributions to all aspects of land use, infrastructure and services that may be affected by development, in accordance with the District Council's identified priorities and objectives for delivering sustainable communities
3. The delivery of a Community Infrastructure Levy (CIL) towards the provision of new or upgraded infrastructure to support the overall development strategy
4. Negotiating appropriate planning obligations to mitigate any adverse impacts of proposed development, while avoiding duplication of payments made through CIL.

Where implementation of a development would create a need to provide additional or improved infrastructure and amenities, would have an impact on the existing standard of infrastructure provided, or would exacerbate an existing deficiency in their provision, the developer will be expected to make up that provision for those local communities affected. Where the developer is unable to make such provision, the Council will require the developer to make a proportionate contribution to the overall cost of such provision through a legal agreement and/or Community Infrastructure Levy.

Various types of contribution will be used, including the following:

- i) In-kind contributions and financial payments
- ii) Phased payments and one-off payments
- iii) Maintenance payments
- iv) Pooled contributions
- v) A combination of the above.

In determining the nature and scale of any provision, the Council will have regard to viability considerations and site specific circumstances.



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3.

In developing a Local Plan for the District, it is important to have a vision of the kind of place we want to be living in, working in or visiting in the future. This chapter takes a closer look at the opportunities, needs, priorities and distinct characteristics of different parts of the District, and how particular places are likely to be affected by strategic growth.



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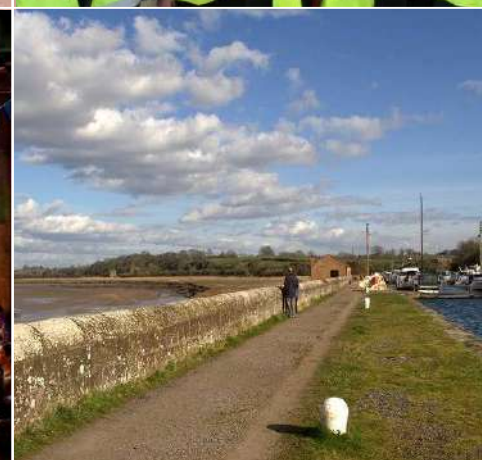
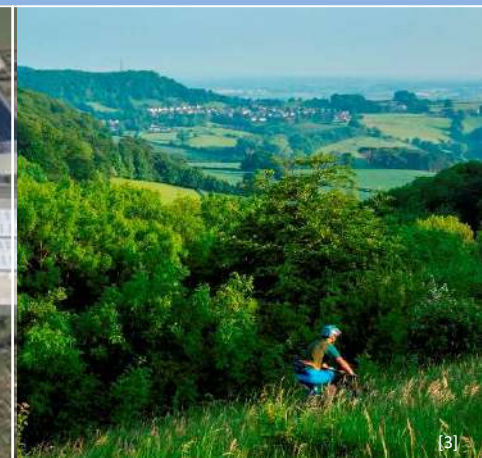




3. Making Places | Shaping the future of Stroud District

- 3.0 A spatial vision for Stroud District
- 3.1 ● The Stroud Valleys
- 3.2 ● The Stonehouse cluster
- 3.3 ● Cam & Dursley
- 3.4 ● Gloucester's rural fringe
- 3.5 ● The Berkeley cluster
- 3.6 ● The Severn Vale
- 3.7 ● The Wotton cluster
- 3.8 ● The Cotswold cluster







3.0 Making Places | a spatial vision for Stroud District

3.0.1 The Local Plan is founded on an over-arching vision for the District as a whole, which is a cornerstone of the development strategy, and is set out in **Chapter 2**.

3.0.2 Derived from this, **Chapter 3 | Making Places** sets out a spatial vision which consists of a series of eight place-making ‘mini visions’ for distinct parts of the District. Using facts and figures gathered about all the District’s parishes, together with outcomes from public consultation, the spatial vision aims to focus the over-arching goals of the main vision and the strategic objectives in a way that responds more specifically to local priorities, issues and needs.

3.0.3 Whilst some places in the District have a need for development or are suited to strategic levels of growth, others are not. The spatial vision identifies areas that are likely to see significant changes; and areas that will not. It pictures what the various levels of change or growth could mean for the District’s diverse

communities, settlements and landscapes. It sets out the envisaged and desired effects that the development strategy should have on particular parts of the district, including information about the proposed strategic growth areas and local sites, the kind of development that could happen at each place and how this is intended to help achieve the overall vision for the District’s future.

3.0.4 The Plan’s spatial vision for the District (and the eight ‘mini visions’ that feed into it) is illustrated in the **Spatial Vision Diagram (Map 3)** (over the page). Over subsequent pages, eight ‘mini visions’ for eight parish cluster areas are set out in detail.

3.0.5 **Core Policy CP4 (Chapter 2 | Development Strategy)** emphasises that the Local Plan visions underpin the Plan’s development strategy.

‘Parish clusters’

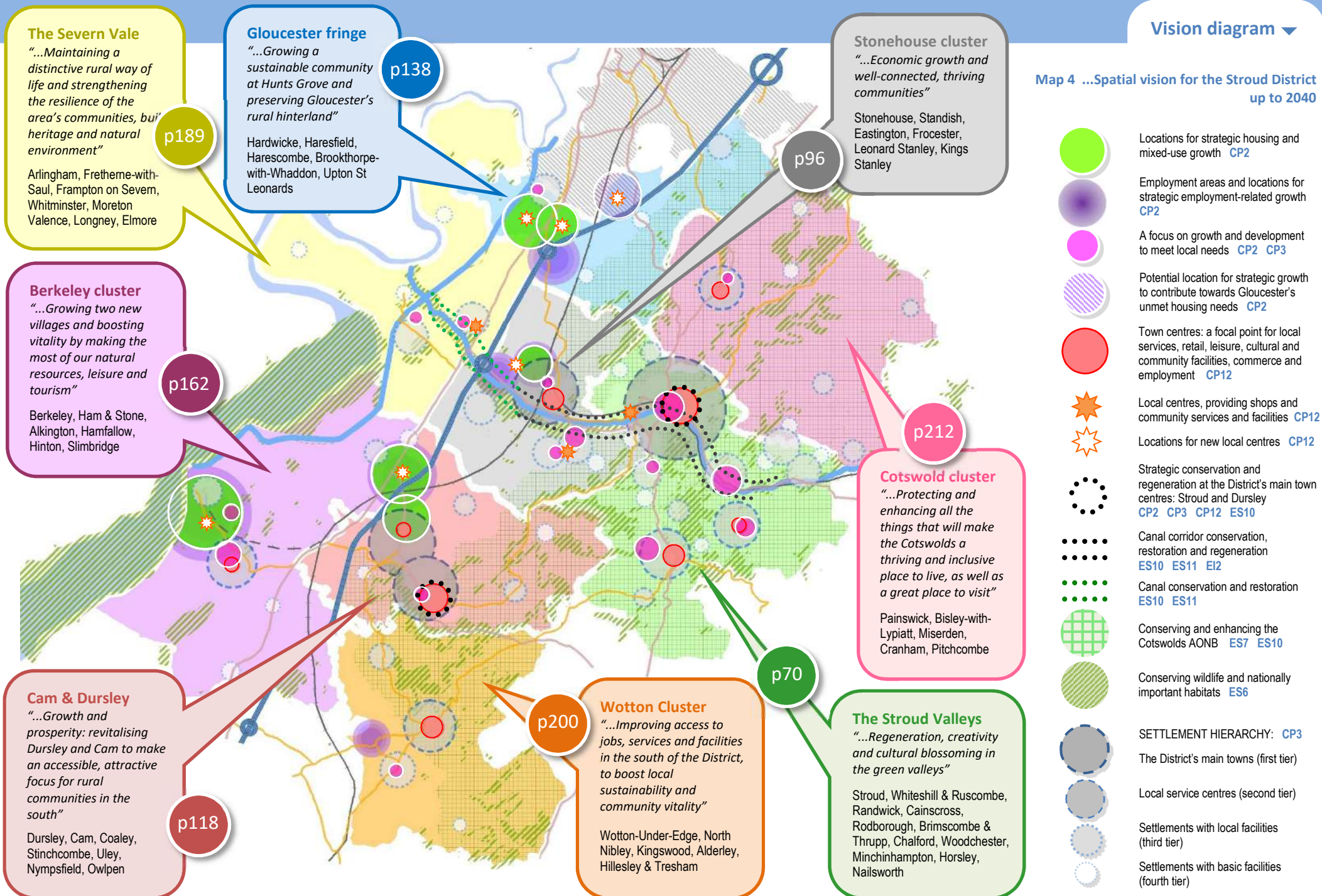
3.0.6 The ‘parish clusters’ that appear throughout this Plan originated with the drafting of the **2015 Local Plan**. By grouping parishes that share some geographic and functional similarities, we have been able to build up a picture of the particular needs and opportunities that most concern different parts of the District.

Our towns and villages

3.0.7 Preparation of the Local Plan’s **development strategy** and **settlement hierarchy** has involved studying the main towns and villages in the District, to identify their current roles and functions and understand future needs. The following pages summarise some of the key findings from this work, to establish a **development strategy** for each individual settlement. **Core Policy CP3 (Chapter 2 | Development Strategy)** explains the implications of the settlement hierarchy.

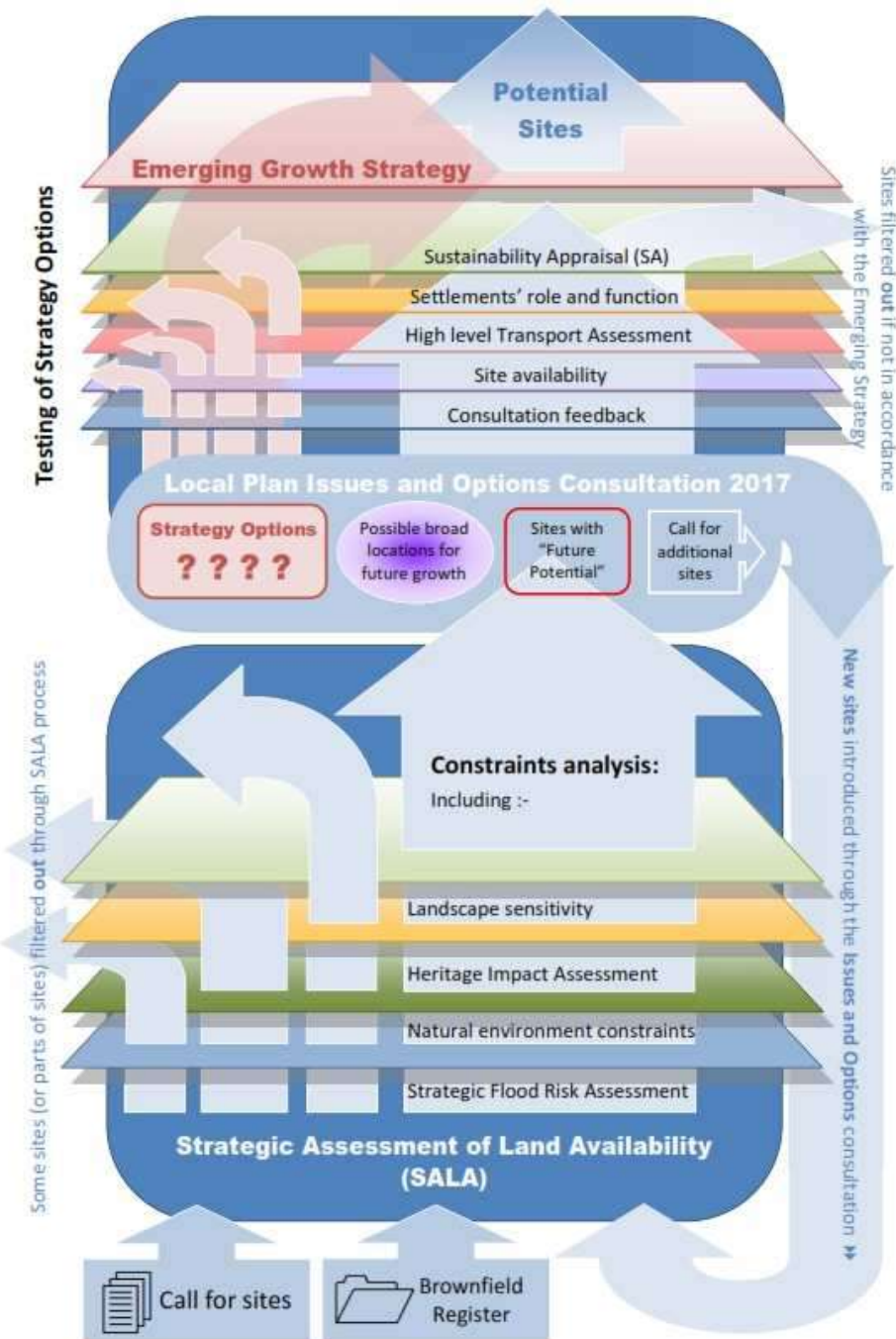


Map 4 ...Spatial vision for the Stroud District up to 2040



The development strategy and proposed site allocations | what this means for where you live

- 3.0.8 The settlement summaries set out in this chapter identify the location, scale and extent of any site allocations that would affect individual settlements. Some site allocations are 'strategic' in scale and nature; some are intended to meet smaller scale local need, with a focus on enhancing or delivering new services and facilities to support settlements' role and function. More information on what the development strategy means for where you live is set out in **Chapter 2**.
- 3.0.9 The diagram on the left summarises the process through which all potential sites have been filtered, alongside the emergence of the preferred development strategy that is now set out in this Local Plan.



Where can I see the evidence behind the site assessments and development strategy? ▼

You can find links to our Strategic Assessment of Land Availability (SALA) and the technical studies that supported it, plus the Settlement Role and Function Study and the Sustainability Appraisal, on our Local Plan Review web page:

www.stroud.gov.uk/localplanreview



◀ Fig.4 How all potential sites have been appraised ...





Making Places | Shaping the future of The Stroud Valleys

The strategy ...

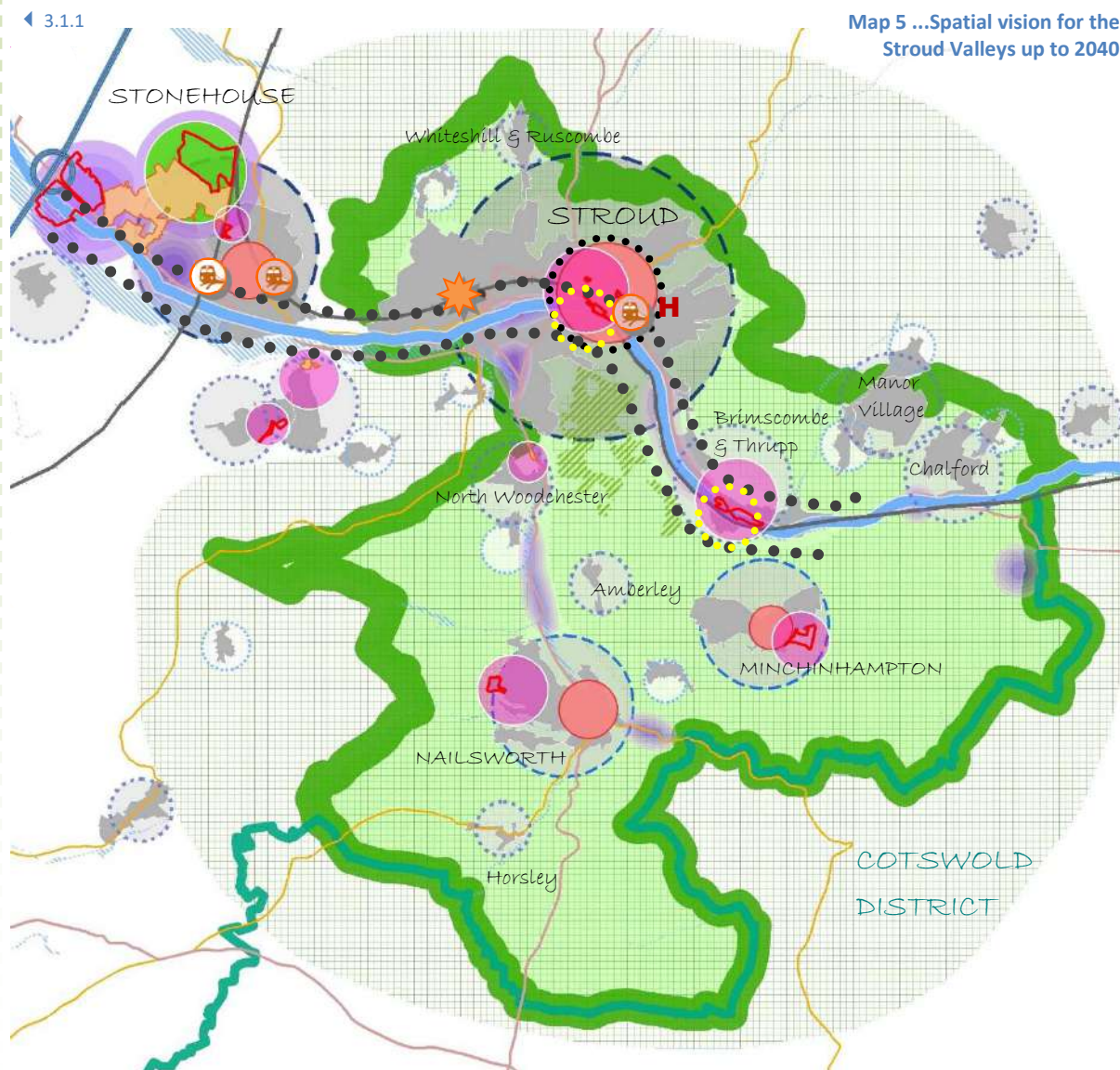
“...Regeneration, creativity and cultural blossoming in the green valleys”

In the parishes of Stroud, Brimscombe & Thrupp, Cainscross, Chalford, Horsley, Minchinhampton, Nailsworth, Randwick, Rodborough, Whiteshill & Ruscombe and Woodchester.

This is the most populous part of the District, yet it retains a distinctly rural character, with a network of towns and larger villages, supporting smaller rural communities. **Stroud** is the District’s principal town and main provider of strategic services, facilities and employment, while **Nailsworth** and **Minchinhampton** have important supporting roles as Tier 2 “local service centres”.

The development strategy for this area includes some quite large **local sites**, to meet local needs. But there is limited opportunity for large **strategic site allocations**, which would contribute towards meeting the District’s growth and development needs, due to landscape and environmental constraints around the larger settlements, including the AONB designation.

As well as these site allocations, the Local Plan’s detailed **policy framework** will steer the type and quantity of development that will happen at defined settlements and in the countryside.





Making Places | Shaping the future of The Stroud Valleys

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 1 – Main Settlements

- Stroud

Tier 2 – Local Service Centres

- Nailsworth
- Minchinhampton

Tier 3a – Accessible settlements with local facilities

- Brimscombe & Thrupp
- Chalford
- Manor Village (Bussage)
- North Woodchester

Tier 3b – Settlements with local facilities

- Amberley
- Horsley
- Whiteshill & Ruscombe

Tier 4a – Accessible Settlements with basic facilities

- “Old” Bussage
- South Woodchester

Tier 4b – Settlements with basic facilities

- Box
- France Lynch
- Randwick

Town Centres (CP12)

- Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)

- Existing / new centres with local services and facilities



The parishes of the Stroud Valleys vision area

3.1.2 ▶



Conserving and enhancing the Cotswolds AONB



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 E11 E12)



A focus on local development to meet local needs (CP2 CP3)



Site allocations



Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission at North Woodchester and Kings Stanley)



Stroud town centre conservation and regeneration



Canal corridor conservation and regeneration



“Gateway Stroud” / “Stroud waterfront”; and Brimscombe Port: key canal focal points



Rail station



Safeguarded location for new railway station



Hospital



Stroud District boundary

Regeneration, creativity and cultural blossoming in the green valleys...

The Stroud valleys will continue to be an important employment focus for the District, as well as seeing some of its residential communities grow.

Stroud town will go from strength to strength as the beating heart of a flourishing artistic and cultural scene, although its sensitive location in the landscape will prevent further outward growth other than along the valley bottoms. It will act as both focal point and gateway for surrounding communities and visitors, with improving public transport links to the wider rural area.

As the principal commercial centre for the District, Stroud’s town centre will capitalise on its attractive built heritage, distinctive landscape setting and unique selling points (such as the acclaimed farmers’ market) to enhance its retail, arts and leisure offer and tourist appeal.

With its high quality and niche retail and leisure, Nailsworth town will play a supporting role: providing for its own growing resident community, but also drawing from a wider local catchment and attracting visitors from outside the District.

Alongside protecting the special qualities of the wildlife-rich grasslands, ancient woodlands and commons, Minchinhampton and the smaller villages within the Cotswolds AONB will flourish as local communities, set within a valued and protected landscape. Minchinhampton will see modest growth to sustain its role as a local service centre, whilst smaller villages may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities.

The regeneration of the industrial valley bottoms and the restoration of the Cotswold Canals will provide a new lease of life for the valleys’ rich architectural heritage: a home for thriving businesses, creative industries and green technologies, as well as for people. This will be an environment that improves walking and cycling links through the area, boosts tourism, conserves, enhances and connects habitats along its valued river corridors and provides an exciting and tranquil amenity for the District’s residents.





Making Places | Shaping the future of The Stroud Valleys

...What do we want for the future?

3.1.3 Where are we now?...

Around 40% of the District's population is concentrated within the parishes of the Stroud valleys. Stroud is the District's principal town and it has a reputation for its artistic and 'green'-thinking community. There are a large number of independent traders and relatively few chain stores on the high street. This is the most populous part of the District, yet it retains a distinctive rural character. The majority of this area falls within the Cotswolds AONB, with the exception of the valley bottoms, which is where industry was traditionally focussed and where today much of the transport infrastructure is squeezed in. Although Stroud is the District's principal town, it is highly constrained by its landscape setting.

The core urban area relates to the parishes of Stroud, Cainscross (the most densely populated parish in the District) and Rodborough, with the settlements of Brimscombe and Thrupp, North and South Woodchester and Nailsworth having strong functional links to that core.

3.1.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are key local issues and top priorities:

- Achieving a better public transport system
- Supporting an ageing population
- Ensuring adequate provision of smaller affordable housing for young families and those wishing to downsize
- Encouraging carbon neutral housing and promoting renewable energy technologies in all new development
- Maintaining and improving the vitality of Stroud town centre, including managing the night time economy
- Conserving and enhancing the natural beauty of the Cotswolds AONB





Making Places | Shaping the future of The Stroud Valleys

...How are we going to get there?

3.1.5 Guiding principles for growth or development in the Stroud Valleys:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the Stroud valleys are expected to accord with the **Stroud Valleys Mini Vision** and to have regard to the following **Guiding Principles**:

1. A focus for the District's strategic growth, subject to recognising its environmental limits, with particular emphasis on the valley bottoms and canal corridor, providing up to 525 homes on allocated sites and either maintaining existing jobs or delivering new job opportunities at the same level or above the level last employed on site.
2. Stroud town centre will also be a focus for employment, economic growth and regeneration, boosting its role as the principal commercial centre of the District. Aim to upgrade retail offer and enhance tourist appeal, exploiting 'unique selling points' including its "green", "foody" and artistic culture.
3. Appropriate development will be supported to sustain Nailsworth and Minchinhampton in their roles as Local Service Centres for their surrounding communities, and Nailsworth's secondary role as a destination town for visitors and tourists.
4. Appropriate development will be supported to sustain or enhance the role, function and accessibility of Tier 3a Accessible Settlements with Local Facilities and 3b Settlements with Local Facilities. Tier 4 settlements will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
5. Maintain the geographical and functional distinctness and distinctiveness of Stroud's major 'suburbs': enhancing their self-sufficiency as communities in their own right, whilst improving accessibility and linkages with the town (Rodborough, Cainscross, Brimscombe and Thrupp).
6. Prioritise the redevelopment of brownfield land – including vacant or underused employment sites, with the aim of boosting job numbers and intensifying use
7. Create a focus for creative and green industries, to support a well skilled workforce
8. Focus on canal restoration and canal corridor conservation and regeneration, including the development of 'Gateway Stroud' / 'Stroud Waterfront' at Wallbridge and Cheapside: improve the approach and sense of arrival at the town centre; improve physical accessibility between canal and town centre; a showcase for the "best of Stroud" (high quality design, highlighting 'unique selling points' and distinctiveness, including architectural heritage and eco-designs)
9. Conserve and enhance the valleys' heritage assets, including the features of the area's unique industrial heritage. Secure high quality, distinctive design, in keeping with local character, with particular emphasis on the high number of conservation areas within the Valleys.
10. Conserve and enhance high quality natural landscape (part AONB), including the valuable 'green horizons' that are visible from within the urban areas. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.
11. Cater for an ageing population through provision of accommodation, services and facilities, as well as through the design of new development.





Making Places | Shaping the future of The Stroud Valleys

...How are we going to get there?

Key to maps ▼

Settlement summaries

p74	Amberley
p75	Brimscombe & Thrupp
p78	Chalford
P79	Horsley
p80	Manor Village (Bussage)
p81	Minchinhampton
p84	Nailsworth
p86	North Woodchester
p87	Stroud
p93	Whiteshill & Ruscombe
p94	Box, Bussage, France Lynch, Randwick, South Woodchester

Site allocations

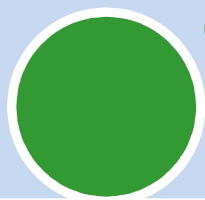
PS01	Brimscombe Mill
PS02	Brimsbombe Port
PS05	East of Tobacconist Road, Minchinhampton
PS06	The New Lawn, Nailsworth
PS10	Cheapside, Stroud
PS11	Merrywalks Arches, Stroud
PS12	Police Station/Magistrates Court, Stroud
STR065	Land at Beeches Green, Stroud

The following pages contain settlement summaries for each of the defined settlements in the Stroud Valleys parishes ([Core Policy CP3](#)).

The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).

-  Settlement development limit (settlement boundary)
-  Site allocations
-  Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)
-  Heritage designations (including conservation areas, listed buildings, scheduled monuments...)
-  Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, RAMSAR...)
-  Flood Zones 2 and 3
-  The Cotswolds AONB





The Stroud Valleys | Our towns and villages

...Amberley

Planning constraints and designations

Physical constraints include the steep topography on the partly wooded western valley sides.

The Amberley Conservation Area covers the whole of the village. There are a number of listed buildings within the village and on the boundaries. Minchinhampton Common on the eastern boundary is designated as a Scheduled Ancient Monument.

Minchinhampton Common is also a Site of Special Scientific Interest (SSSI) which includes land to the east and west of the village. There are Tree Preservation Orders (TPO) on the western edge of the village.

The Cotswolds AONB designation covers all of the village and surrounding land.

Landscape sensitivity

The landscape parcels around the settlement are all considered to be of high sensitivity to both housing and employment uses and do not offer any opportunity for housing or employment allocation in terms of landscape and visual factors.

Settlement role and function

Amongst Tier 3 settlements, Amberley has one of the **smallest** populations (although the 'Amberley' community encompasses areas outside the Settlement Development Limit as well).

It currently has **no retail role** (the shop and post office have closed quite recently), but the village offers a **basic level of local community services and facilities** (primary school and pre-school provision, pubs, village hall and playground). However, **access to key services and facilities** elsewhere is **good**.

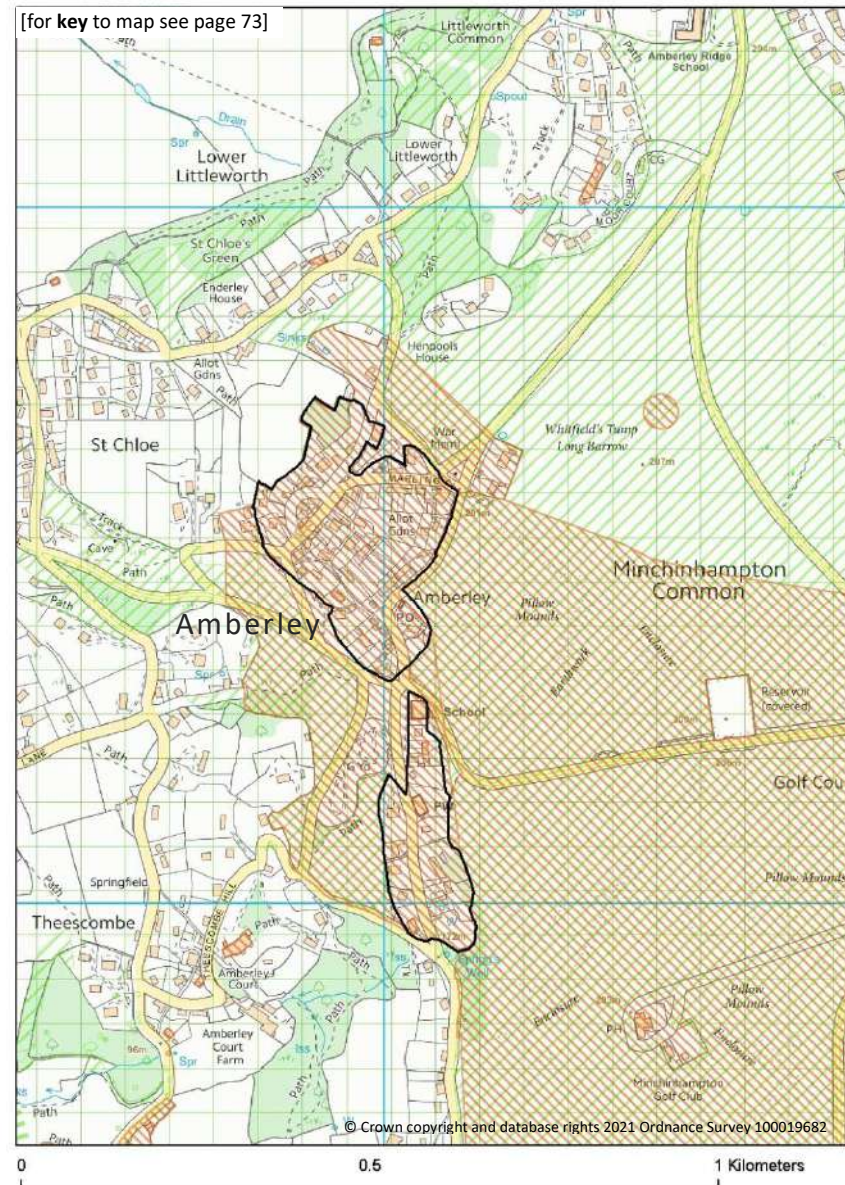
Amberley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

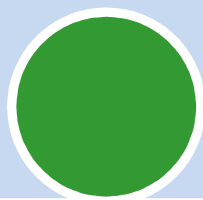
Development Strategy

Amberley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Amberley's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Amberley.





The Stroud Valleys | Our towns and villages

...Brimscombe & Thrupp

Planning constraints and designations

Physical constraints include the floodplain that runs along the River Frome valley; the steep topography on the valley sides and brownfield site conditions.

The Industrial Heritage Conservation Area runs through the settlement. There are a number of listed buildings principally related to former mills located along the river.

The River Frome Key Wildlife Site lies along the river and canal corridor. There are a number of unimproved grassland Key Wildlife Sites located on the northern slopes.

The Cotswolds AONB surrounds the settlement on three sides. There is a protected open space to the west.

Landscape sensitivity

Landscape sensitivity indicates that there are only limited opportunities for housing growth beyond the settlement development limit; and there is no identified preferred direction for employment growth.

Settlement role and function

The historically distinct villages of Brimscombe and Thrupp comprise a **large** and complex settlement, parts of which extend into Minchinhampton and Chalford parishes.

Brimscombe has a **basic local retail role**, with a small range of neighbourhood shops. The settlement has a **good** level of **local**

Settlement role and function (contd...)

community services and facilities (primary schools and pre-school provision, part time post office, pub, place of worship, village hall/community centre, sports pitches and playground). **Access to key services and facilities** here and elsewhere is **good** from Brimscombe and **very good** from Thrupp.

The settlement has an **important employment role**, forming part of a valuable employment hub, strung along the valley bottom between Stroud and Chalford.

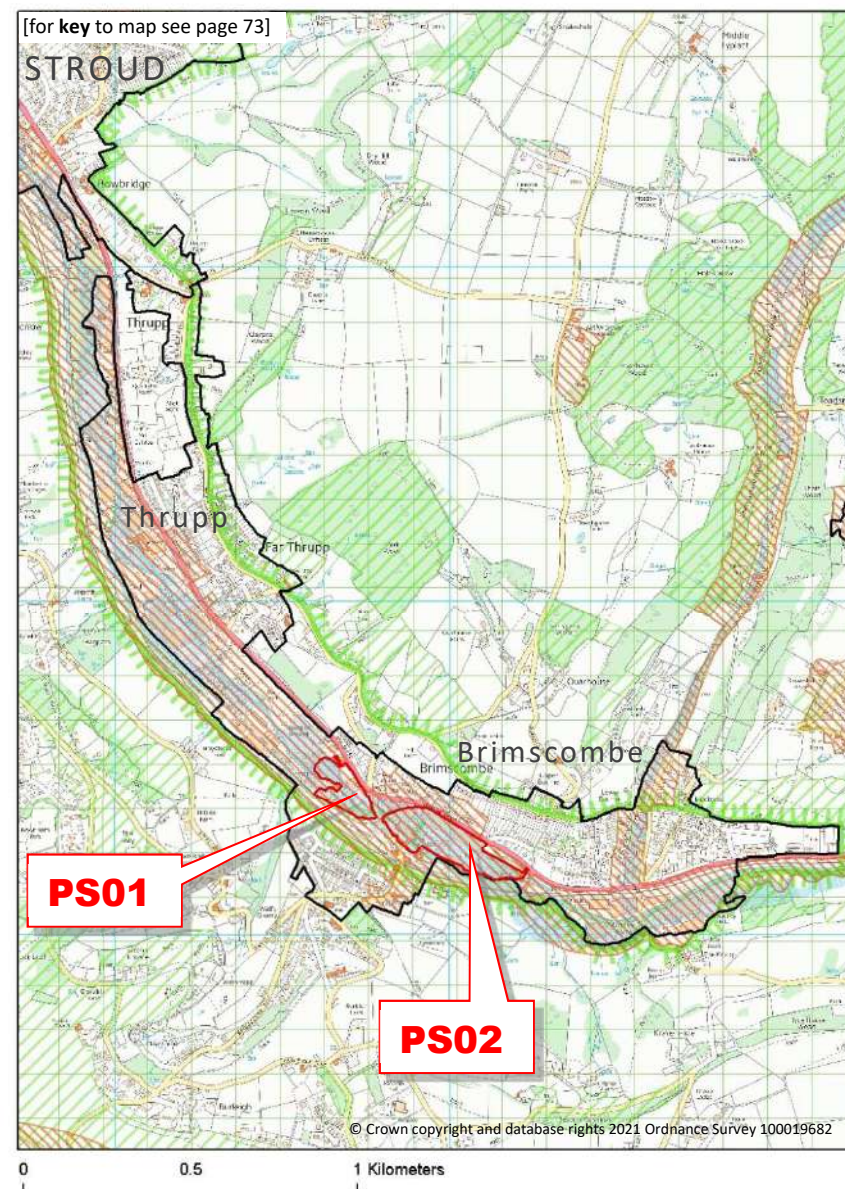
Development Strategy

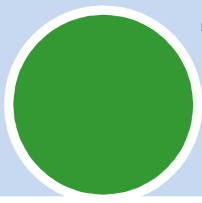
Brimscombe & Thrupp is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Brimscombe & Thrupp's role and function as an accessible settlement with local facilities.

PS01 Brimscombe Mill

PS02 Brimscombe Port





The Stroud Valleys | Our towns and villages

...Brimscombe & Thrupp

PS01 allocation...

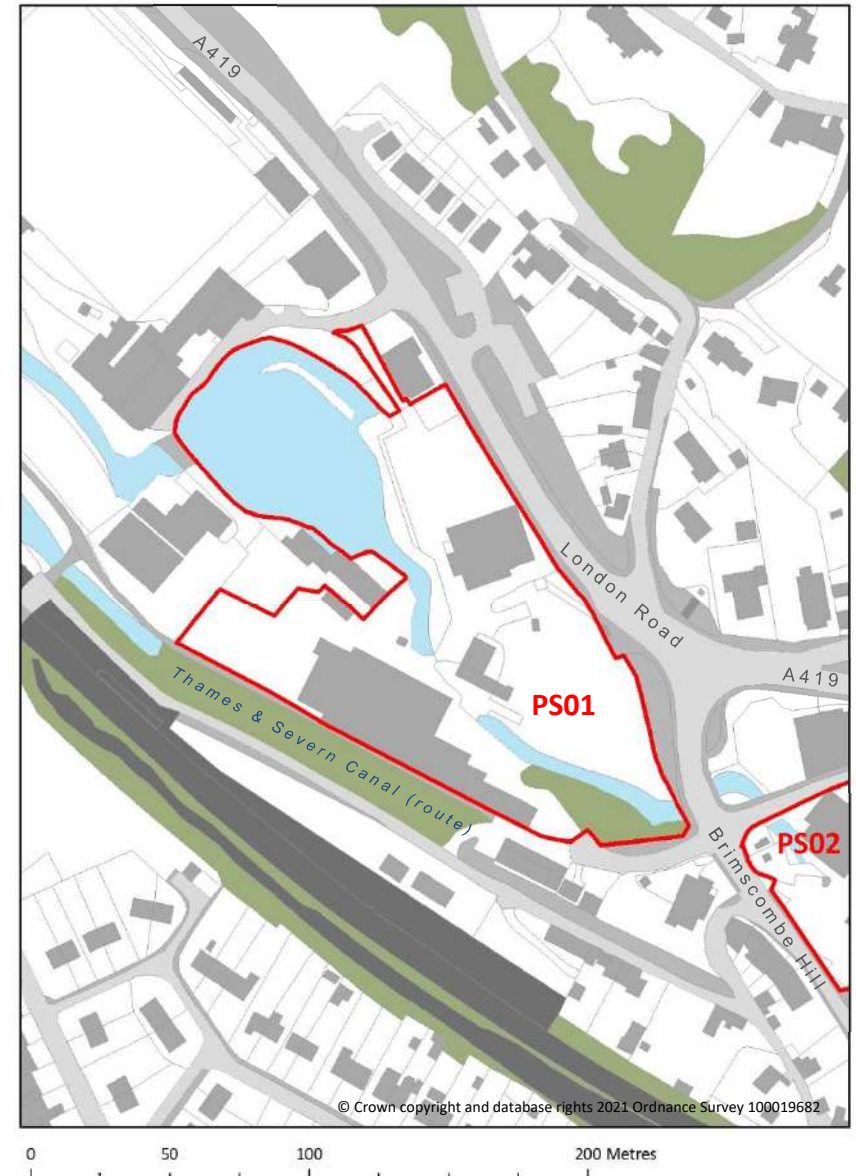
Local Sites Allocation Policy PS01

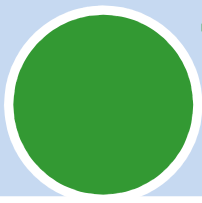
Brimscombe Mill

Land at Brimscombe Mill, as identified on the policies map, is allocated for a development comprising 40 dwellings and employment uses and associated community and open space uses, together with enabling infrastructure. Development will include a restored mill pond and a new or improved access from Brimscombe Hill/A419. Particular issues to address include conserving and enhancing heritage assets, local biodiversity, delivering high quality locally distinctive design and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Brimscombe Mill

- 3.1.6 Brimscombe Mill has potential for both housing and employment redevelopment to achieve environmental enhancements and to create a restored mill pond. The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge, or until a specific Flood Risk Assessment demonstrates that the site can be safely developed, with more vulnerable development being located in Flood Zone 1 and without increasing flood risk either on or off site.





The Stroud Valleys | Our towns and villages

...Brimscombe & Thrupp

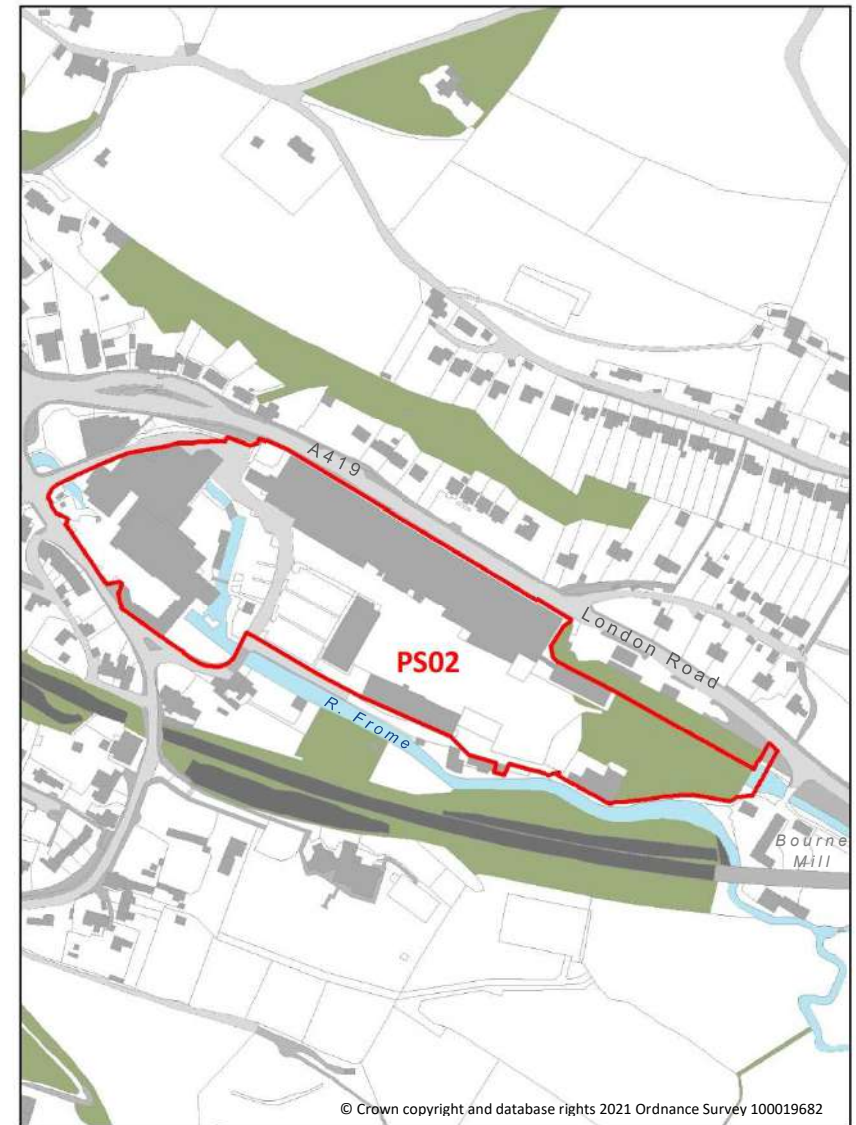
PS02 allocation...

Local Sites Allocation Policy PS02 Brimscombe Port

Land at Brimscombe Port, as identified on the policies map, is allocated for a development comprising 150 dwellings, canal related tourism development and employment uses and associated community and open space uses, together with enabling infrastructure. Development will include a reinstated canal and port basin and a new access from the A419. Particular issues to address include conserving and enhancing heritage assets, local biodiversity, delivering high quality locally distinctive design and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Brimscombe Port

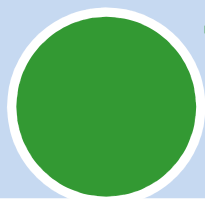
- 3.1.7 Brimscombe Port has opportunities to provide canal related facilities including moorings on a reinstated stretch of water and port basin, enhancing listed buildings, providing new visitor facilities as well as housing and high quality employment development. A new access from the A419 to the east of the site will be achieved to improve site accessibility. The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge or until a specific Flood Risk Assessment demonstrates that the site can be safely developed without increasing flood risk either on or off site.



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The Stroud Valleys | Our towns and villages

...Chalford

Planning constraints and designations

Physical constraints include the Frome valley-bottom floodplain; steep valley-side topography; and brownfield site conditions.

Four conservation areas cover the south and west of the settlement: the Industrial Heritage Conservation Area; Chalford Vale; St Mary's & Belvedere; Chalford Hill. Many listed buildings along the canal/river corridor and within Chalford Hill CA.

River Frome and Thames & Severn Canal Key Wildlife Sites (KWS) on the valley bottom (within settlement). To the east, south and west, Ancient Woodland and four other KWS adjoin or lie close to the settlement.

The whole settlement lies within the Cotswolds AONB.

Four protected play spaces lie to the east (three at Burcombe Way; one in the Golden Valley)

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the northwest. There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Chalford is a **large** village with close links to the nearby Manor Village estate, "old" Bussage, France Lynch and Eastcombe. These settlements benefit from easy access to each other's diverse services and facilities.

Settlement role and function (contd...)

Chalford has a **basic local retail** role (a community-run village shop and post office), but offers a **good** level of **local community services and facilities** (primary school and pre-school provision, pubs, village hall, place of worship, sports/playing fields and playground). **Access to key services and facilities** elsewhere is **fair** (the road infrastructure is constrained).

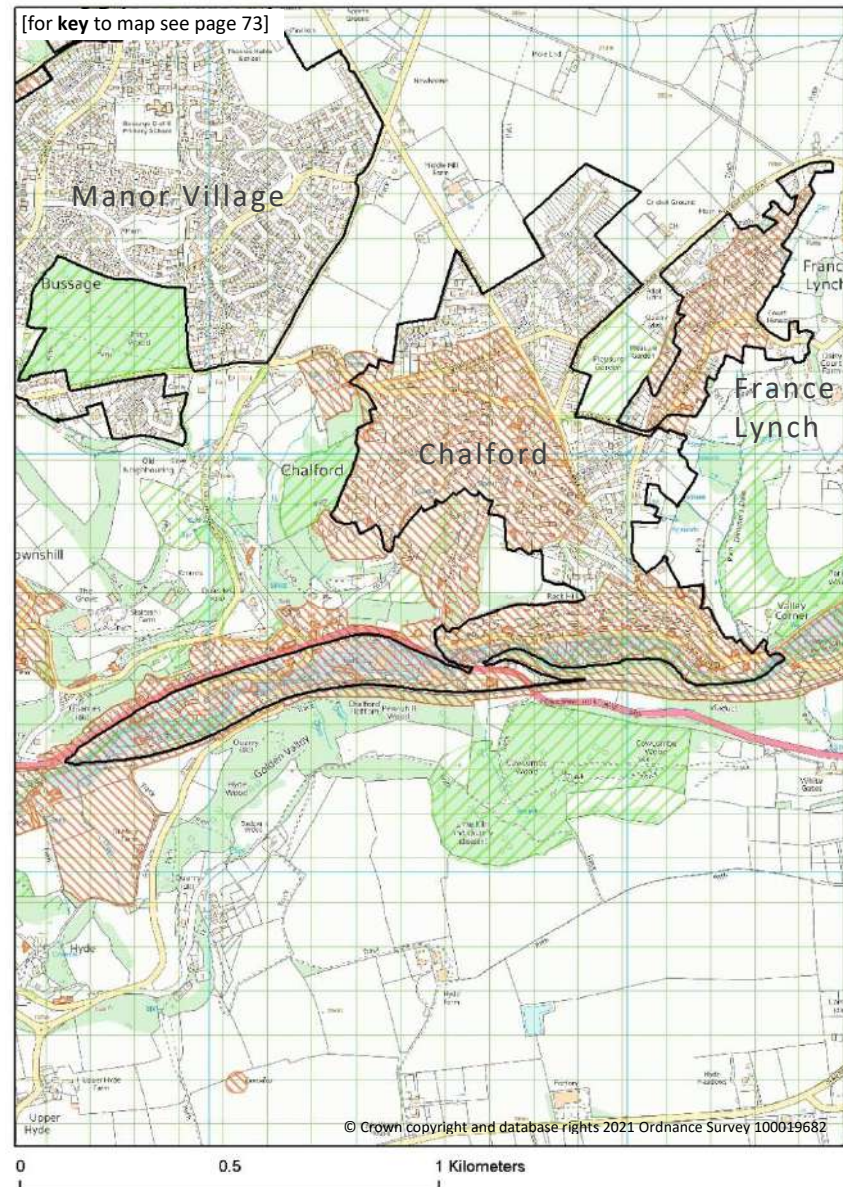
Chalford has an **employment role**: the southern part of the settlement forms part of a valuable employment hub, strung along the valley bottom between Stroud and Chalford. But Chalford's principal role is as a 'dormitory', where *most* people commute to work elsewhere.

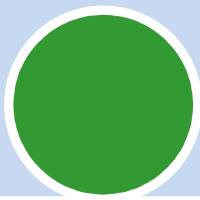
Development Strategy

Chalford is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

There are no site allocations at Chalford.





The Stroud Valleys | Our towns and villages

...Horsley

Planning constraints and designations

The principal physical constraint is the floodplain to the east of the settlement.

There are a number of listed buildings including the church, Horsley Court and a number of dwellings.

The Sandgrove Cottages and Hartley Bridge Wood Key Wildlife Site wraps around the south east corner.

The settlement is within the Cotswolds AONB.

There is a protected open space to the southwest.

Landscape sensitivity

Landscape sensitivity indicates that there is only limited opportunity for housing growth, along the B4056.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Amongst Tier 3 settlements, Horsley has one of the **smallest** populations (although the 'Horsley' community encompasses some small satellite hamlets outside the Settlement Development Limit as well).

It has a **basic local retail role** (a community-run shop), and the village offers a **basic level of local community services and facilities** (primary school and pre-school provision, pub, village hall, sports field/pitch and playground). **Access to key services and facilities elsewhere is fair.**

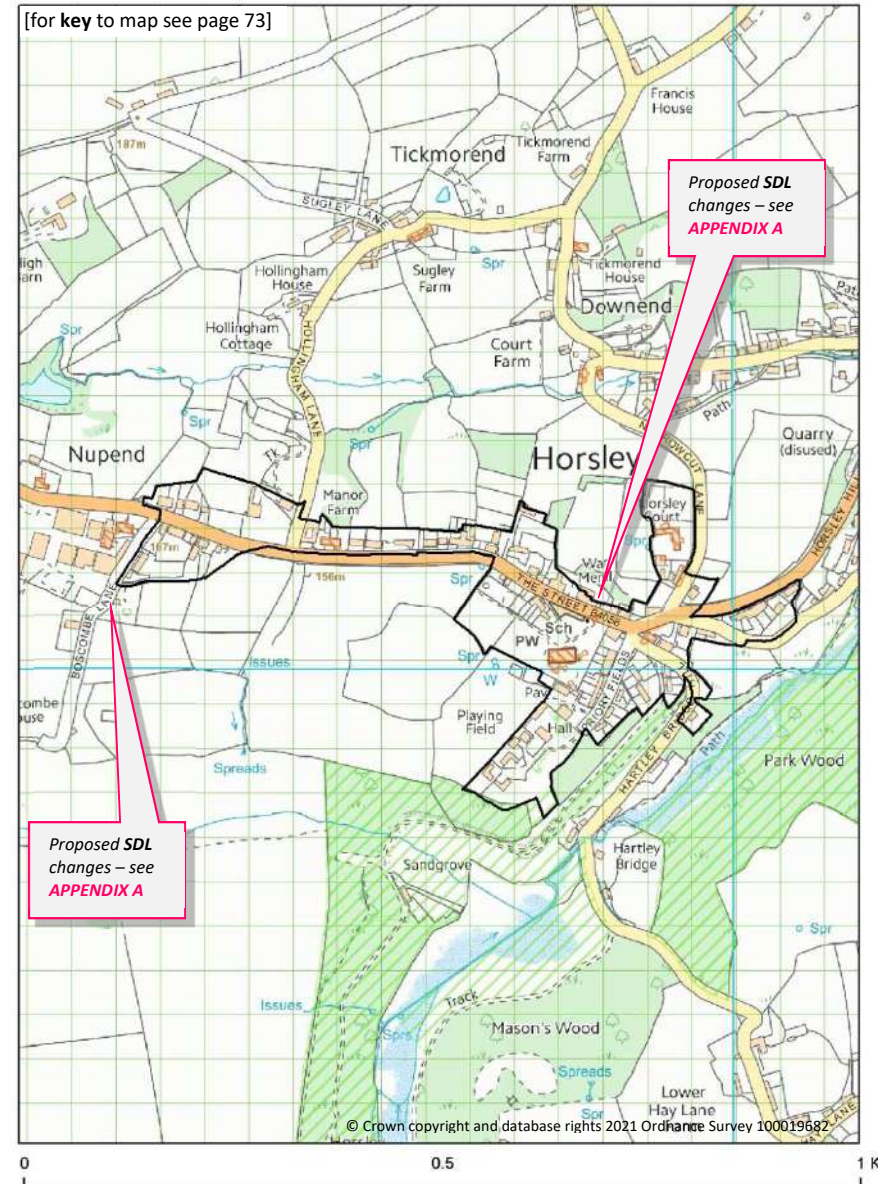
Horsley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

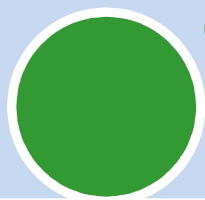
Development Strategy

Horsley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Horsley's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Horsley.





The Stroud Valleys | Our towns and villages

..."Manor Village" (Bussage)

Planning constraints and designations

Physical constraints include the steep valley-side topography to the northwest.

The Brownhill & Bussage Conservation Area abuts the western side of the settlement and Eastcombe Conservation Area abuts the north. Chalford Hill Conservation Area lies very nearby to the southeast.

Frith Wood, (designated as Ancient Woodland and a Key Wildlife Site) is a significant intrusion into the southern part of the settlement.

The settlement is within the Cotswolds AONB.

There is protected outdoor play space at both schools within the settlement and further sites lie north east at Middle Hill and southwest at The Frith.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the northeast and secondarily to the southwest, close to the settlement edge. There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

The "Manor Village" estate at Bussage is a **large** settlement, mostly developed in the 1980s and 1990s. It and has close links with smaller surrounding villages in Chalford parish, which benefit from easy access to each other's diverse services and facilities.

Settlement role and function (contd...)

It has a **basic local retail role** (a convenience store). It offers a **good** level of **local community services and facilities** (GP and pharmacy, primary school, village hall/community centre, sports/playing fields and playground) and has a **very limited role in providing 'strategic' services and facilities** to a wider catchment (at Thomas Keble Secondary School). **Access to key services and facilities** here and elsewhere is **good** (although the road infrastructure is constrained).

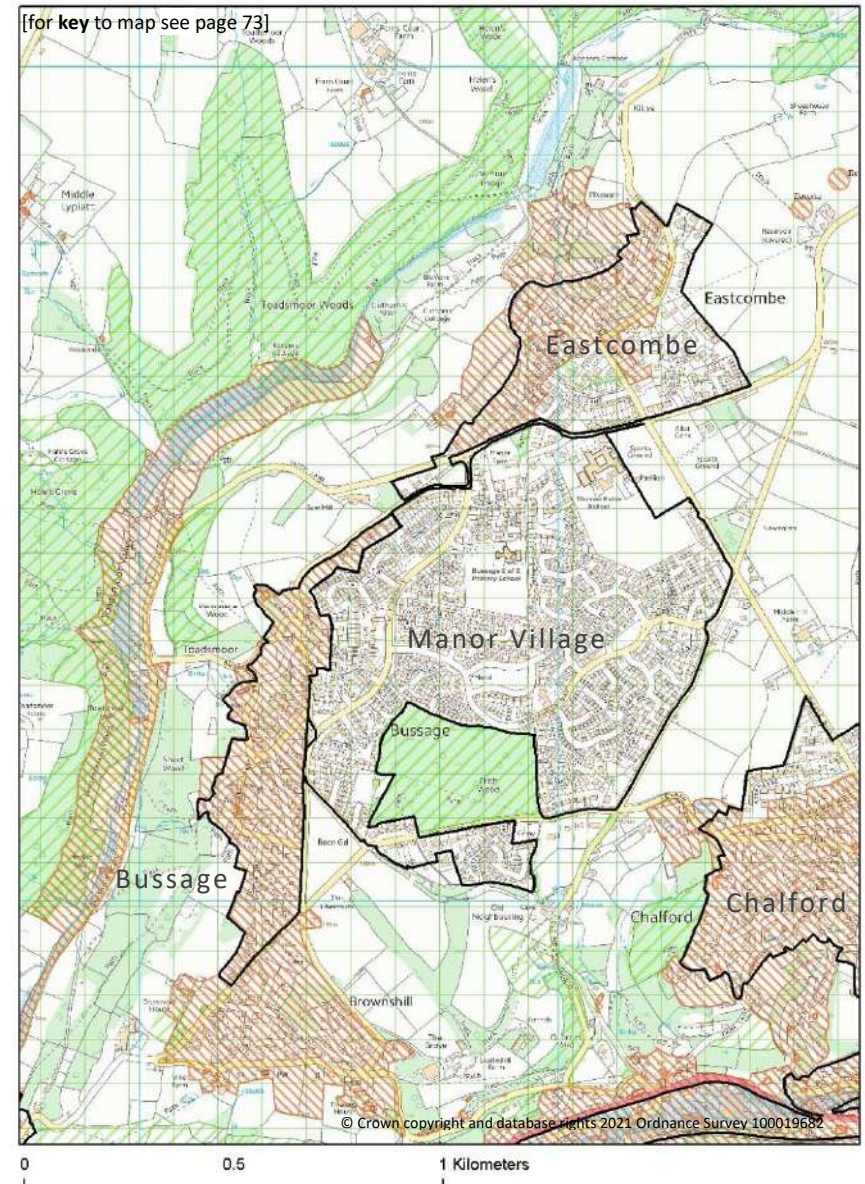
The settlement has **no significant employment role**. Its principal role is as a 'dormitory' settlement for its large working population.

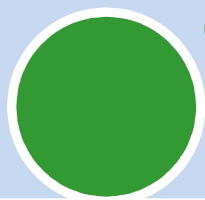
Development Strategy

"Manor Village" is defined as a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

There are no site allocations at Manor Village.





The Stroud Valleys | Our towns and villages

...Minchinhampton

Planning constraints and designations

The principal physical constraint is Minchinhampton Common, which extends to the north and east of the settlement.

Minchinhampton Common is designated as a Scheduled Ancient Monument and SSSI.

Minchinhampton Conservation Area covers the centre of the town. There are numerous listed buildings within and to the north and south of the settlement, together with the Bulwarks Scheduled Ancient Monument on the eastern edge.

The settlement is within the Cotswolds AONB.

There are protected open spaces within and to the west of the town.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the east.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Minchinhampton is a **large** village, one of the District's historic market towns.

The settlement has a **strong local retail role**, with a range of local shops to serve the day-to-day needs of surrounding villages and hamlets. It offers a **very good**, diverse range of **local community services and facilities**

Settlement role and function (contd...)

(GP, dentist and pharmacy, post office, primary school and pre-school, place of worship, village hall/community centre, sports/playing fields and playground) and has a **very limited role in providing 'strategic' services and facilities** to a wider catchment (a library). **Access to key services and facilities** here and elsewhere is **fair**.

The village itself has **no significant employment role**, although there is employment in the wider parish. Its principal role is as a 'dormitory' settlement and local service centre.

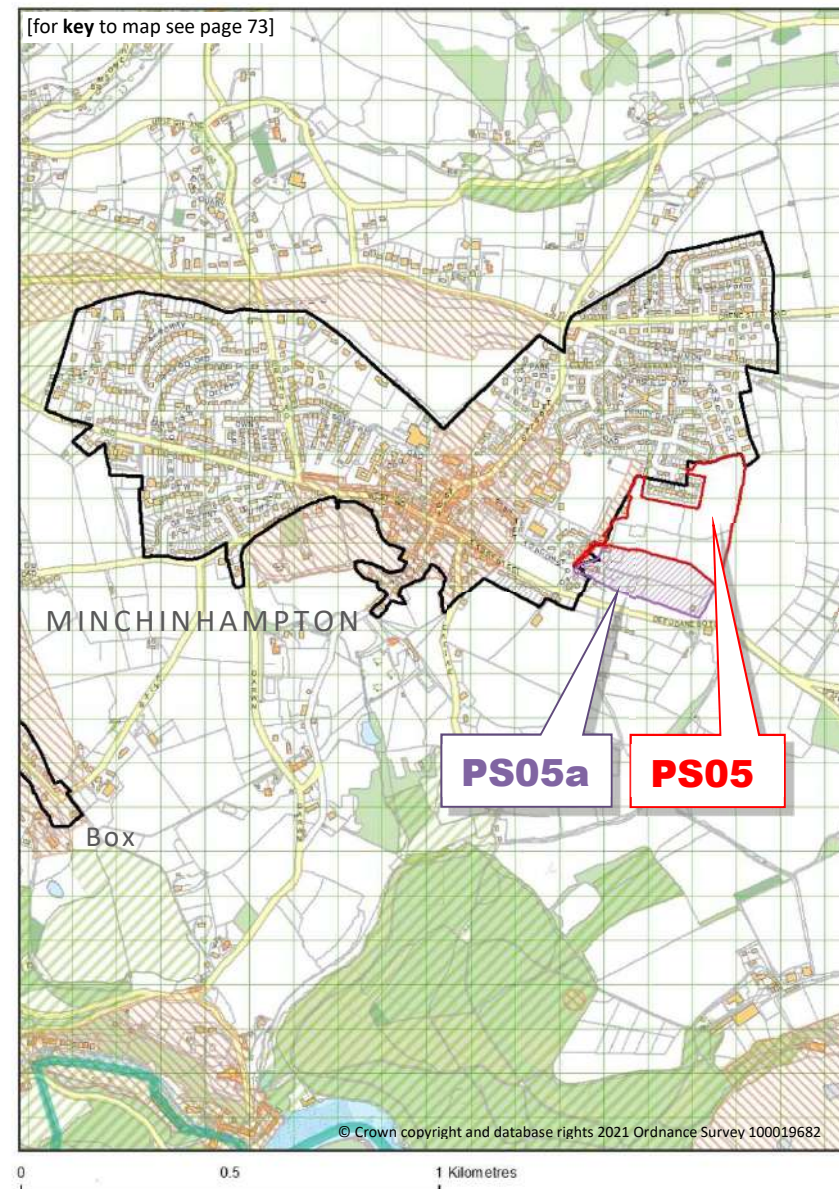
Development Strategy

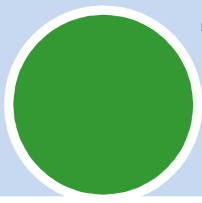
Minchinhampton is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated site [outlined in **red** on the map and shown in more detail over the page], infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Minchinhampton's role and function as a Local Service Centre.

PS05 East of Tobacconist Road

[for key to map see page 73]





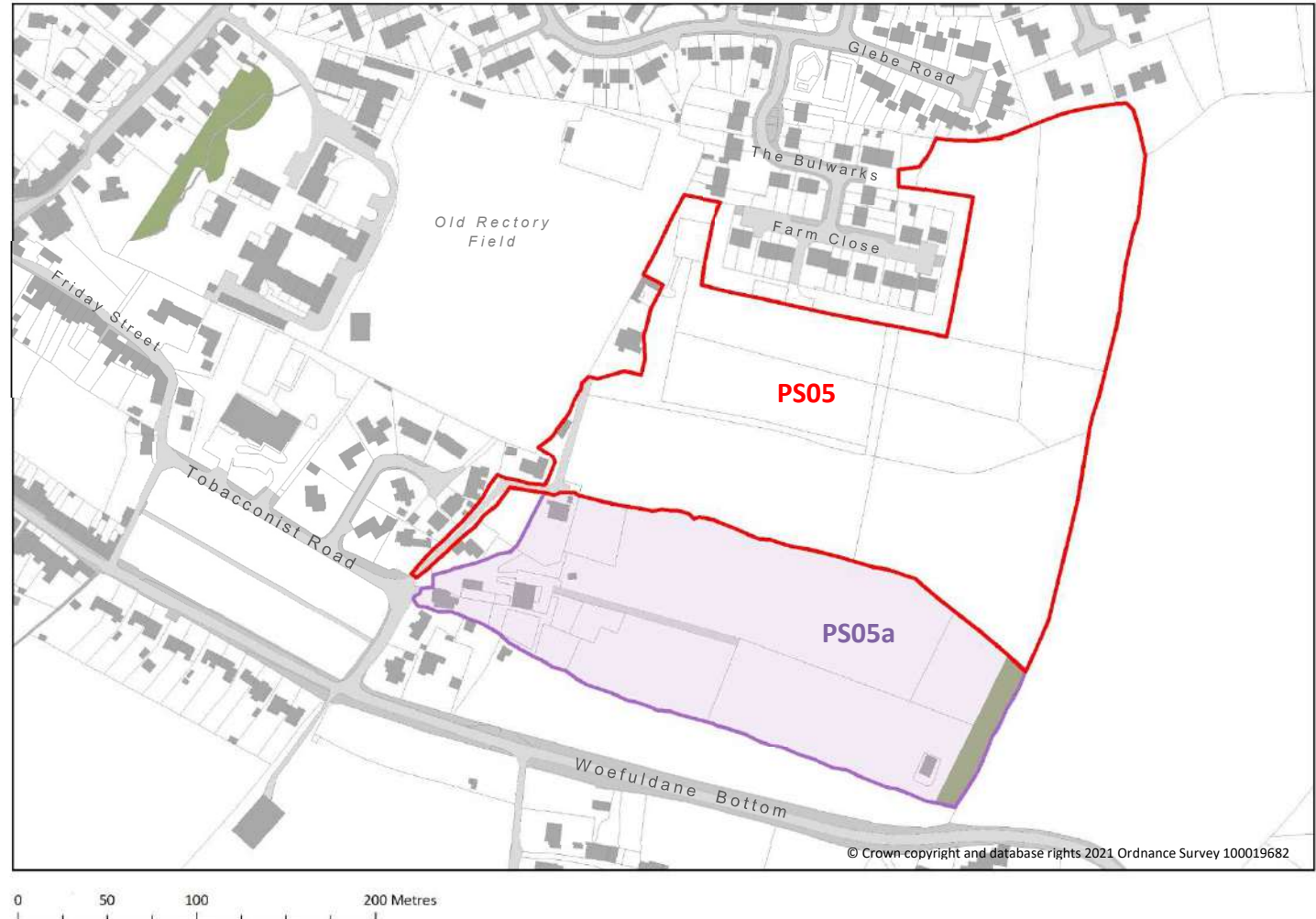
The Stroud Valleys | Our towns and villages

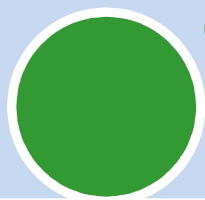
...Minchinhampton

PS05 allocation...

Local Sites Allocation Policy PS05 East of Tobacconist Road

Land east of Tobacconist Road, as identified on the policies map, is allocated for a development comprising up to 80 dwellings and associated community and open space uses and strategic landscaping. Affordable housing will be for those with a local connection to address local housing needs within the AONB. Particular issues to address include minimising landscape impacts within the Cotswolds AONB, conserving and enhancing heritage assets and local biodiversity, delivering high quality locally distinctive design, incorporating the existing Public Right of Way within landscaped open space and delivering a sustainable drainage solution. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.





The Stroud Valleys | Our towns and villages

...Minchinhampton

East of Tobacconist Road

- 3.1.8 Land to the east of Tobacconist Road has the potential to provide a sustainable extension to Minchinhampton, including affordable housing to meet local needs. Vehicular access will be from The Bulwarks (Farm Close) and pedestrian and cycle access only from Tobacconist Road. Development should take account of the proximity to Minchinhampton Conservation Area, and the role that the site can play in enhancing the settlement edge through sensitive strategic landscaping and locally distinctive design, avoiding buildings that exceed two storeys. Strategic landscaping will be located to the south and east. Particular care must be taken to avoid direct impacts on the adjoining “Bulwarks” Scheduled Ancient Monument, including through any new pedestrian link to the Old Rectory Field, and to mitigate any indirect impacts on its significance.

Safeguarded land

- 3.1.9 Housing needs for the Plan period arising within the AONB at Minchinhampton will be met through modest infill development within settlement development limits and at site **PS05**, land to the east of Tobacconist Road.
- 3.1.10 However, **land to the south of allocated site PS05** has been assessed in landscape terms as the most appropriate location for future housing growth at Minchinhampton, if further greenfield land should be required at the next Local Plan review. The site is therefore safeguarded for potential allocation at the next Local Plan review, subject to evidence of local housing need and the site performing best against reasonable alternatives.

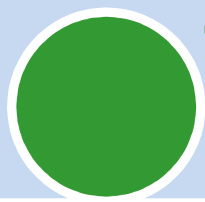
Safeguarded Land PS05a

East of Tobacconist Road

Land to the south of allocated site **PS05** East of Tobacconist Road, Minchinhampton, as identified on the policies map, will be safeguarded as land with potential to meet the future housing needs of Minchinhampton, if required.

The principle of development will be considered at the next Local Plan review.





The Stroud Valleys | Our towns and villages

...Nailsworth

Planning constraints and designations

The principal physical constraint is the floodplain to the east and south of the settlement along the River Frome Valley

The Industrial Heritage Conservation Area covers the eastern edge of the settlement containing listed buildings.

The settlement is surrounded by the Cotswold AONB.

There are protected open spaces scattered around the settlement.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the west.

Small areas within the valley bottom offer the only opportunities for employment growth.

Settlement role and function

Nailsworth is a **very large** settlement, one of the District's historic market towns.

Nailsworth has a **strong 'strategic' retail role** as one of the District's 5 town centres, serving a wide catchment. Its niche retail and leisure offer draws visitors from further afield. It offers a **very good** level of **local community services and facilities** (GP, dentist and pharmacy, post office, primary school and pre-school, place of worship, pubs, town hall/community centre,

Settlement role and function (contd...)

sports/playing fields and playground) and has a **limited role in providing 'strategic' services and facilities** to a wider catchment (a building society and a library). **Access to key services and facilities** here and elsewhere is **good**.

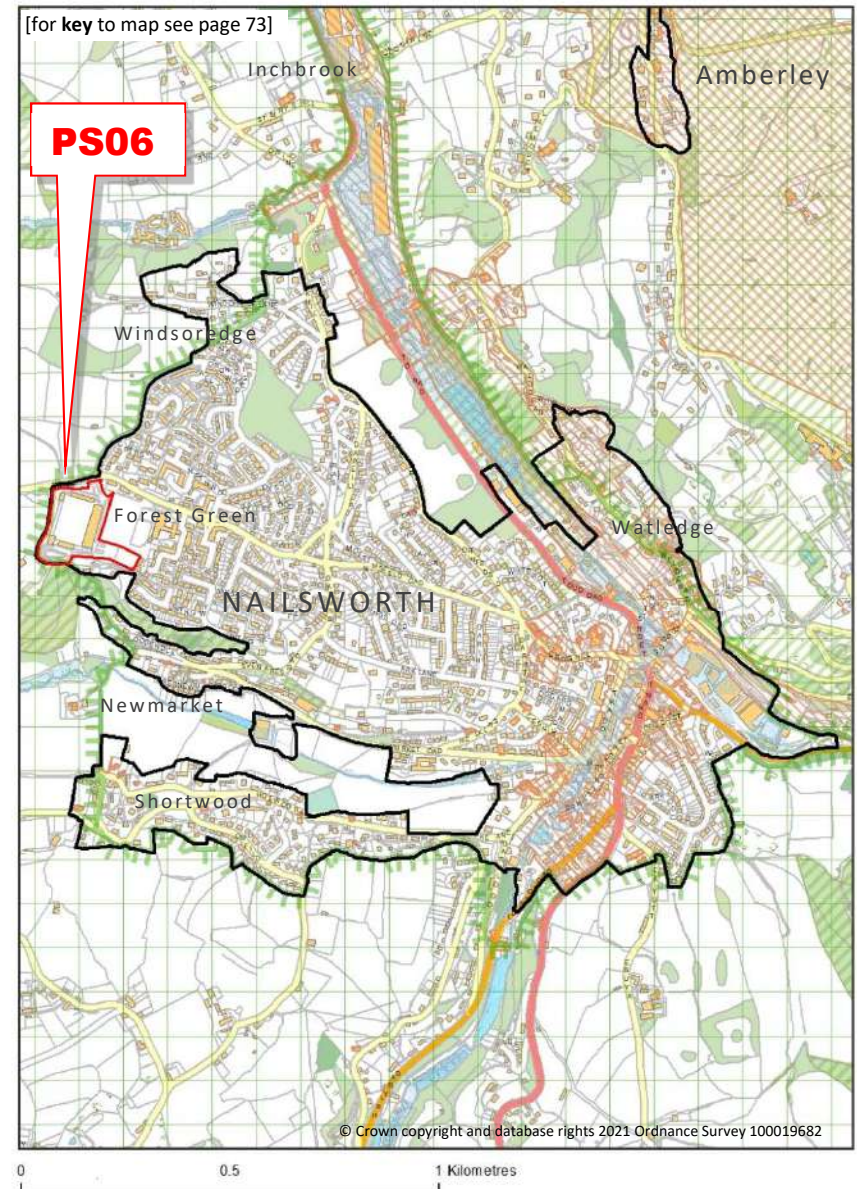
The town has an **important employment role** and also functions as a 'dormitory' settlement and local service centre, with a significant leisure and tourism role too.

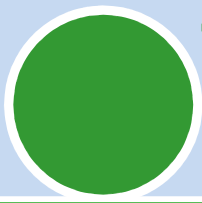
Development strategy

Nailsworth is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated site [outlined in **red** on the map and shown in more detail over the page], infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the town's role and function as a strategic Local Service Centre.

PS06 The New Lawn, Nailsworth





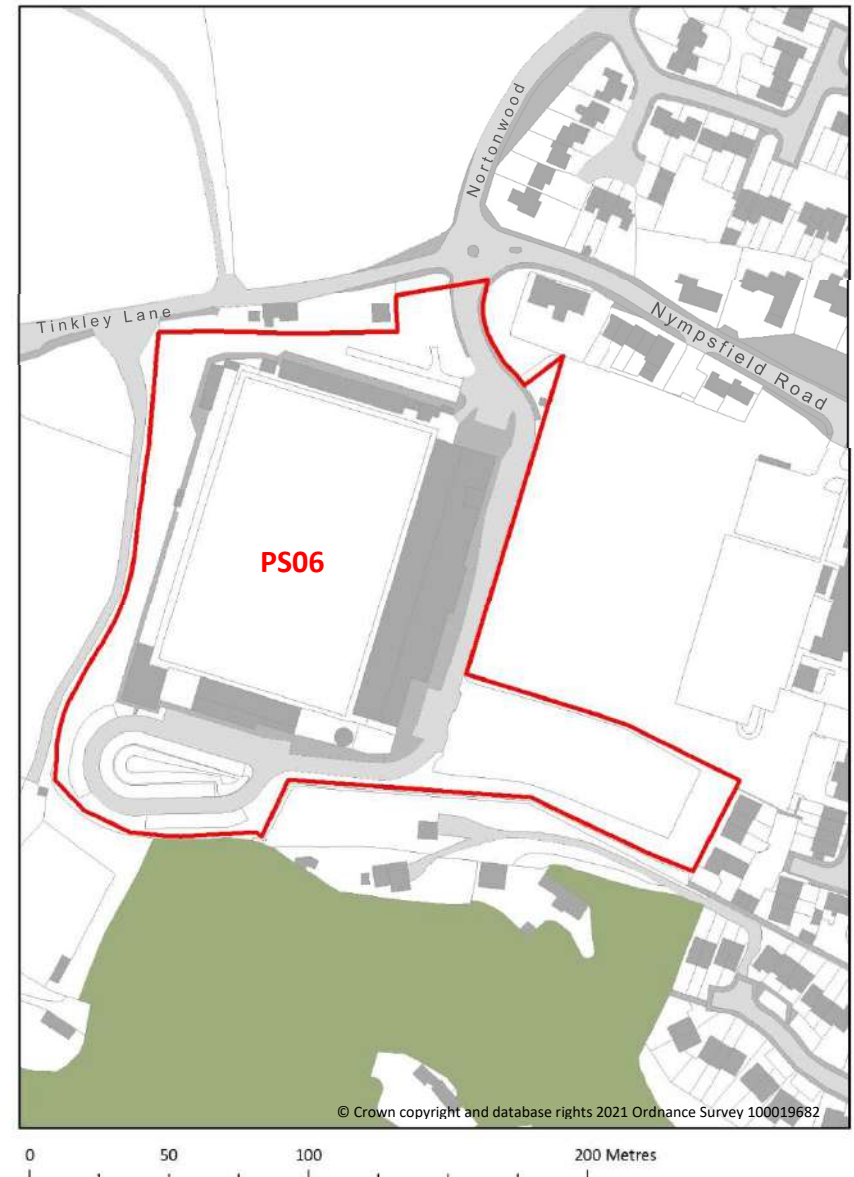
Local Sites Allocation Policy PS06

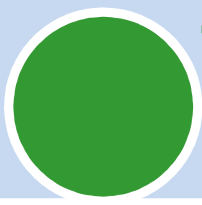
The New Lawn, Nailsworth

Land at The New Lawn, as identified on the policies map, is allocated for a development comprising approximately 90 dwellings and associated community and open space uses, together with enabling infrastructure. Particular issues to address include ensuring existing community and sporting uses are partly retained or replaced elsewhere, enhancing local biodiversity and enhancing the landscape on this AONB edge of Nailsworth. A masterplan to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

The New Lawn, Nailsworth

- 3.1.11 Land at The New Lawn has potential for brownfield redevelopment for housing, subject to the satisfactory relocation of Forest Green football club and the retention or relocation of associated community uses. The historic hedgerow along the western boundary and the semi natural grassland parcels should be retained with no adverse impact on adjacent wildlife sites. There are opportunities to improve the transition between the AONB and urban edge of Nailsworth at this sensitive location.





The Stroud Valleys | Our towns and villages

...North Woodchester

Planning constraints and designations

The principal physical constraint is the floodplain to the east of the settlement along the River Frome valley.

The Industrial Heritage Conservation Area covers the eastern edge of the settlement and South Woodchester Conservation Area lies to the south. There are numerous listed buildings in and around the settlement; and Woodchester Roman Villa, a Scheduled Ancient Monument, adjoins it to the north.

The Nailsworth Brook Key Wildlife Site (KWS) lies to the east of the settlement and Rabbit Warren Wood KWS beyond to the west.

The north west and the eastern edge of the settlement are within the Cotswold AONB. There is a protected open space to the south.

Landscape sensitivity

Landscape sensitivity indicates that the only potential for housing growth is to the northwest, for a few well spaced properties with indented edge, west of Lawns Park.

The only potential for employment growth may be to the north, where very small commercial premises may be acceptable adjoining the existing buildings.

Settlement role and function

North Woodchester is a **small** village, with close functional links to neighbouring South Woodchester (Tier 4a).

Settlement role and function (contd...)

It has a **basic local retail role** (a village shop), and the village offers a **basic** level of **local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall and sports field/pitch). **Access to key services and facilities** elsewhere is **very good**.

Woodchester has an **employment role**, forming part of a valuable employment hub strung along the valley bottom between Stroud and Nailsworth. Although Woodchester is a net importer of workers, the village's principal role is as a 'dormitory'.

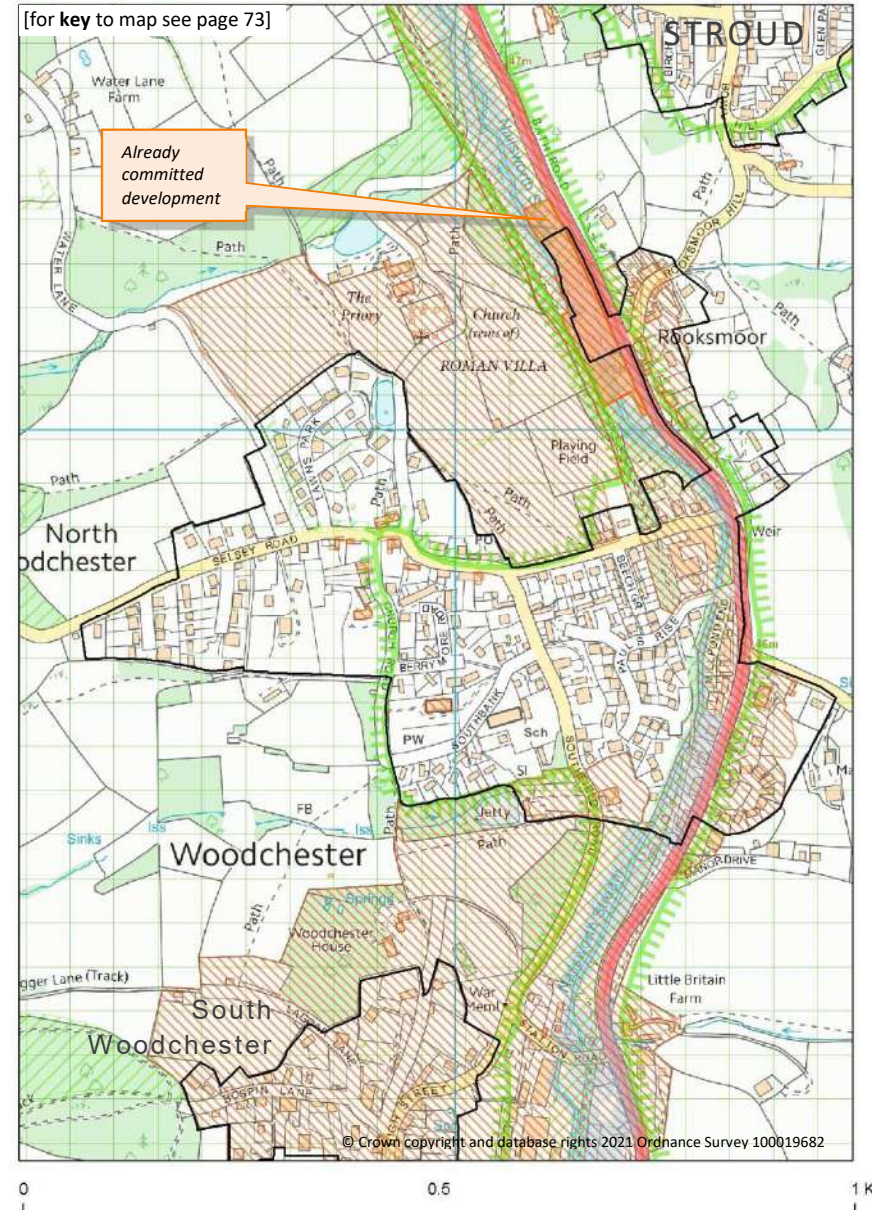
Development strategy

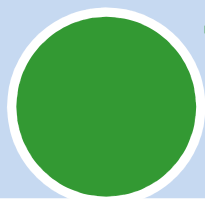
North Woodchester is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

Committed development at **Rooksmoor Mill** (an *existing* planning permission for 54 dwellings plus employment uses) will provide for the future needs of the settlement.

There are no site allocations here, due to environmental constraints around the settlement.





Planning constraints and designations

Physical constraints include the River Frome floodplain; the steep valley topography and brownfield site conditions.

There are multiple conservation areas: Ebley Mills; Industrial Heritage; Lodgemore & Fromehall; Stroud Station; Top of Town and Town Centre. Many listed buildings within and near to the town centre and along river/canal corridor.

Rodborough Common SAC / SSSI to the south. Key Wildlife Sites (KWS): River Frome KWS along the river corridor; Bisley Road Cemetery, The Folly, The Horns Bank and Wood and Slade Wood KWS to the east. Rodborough Fields KWS to the south of the centre. Nailsworth Brook KWS to the south.

The Cotswolds AONB surrounds the town. There are protected open spaces within the town.

The town is a First Tier settlement and has settlement development limits.

Landscape sensitivity

Landscape sensitivity indicates that there are limited options for housing growth, but modest interventions may be possible within parcels to the west; north east and south east. Small scale interventions are possible within the canal corridor. If employment growth is necessary, there are only very small scale options within the canal corridor.

Settlement role and function

Stroud is the District's principal town and our largest concentrated population (25,000+). "Stroud" encompasses parts of the parishes of Rodborough and Cainscross, as well as Stroud parish, which includes the town centre and surrounding residential areas.

It has a **key strategic retail role** as our principal town centre. In addition to the District's **most extensive** range of 'strategic' **services and facilities** (including hospital, rail station, banks, cinema, leisure centre, library, secondary schools and further education facilities), Stroud offers a **very good** range of **local community services and facilities** for its neighbourhoods and communities and has **very good access to key services and facilities** within the town and elsewhere.

Stroud is the District's largest employment 'hub': more than 11,700 jobs are based in the town. Combined with adjacent Brimscombe & Thrupp, this area clearly represents the District's **most significant employment base**. The town also functions as a major 'dormitory' settlement and strategic service centre, with a significant leisure role too.

Development strategy

Stroud is a **Tier 1** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Site allocations [outlined in **red** on the map and shown in more detail over the following pages] will meet local needs:

PS10 Land at Cheapside, Stroud

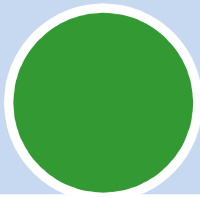
PS11 Merrywalks Arches, Stroud

PS12 Police station / Magistrates court, Stroud

STR065 Land at Beeches Green, Stroud:

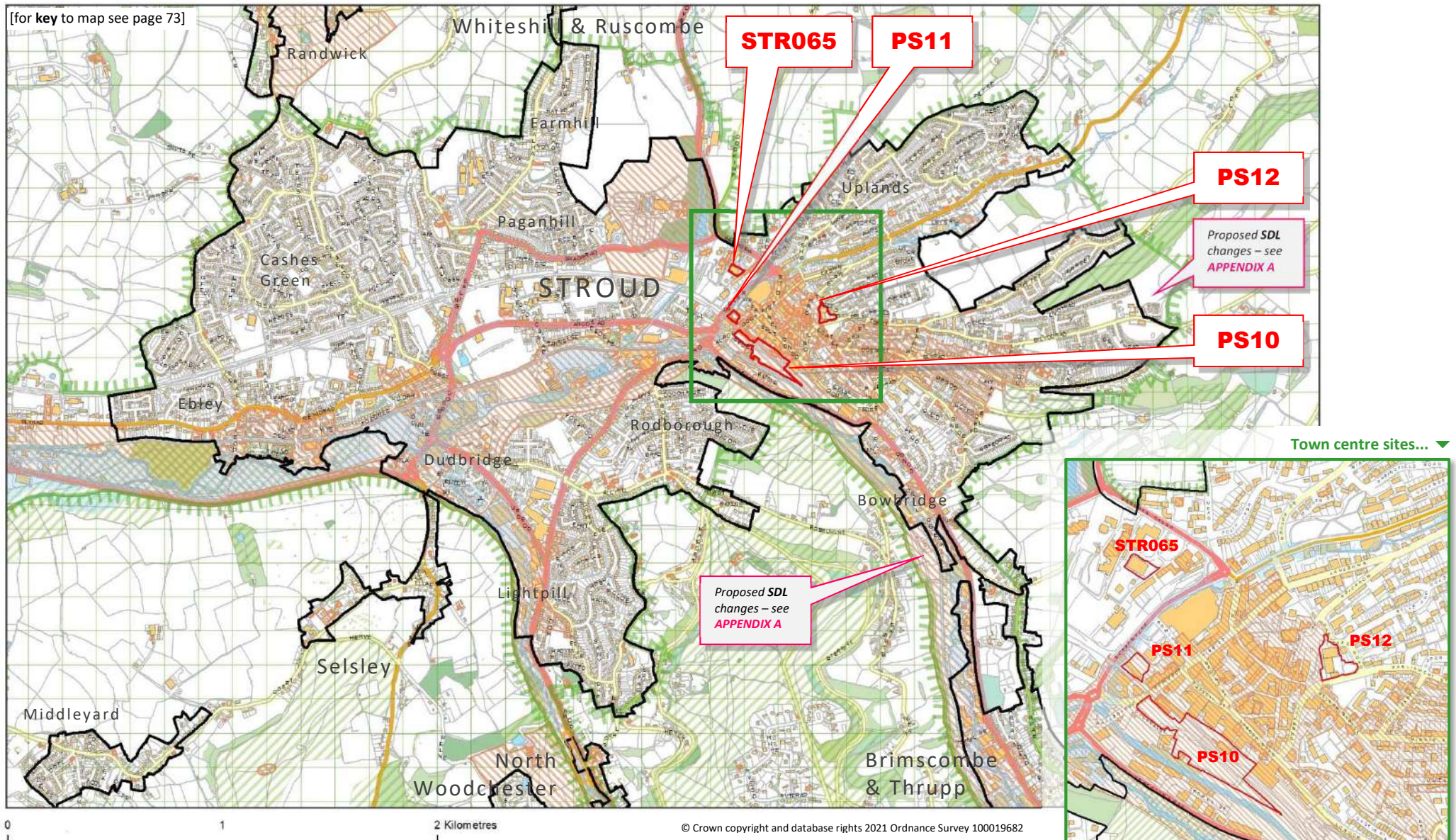
In addition to the allocated sites, infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Stroud's role and function as the District's principal town and most important strategic service centre.

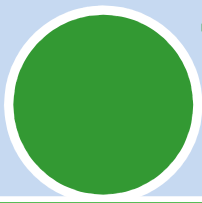
There are no proposed site allocations for very large scale development to meet the District's strategic housing or employment needs, due to environmental constraints in and around Stroud.



The Stroud Valleys | Our towns and villages

...Stroud



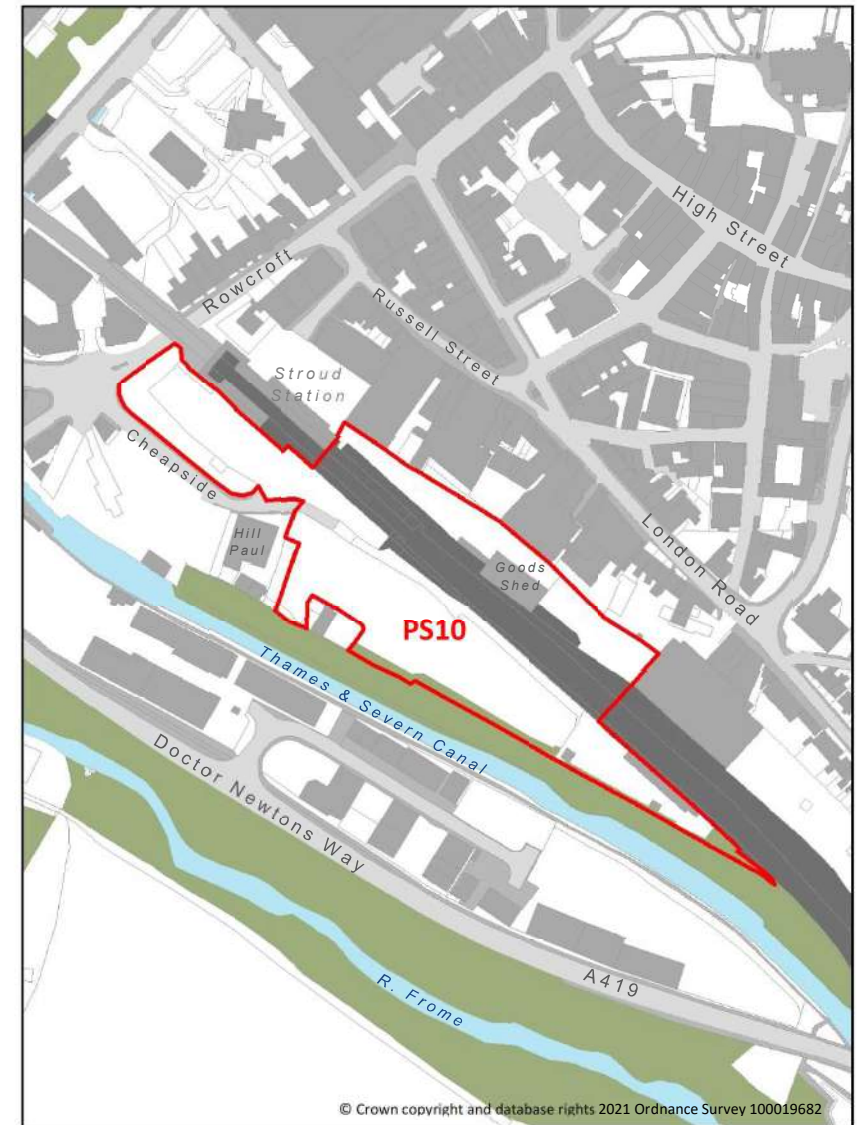


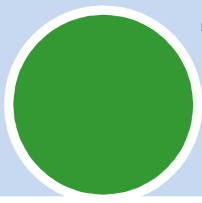
Local Sites Allocation Policy PS10 Cheapside, Stroud

Land at Cheapside, as identified on the policies map, is allocated for a development comprising approximately 75 dwellings and town centre uses. Development will include an improved rail/bus interchange, improved access to the station, and the retention and improvement of community uses around the Brunel Goods Shed. Particular issues to address include location within the Town Centre Conservation Area and the provision of a sufficient level and quality of public parking within the town centre as a whole to support the local economy. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Cheapside, Stroud

3.1.12 The railway land and car parking at Cheapside has the potential to provide housing on brownfield land as well as enhancements to provide better town centre uses. An integrated transport hub would see improved cycle parking and access, better access provision for the station and facilities for a rail/bus interchange, together with the retention of an appropriate level of public car parking. The Brunel Goods Shed already acts as a well-used and popular arts hub and would be enhanced and retained as part of any development, providing better access and public open space. Development will enable improved pedestrian access across the railway. Land around the station acts as a gateway to rail passengers and high quality urban design should reflect this, taking into account the surrounding heritage assets such as the Hill Paul building, Brunel Goods Shed, and the station building itself.



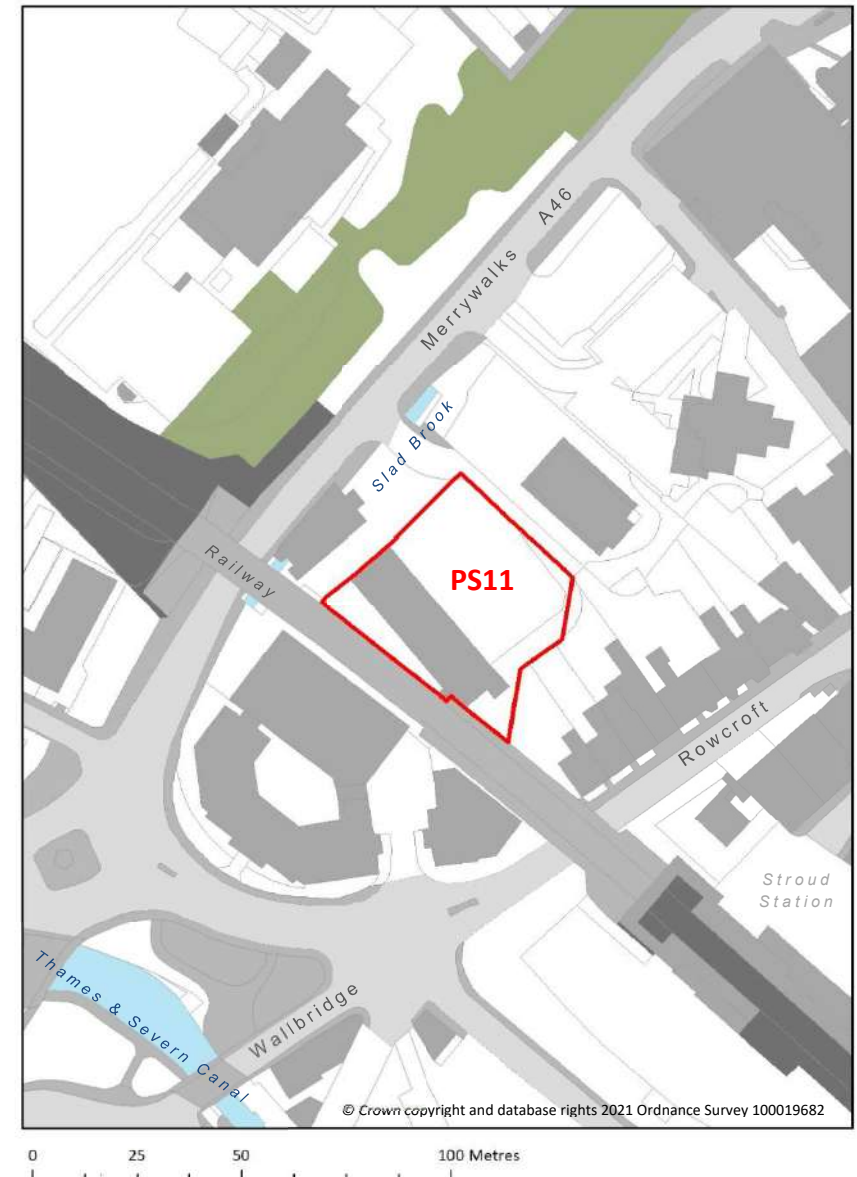


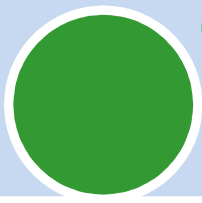
Local Sites Allocation Policy PS11 Merrywalks Arches, Stroud

Land at Merrywalks Arches, as identified on the policies map, is allocated for a development comprising 25 dwellings and town centre uses. Development will centre around the re-use of the former brewery building, a local heritage asset. The feasibility of opening a pedestrian route between the site and Rowcroft should be considered. Particular issues to address include the location within the Industrial Heritage Conservation Area, conserving and enhancing heritage assets, not increasing flood risk either on or off site and engineering issues associated with the sloping nature of the site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Merrywalks Arches, Stroud

3.1.13 The redevelopment of the Merrywalks Arches brownfield site provides an opportunity to re-use a local heritage asset and enhance this town centre gateway location. Redevelopment should achieve an attractive frontage, enhance the public realm, complimenting adjacent heritage assets. There is also an opportunity to explore footpath access from the site to the lower end of Rowcroft, enabling better access to the station and other parts of the town centre from this side of town. A small area of the site is subject to flood risk and development should avoid this and not exacerbate flood risk off-site here.





Local Sites Allocation Policy PS12 Police Station / Magistrate's Court, Stroud

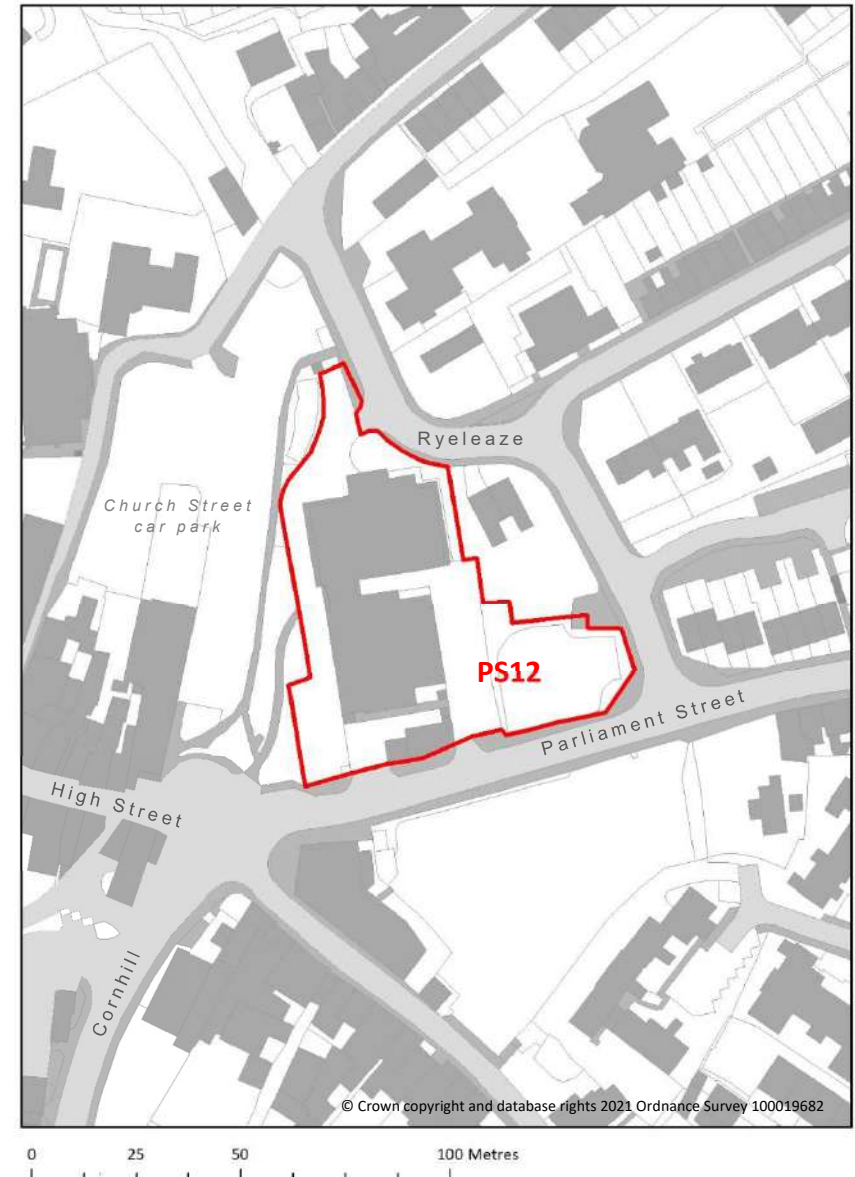
The current Police Station and former Magistrate's Court, Parliament Street will be redeveloped for up to 45 dwellings and town centre uses. Development will include a high quality landmark building and may include a replacement Police station, if required. Particular issues to address include site levels and proximity to the Stroud Town Centre conservation area. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

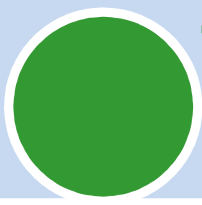
Parliament Street, Stroud

3.1.14

The current Police Station and former Magistrate's Court site, Parliament Street, has potential for redevelopment to provide a new high quality landmark building(s) to enhance this important gateway into the town. There are opportunities to provide a more varied mix of uses to improve the social and commercial facilities in this part of the town.

Redevelopment should take account of the proximity to the Town Centre Conservation Area, site levels and the existing pattern of spaces and buildings within the area. There may be potential for a wider redevelopment site to include neighbouring Church Street car park, subject to maintaining a sufficient level and quality of public parking within the town centre as a whole to support the local economy. Redevelopment should enhance the public realm and retain important trees.





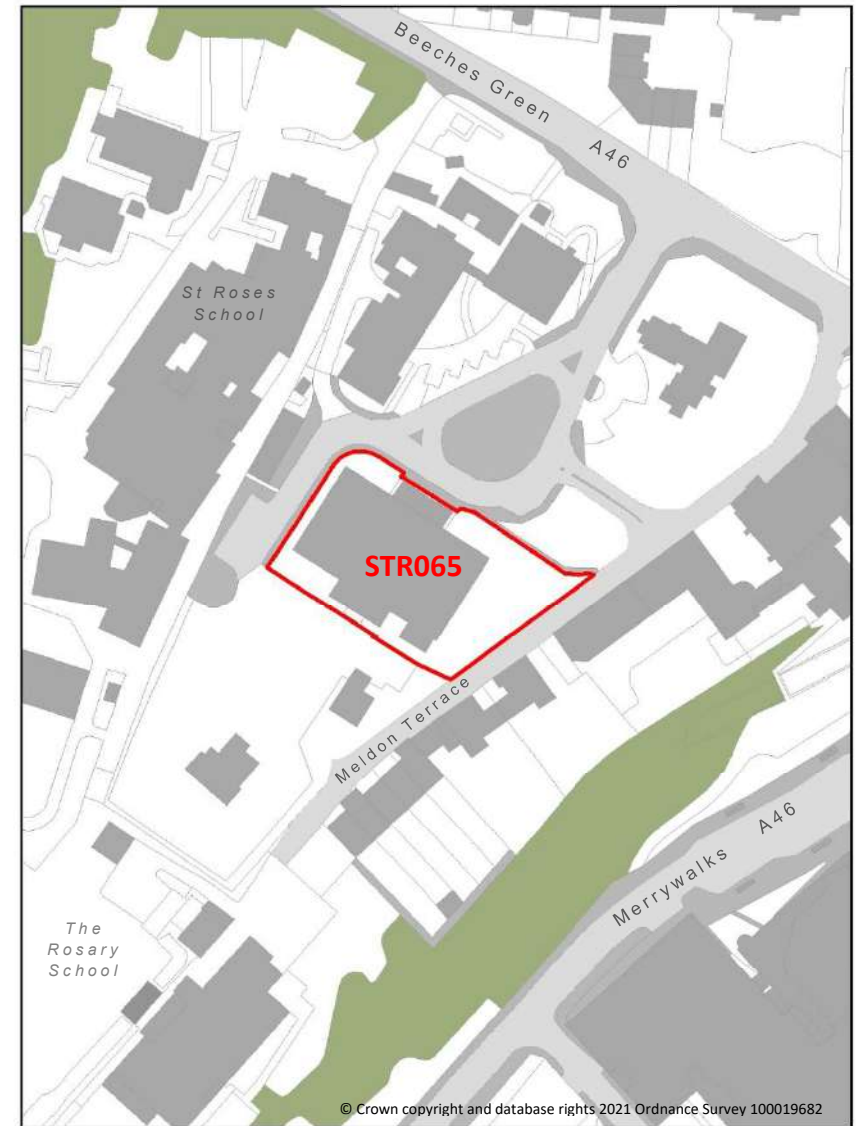
Local Sites Allocation Policy STR065

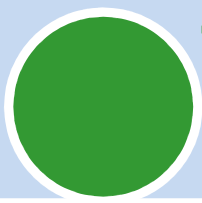
Land at Beeches Green, Stroud

Land at Beeches Green will be redeveloped for approximately 20 dwellings, healthcare and extra care accommodation. Particular issues to address include integration with surrounding land uses, including enhancing the setting of adjacent listed buildings and improving sustainable access through the site from the town centre towards Stratford Park. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land at Beeches Green, Stroud

3.1.15 The current NHS health centre site within the Beeches Green area has the potential to be redeveloped for replacement health facilities together with housing and extra care accommodation. Care should be taken to enhance the setting of adjacent listed buildings. The site is located within an area where there are aspirations to improve pedestrian and cycle linkages between Merrywalks and Stratford Park and redevelopment may help to facilitate this. There may be opportunities for wider regeneration within the immediate surrounding area.





The Stroud Valleys | Our towns and villages

...Whiteshill & Ruscombe

Planning constraints and designations

Physical constraints include the steep topography on the valley sides and wooded areas to the north and west.

There are listed buildings within the villages and on the southern edge of Whiteshill.

There is ancient woodland to the north west of Ruscombe. There are three Key Wildlife Sites: Ruscombe Woods to the north west; The Throat Meadows and Quarry to the north and Ruscombe Meadows between the villages. There are TPOs on the southern and western edge of Whiteshill

The Cotswolds AONB designation covers all of the villages and surrounding land.

There is a protected open space to the west of Whiteshill.

Landscape sensitivity

The landscape parcels around the settlement are all considered to be of high sensitivity to both housing and employment uses and do not offer any opportunity for housing or employment allocation in terms of landscape and visual factors.

Settlement role and function

The **medium-sized** settlement of Whiteshill & Ruscombe is comprised of two historically distinct villages.

The settlement has a **basic local retail role** (a community-run shop), and offers a **basic level of local community services and facilities** (primary school and pre-school provision, place of worship, village hall/community centre, pub, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **good**.

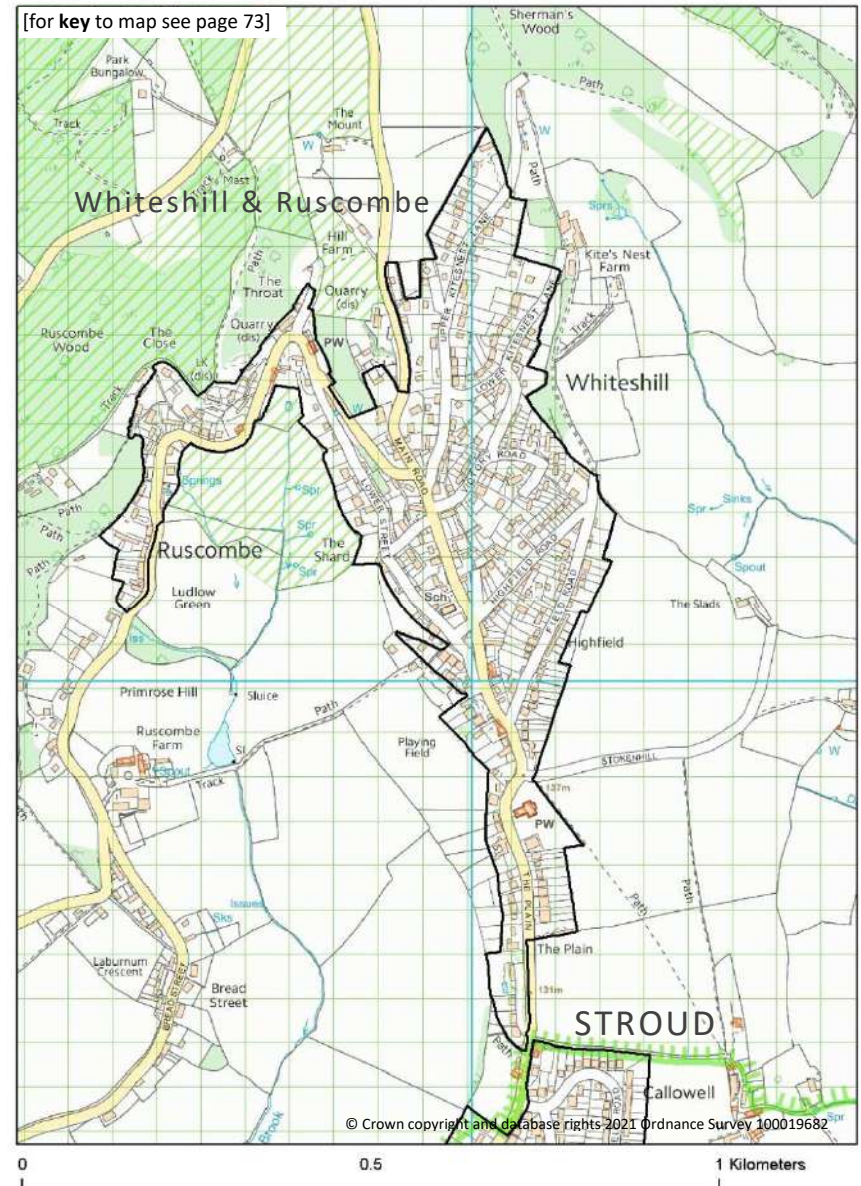
Whiteshill & Ruscombe has **no significant employment role**: its principal role is as a 'dormitory' settlement.

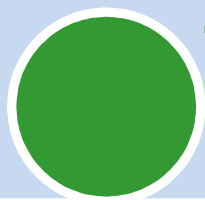
Development strategy

Whiteshill & Ruscombe is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Whiteshill & Ruscombe.





The Stroud Valleys | Our towns and villages

...Bussage, South Woodchester, Box, France Lynch, Randwick

Tier 4a settlements in the Stroud Valleys

- “Old” Bussage
- South Woodchester
- (see also Eastcombe, in the **Cotswold cluster**)

Settlement role and function

These **small** and **very small** settlements provide only **basic/minimal local services and facilities** themselves. However, **access to key services and facilities** elsewhere is **good**: these are relatively accessible settlements, which benefit from their proximity and/or connectivity to higher tier settlements and, in the case of South Woodchester, its proximity to a key public transport route (A46). However, the road infrastructure in and around these settlements is very constrained. South Woodchester is the only Tier 4 settlement with any **employment role**. These villages all function as ‘dormitory’ settlements to some extent.

The Cotswolds AONB designation covers these villages and surrounding land, and they each face significant environmental constraints.

Development strategy

Bussage and South Woodchester are **Tier 4a** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role, function and accessibility as accessible settlements with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at these settlements.

Tier 4b settlements in the Stroud Valleys

- Box
- France Lynch
- Randwick

Settlement role and function

These **small** and **very small** settlements provide only **basic/minimal local services and facilities** for their communities (although Randwick is stronger in this respect than other Tier 4b settlements), and none has any retail facilities. These settlements are highly car-reliant and poorly connected, generally lacking reasonable foot, cycle or bus **access to key services and facilities elsewhere**. These villages **lack any employment role** and all function as ‘dormitory’ settlements.

The Cotswolds AONB designation covers these villages and surrounding land, and they each face significant environmental constraints.

Development strategy

Box, France Lynch and Randwick are **Tier 4b** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role and function as settlements with basic facilities, and boosting community vitality and social sustainability.

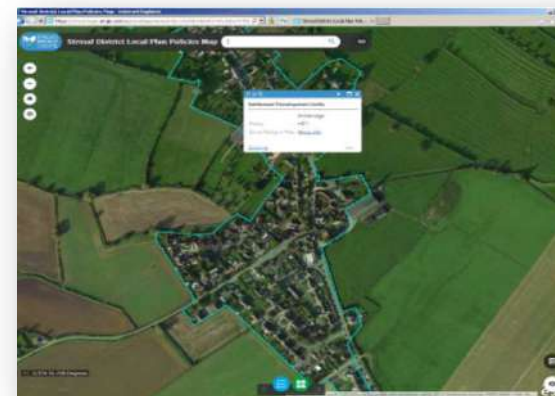
There are no site allocations at these settlements.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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Making Places | Shaping the future of The Stonehouse cluster

The strategy ...

“...Economic growth and well-connected, thriving communities”

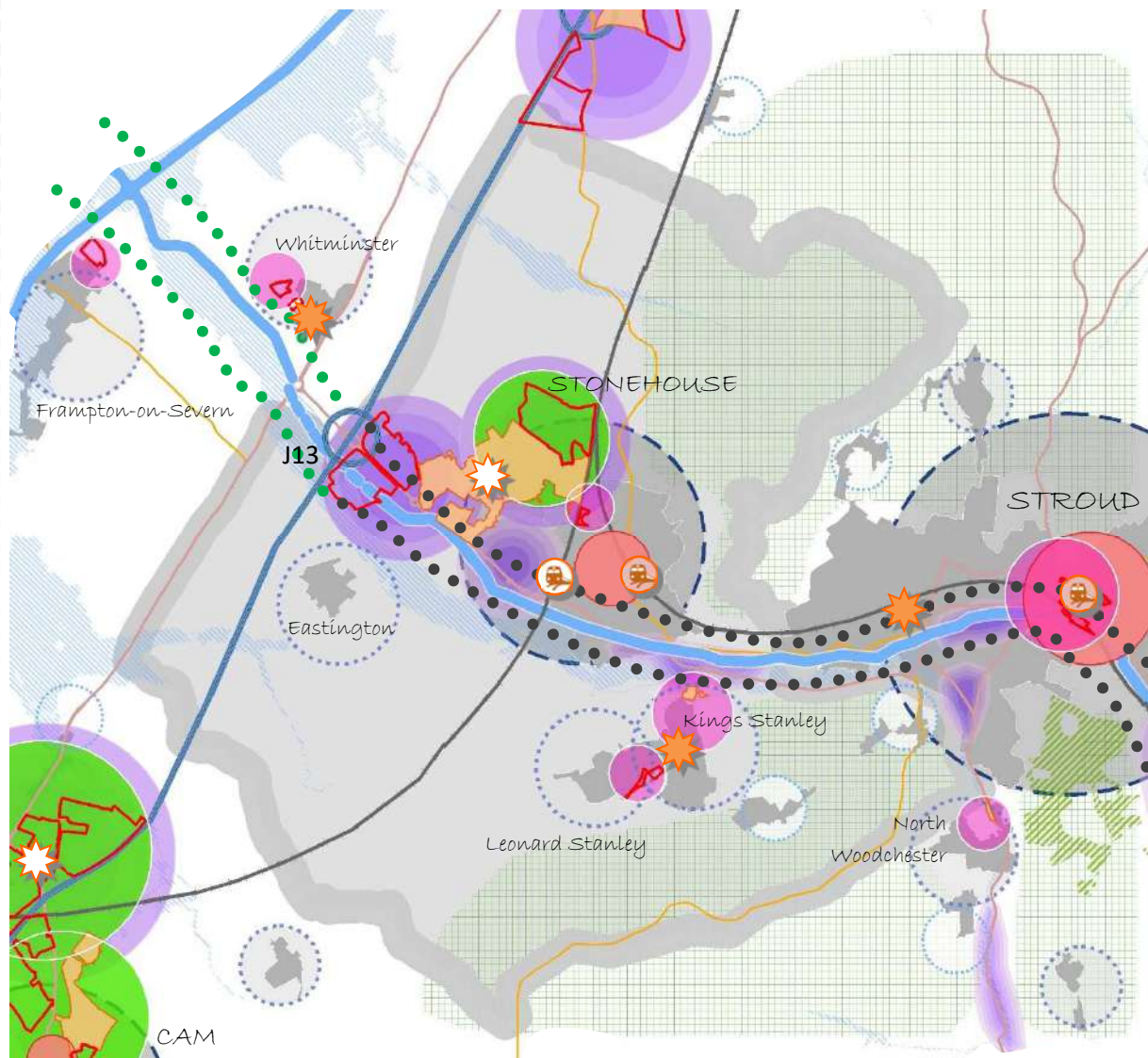
In the parishes of Stonehouse, Standish, Eastington, Frocester, Leonard Stanley, Kings Stanley.

As a “Tier 1” settlement, **Stonehouse** is one of Stroud District’s main towns, a provider of strategic services and facilities and an important employment hub. The development strategy for the surrounding parishes combines some large **strategic site allocations** (which will contribute towards meeting the District’s growth and development needs) with some smaller **local sites**.

As well as these site allocations, the Local Plan’s detailed **policy framework** will steer the type and quantity of development that will happen in **Stonehouse**, at smaller defined settlements and in the countryside.

3.2.1

Map 6 ...Spatial vision for the Stonehouse area up to 2040





Making Places | Shaping the future of The Stonehouse cluster

...what do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 1 – Main Settlements

- Stonehouse

Tier 3a – Accessible settlements with local facilities

- Eastington
- Kings Stanley
- Leonard Stanley

Tier 4a – Accessible Settlements with basic facilities

- Selsley

Tier 4b – Settlements with basic facilities

- Middleyard

Town Centres (CP12)

Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)

Existing / new centres with local services and facilities



The parishes of the Stonehouse vision area



Conserving and enhancing the Cotswolds AONB



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 EI1 EI2)



A focus on local development to meet local needs (CP2 CP3)



Site allocations



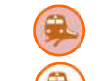
Committed Development (Great Oldbury was a site allocation in the 2015 Local Plan)



Canal corridor conservation and regeneration



Canal corridor conservation and restoration



Rail station



Safeguarded location for new railway station

3.2.2 ▶

Economic growth and well-connected, thriving communities...

Stonehouse is one of the District's employment hotspots and, with its good rail and road links, it is well placed for future growth to meet the District's strategic needs.

Development to the west of Stonehouse at Great Oldbury will expand the existing Oldends/Stroudwater employment area, with attendant transport and infrastructure improvements – including a new rail station at Bristol Road, improved links to the town centre and opportunities for all to make use of pleasant and safe 'green links' on foot or cycle. This will be a sustainable workplace destination for the District, as well as a vibrant new community, served by its own local centre.

The growth of a new employment area close to the M5 Junction 13 will reinforce the town's role as one of the District's most important employment hubs.

The area will feel the environmental enhancement of both the river corridor and the Cotswold Canals restoration, with boosted tourist appeal contributing to the local economy. Links will be improved into the countryside (including to the Cotswold Way) and between the town centre and the canal, providing a valuable amenity for residents of Stonehouse and surrounding communities, as well as helping to draw increased visitor footfall to the town centre.

This area will continue to benefit from strong, well-balanced residential communities, both rural and urban. Communities will have the chance to help shape their neighbourhoods, maintaining their distinct identities and protecting and improving those aspects of the area that make it a pleasant and viable place to live. The villages of Eastington and The Stanleys in particular will thrive, with services and facilities for young and old alike.





Making Places | Shaping the future of The Stonehouse cluster

...What do we want for the future?

3.2.3 Where are we now?...

The town of Stonehouse lies two miles east of Junction 13 (M5), with a rail station on the main Gloucester-London line (the main line to Bristol also runs to the west of the town, but the station is no longer operational). Although Stonehouse has a close relationship with nearby Stroud, it very much functions as a town in its own right, the second most populous town in the District, with a good range of services and shops at its centre. On its western edge lies a major industrial and business area, which provides jobs for over 4,000 people and is home to a number of national companies.

By contrast, Standish and Frocester are amongst the most sparsely populated parishes in the District, with a strong rural character. Eastington, Leonard Stanley and Kings Stanley are amongst the District's larger villages, each having good access to everyday services and facilities, village essentials such as pub and primary school, and a strong sense of community. The Cotswold escarpment provides a dramatic landscape backdrop and the eastern edge of this cluster area is designated part of the Cotswolds AONB.

3.2.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are key local issues and top priorities:

- Reducing A419 road congestion and travel to work out-commuting
- Designing safe cycle routes and achieving better public transport, including by delivering a new rail station on the Bristol-Birmingham main line and improving pedestrian and cycle connectivity to Stonehouse High Street
- Maintaining and improving the vitality of Stonehouse town centre
- Providing for local job opportunities, supporting home working, co-working, small businesses and training/apprenticeships
- Ensuring provision of adequate smaller affordable housing and opportunities for downsizing for local people
- Increasing health and community facilities at our towns and villages
- Conserving and enhancing the Cotswolds AONB
- Ensuring development enhances local green spaces and improves access to countryside throughout the Stonehouse cluster
- Prioritising green spaces along the canal for tourism, recreation, wildlife and community uses
- Reinstatement of the Cotswold Canals "missing mile"





Making Places | Shaping the future of The Stonehouse cluster

...How are we going to get there?

3.2.5 Guiding principles for growth or development in the Stonehouse cluster:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the parishes around Stonehouse are expected to accord with the **Stonehouse cluster Mini Vision** and to have regard to the following **Guiding Principles**:

1. This area will continue to be a major employment focus for the District. Northwest and westwards of Stonehouse will be a focus for the District's strategic growth, providing more than 15ha of additional employment land and a diverse mix of employment-generating uses, alongside 700 homes, on allocated sites
2. Appropriate development will be supported to sustain Stonehouse in its role as one of the District's Tier 1 Main Towns, sustaining and enhancing its town centre functionality as a provider of strategic and local services for its surrounding communities, playing a secondary role to nearby Stroud (the District's principal commercial centre)
3. The physical distinctiveness of Stonehouse will be retained: avoid physical and visual amalgamation by resisting development at key 'gaps', such as west of Ebley/Ryeford
4. Appropriate development will be supported sustain or enhance the functionality and accessibility of Eastington, Kings Stanley and Leonard Stanley in their roles as Tier 3a Accessible Settlements with Local Facilities; as Tier 4 settlements, Selsley and Middledyrd will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans
5. Focus on canal restoration and canal corridor conservation and regeneration, including the "missing mile" of the Stroudwater Navigation; improve physical accessibility between canal and town centre
6. Enhance the existing good transport links and movement corridors. Support the development of a new railway station at Bristol Road and a multi-modal public transport interchange at Eco Park. Allow greater permeability through any new development for walkers and cyclists
7. Town centre public realm improvements/enhancements looking in particular at traffic management and streetscape
8. Acknowledge role of the A419 as a 'gateway' to Stonehouse and to the Stroud Valleys beyond. Avoid urbanisation of character and linear sprawl.
9. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on Stanley Mills conservation area and the Industrial Heritage Conservation Area
10. Conserve and enhance high quality natural landscape (part AONB). There will be no strategic growth within the AONB, where any minor development must meet specific local needs.
11. Avoid development on floodplain or areas at risk of flooding





Making Places | Shaping the future of The Stonehouse cluster

...How are we going to get there?

Key to maps ▼

Settlement summaries

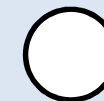
p100	Eastington (Alkerton)
p101	Kings Stanley
p102	Leonard Stanley
p105	Stonehouse
p116	Selsley, Middleyard

Site allocations

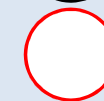
PS16	South of Leonard Stanley Primary School
PS42	Land off Dozule Close, Leonard Stanley
PS17	Magpies site, Oldends Lane, Stonehouse
PS19a	Stonehouse North West
PS20	Eco Park M5 Junction 13

The following pages contain settlement summaries for each of the defined settlements in the Stonehouse cluster of parishes ([Core Policy CP3](#)).

The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).



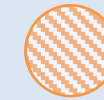
Settlement development limit
(settlement boundary)



Site allocations



Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)



Heritage designations (including conservation areas, listed buildings, scheduled monuments...)



Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, RAMSAR...)

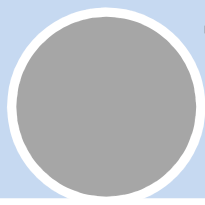


Flood Zones 2 and 3



The Cotswolds AONB





The Stonehouse cluster | Our towns and villages

...Eastington (Alkerton)

Planning constraints and designations

The principal physical constraint is the floodplain, which runs to the north east of the village, along the River Frome valley.

The Industrial Heritage Conservation Area abuts the eastern part of the village. There are a number of listed buildings at Millend, to the east of the village, and along the Bath Road, to the south and west of the village.

The River Frome Key Wildlife Site lies to the north of the village.

There are protected open spaces within and to the west of the village.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the south east of the settlement. There may be some opportunities to the northwest.

The preferred direction of employment growth in landscape terms is to the northwest.

Settlement role and function

Eastington is a **medium/large sized** village, with the old hamlet of Alkerton at its core. This is the focus of the Settlement Development Limit, but the 'Eastington' community extends across several other distinct hamlets.

Settlement role and function (contd...)

It has a **basic local retail role** (a convenience store), and the village offers a **basic** range of **local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **fair**.

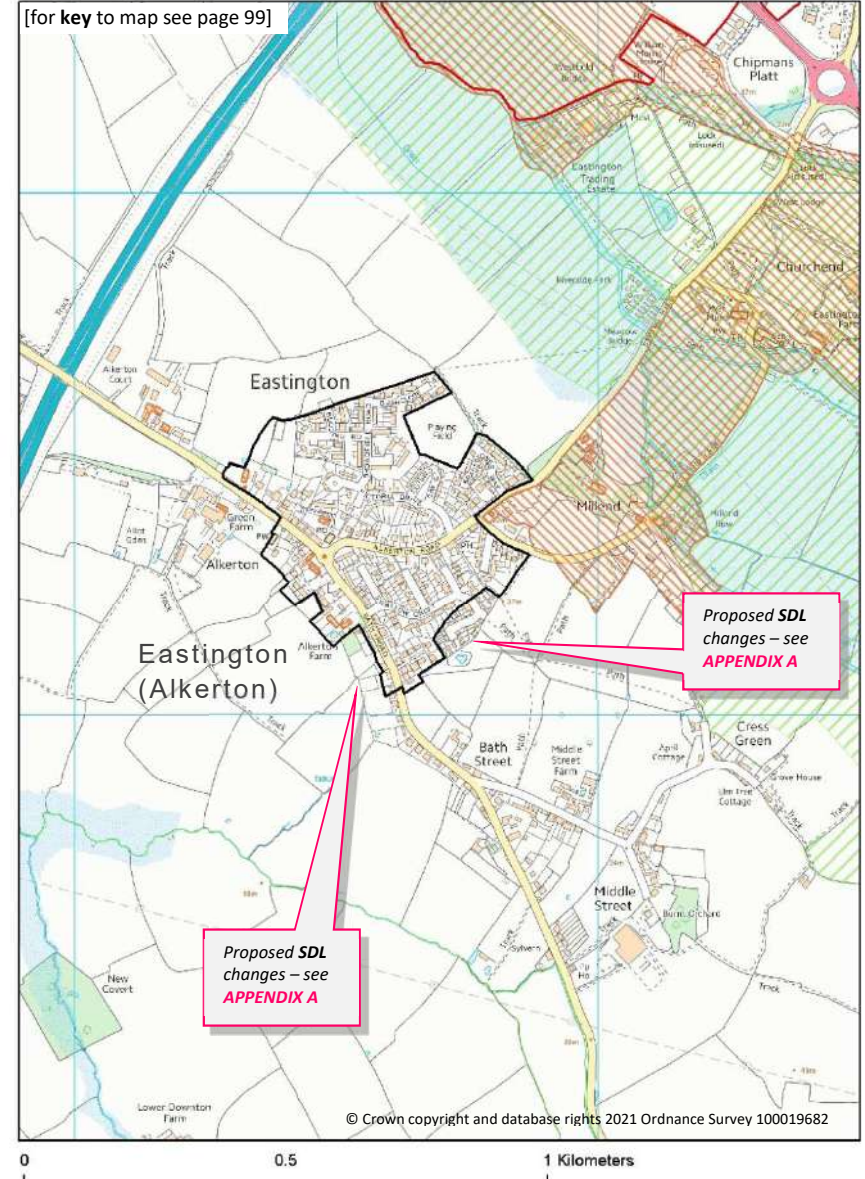
Eastington has an **employment role**, with a Key Employment Site north of the village. Although it is a modest net importer of workers, its principal role is as a 'dormitory' settlement.

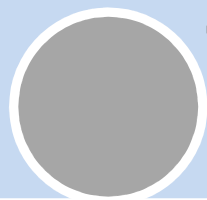
Development strategy

Eastington is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

There are no site allocations at Eastington.





The Stonehouse cluster | Our towns and villages

...Kings Stanley

Planning constraints and designations

The principal physical constraint is the floodplain to the north of the village along the River Frome valley.

The Industrial Heritage Conservation Area abuts the northern part of the village. There are a number of listed buildings within the village and on the northern and eastern boundaries.

The River Frome Key Wildlife Site abuts the village to the north.

The Cotswolds AONB lies immediately to the east and south of the village.

There are protected open spaces within the settlement.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the north of the settlement. There may be some small opportunities to the south and east.

The preferred direction of employment growth in landscape terms is to the north.

Settlement role and function

Kings Stanley is a **medium/large sized** village with close geographic and functional links to Leonard Stanley.

It has a **strong local retail role** with a small range of shops to serve the day-to-day needs

Settlement role and function (contd...)

of the community and a small local catchment. The village has a **good** level of **local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **fair**.

Kings Stanley has **no significant employment role**: its principal role is as a local service centre and 'dormitory' settlement.

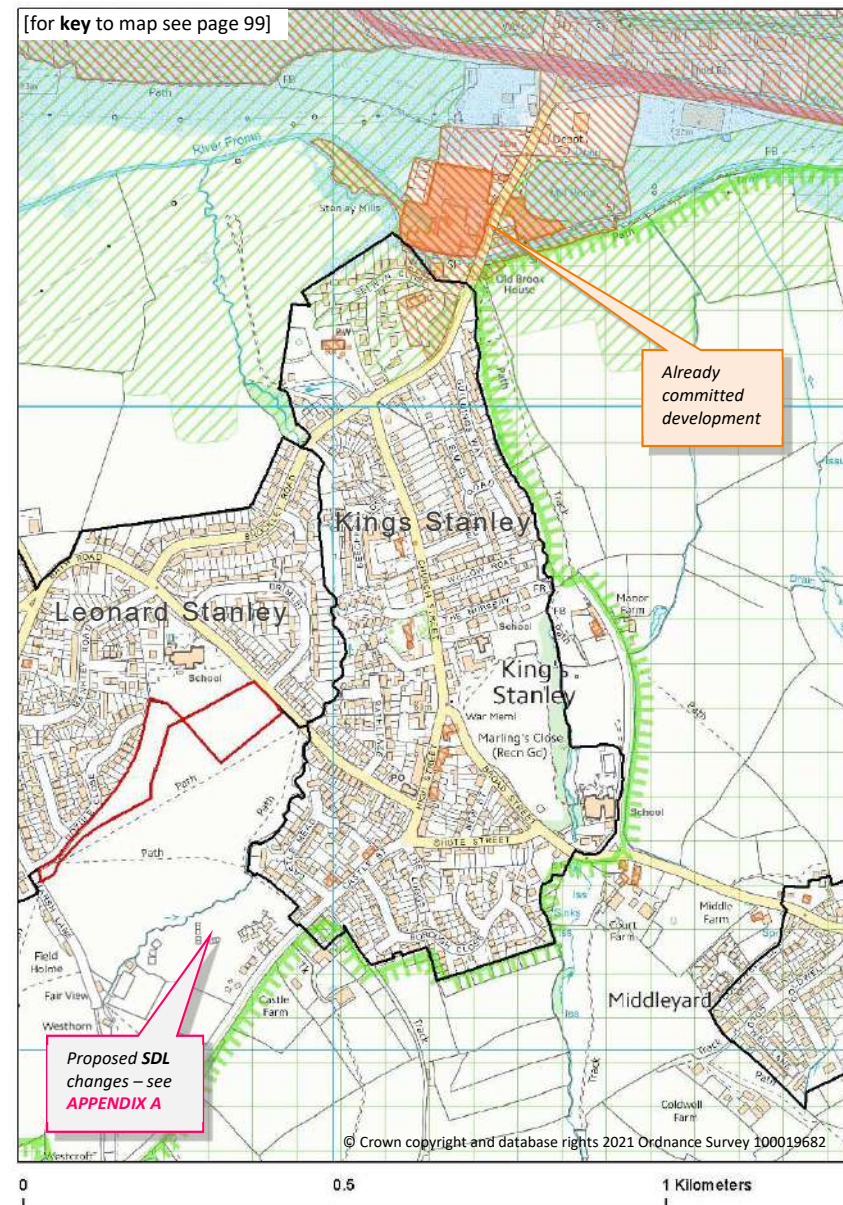
Development strategy

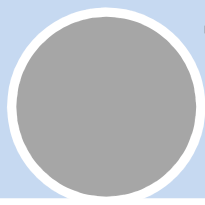
Kings Stanley is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

Committed development at **Stanley Mills** (an *existing* planning permission for 146 dwellings plus employment uses) will provide for the future needs of the settlement.

There are no site allocations at Kings Stanley, due to environmental constraints around the settlement.





The Stonehouse cluster | Our towns and villages

...Leonard Stanley

Planning constraints and designations

There are no significant physical constraints.

There are a number of listed buildings within and to the south west of the village.

The River Frome Key Wildlife Site lies beyond the village to the north.

The Cotswolds AONB lies beyond the south of the village.

There are protected open spaces within the settlement.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the north and northwest of the settlement.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Leonard Stanley is a **medium/large sized** village with close geographic and functional links to Kings Stanley.

It has **no retail role** and relies on Kings Stanley to service day-to-day needs. But the village offers a **basic** level of **local community services and facilities** (primary school and pre-school provision, place of worship, pub, village hall / community centre, sports field / pitch and playground.

Settlement role and function (contd...)

Access to key services and facilities elsewhere is **fair**.

Leonard Stanley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

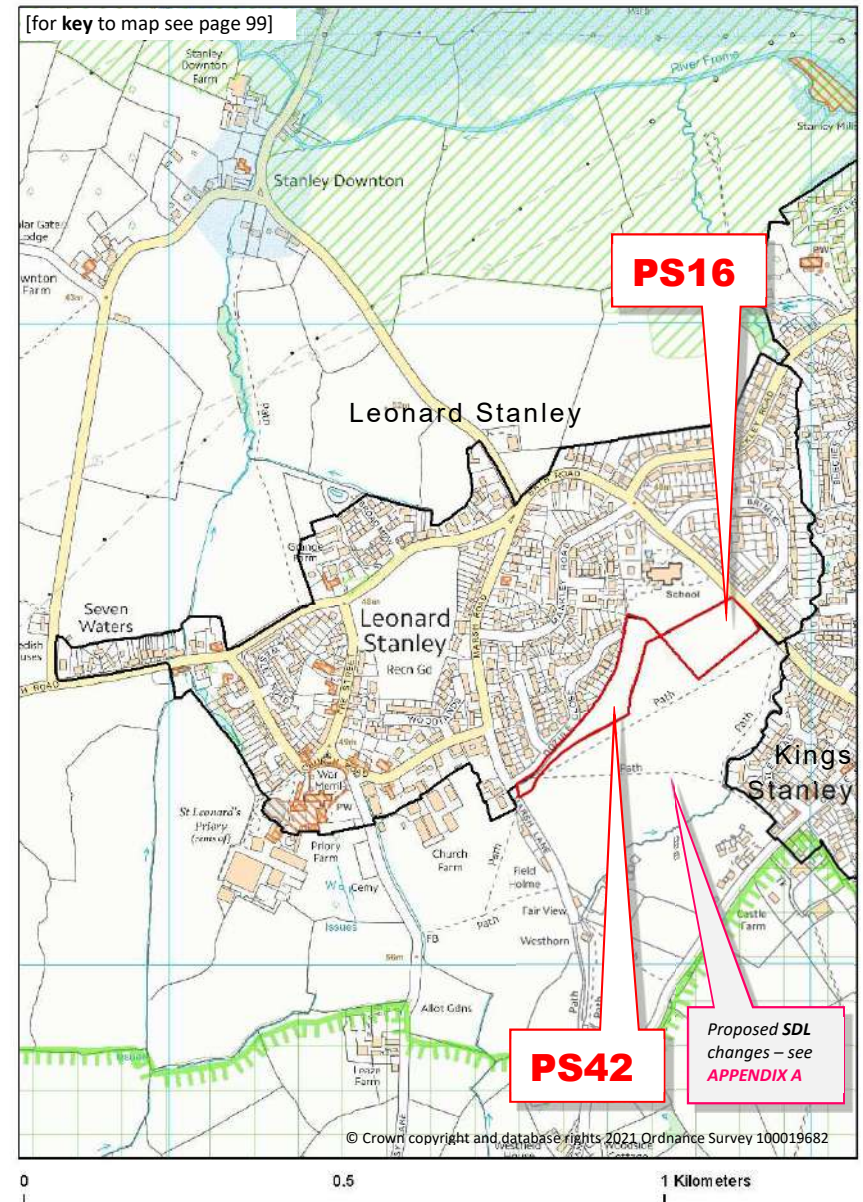
Development strategy

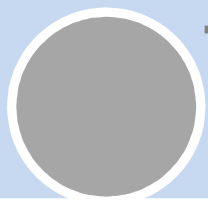
Leonard Stanley is a Tier 3a settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

PS16 South of Leonard Stanley Primary School.

PS42 Land off Dozule Close.





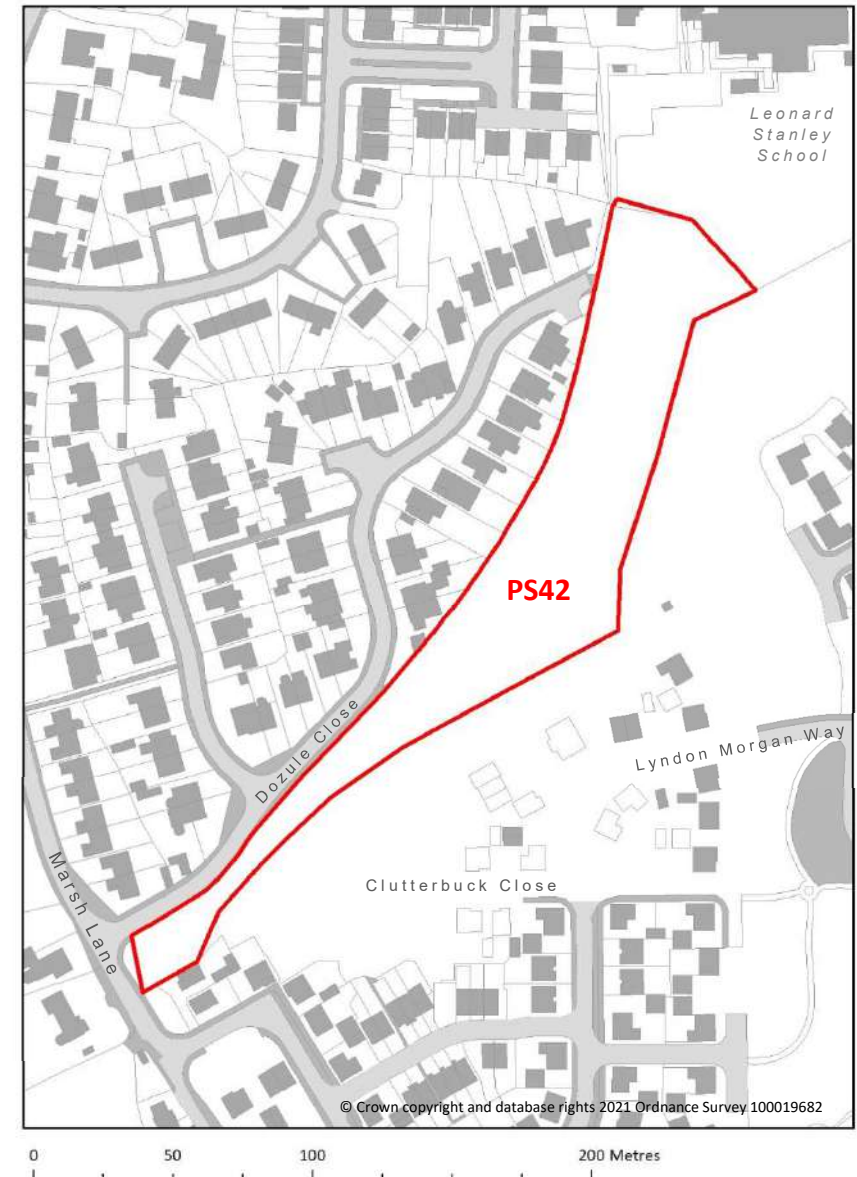
Local Sites Allocation Policy PS42

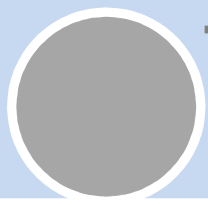
Land off Dozule Close, Leonard Stanley

Land off Dozule Close, as identified on the policies map, is allocated for a development comprising up to 15 dwellings and associated open space uses. Particular issues to address include retaining the majority of the southern part of the site in open space uses, conserving existing hedgerows and trees and integrating the development with adjoining uses. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land off Dozule Close

- 3.2.6 Land at Dozule Close has potential for a modest development for housing and open space uses. Development should be focused on the northern part of the site with access from Dozule Close. Existing open land including hedgerows and trees should be retained and enhanced where possible in the southern part of the site and adjoining Marsh Lane, including adjacent to the existing Public Rights of Way linking Dozule Close and Lyndon Morgan Way. New footpath and cycle links should be provided to link with the existing walking and cycling network.





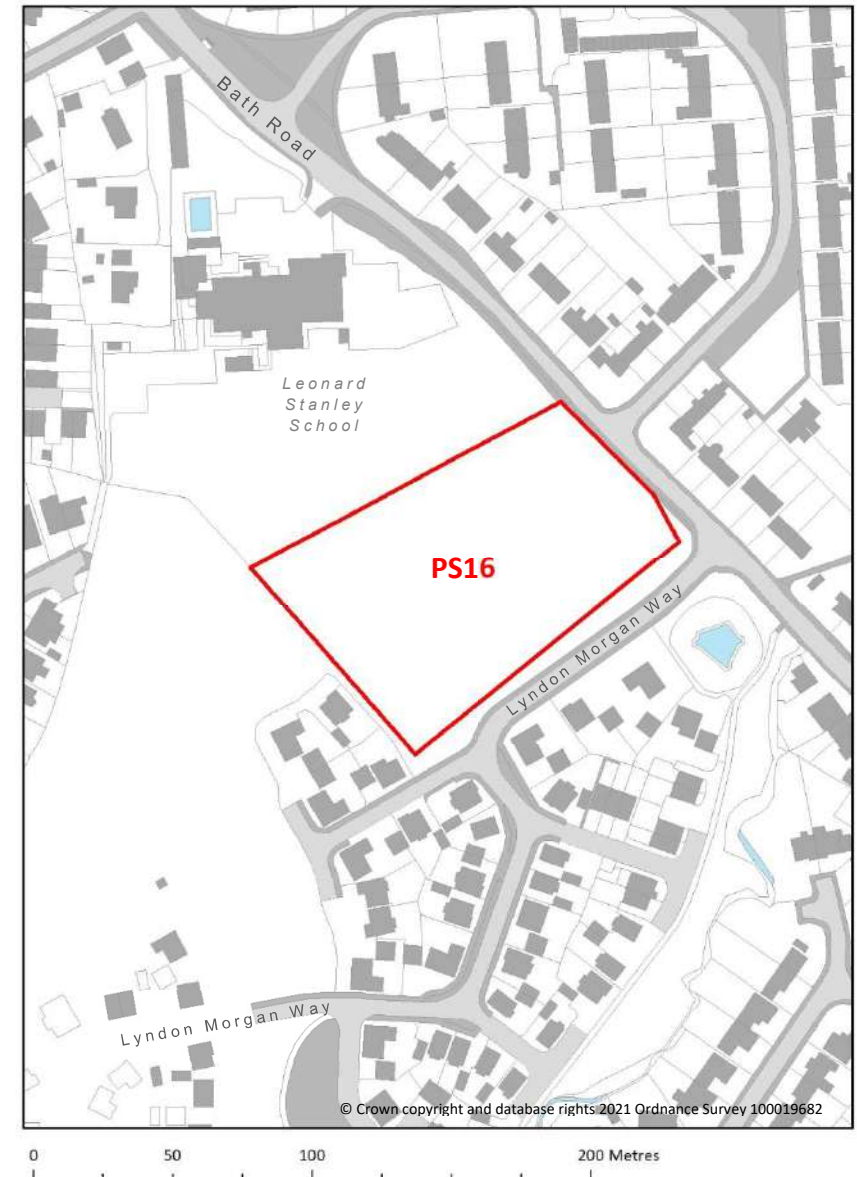
Local Sites Allocation Policy PS16

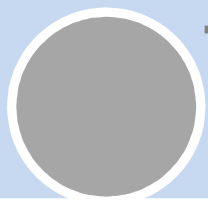
South of Leonard Stanley Primary School

Land south of Leonard Stanley Primary School, as identified on the policies map, is allocated for a development comprising up to 25 dwellings and associated open space uses. Particular issues to address include conserving existing hedgerows and trees adjacent to Bath Road and integrating the development with adjoining uses. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

South of Leonard Stanley primary school

- 3.2.7 Land south of Leonard Stanley Primary School has potential for a modest development for housing and open space uses. Existing hedgerows and trees on the boundary with Bath Road should be retained and enhanced where possible. New footpath and cycle links should be provided to link with the existing walking and cycling network.





The Stonehouse cluster | Our towns and villages

...Stonehouse

Planning constraints and designations

The principal physical constraint is the floodplain to the south of the town along the River Frome valley.

The Industrial Heritage Conservation Area adjoins the southern edge of the town. There are a number of listed buildings within the town and on the rural boundaries.

The River Frome and the Verney Meadows Key Wildlife Sites lie along the southern and eastern edges of the town respectively.

The Cotswolds AONB lies adjacent to the eastern and northern edge of the town.

There are protected open spaces within the town.

Landscape sensitivity

The preferred direction of housing and employment growth in landscape terms is to the west and/or to the north of the settlement.

Settlement role and function

Stonehouse is a **very large** settlement, one of the District's four biggest towns.

Stonehouse has a **strong 'strategic' retail role** as one of the District's 5 town centres, serving a wide catchment. It offers a **very good** level of **local community services and facilities** (GP, dentist and pharmacy, post office, primary school and pre-school, places of worship, pubs, town hall/community centre, sports/playing fields and playground) and has a **limited role in providing 'strategic' services and facilities** to a wider catchment (bank, secondary school and rail station). **Access to key services and facilities** here and elsewhere is **good**.

As a net importer of thousands of workers and with several major key employment sites around it, Stonehouse is the District's second biggest employment 'hub'. The town has a **very important employment role**.

Development strategy

Stonehouse is a **Tier 1** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Site allocations [outlined in **red** on the map and shown in more detail over the following pages] will meet local and strategic growth needs:

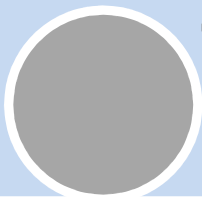
PS17 Magpies site, Oldends Lane.

PS19a Stonehouse North West.

PS20 Eco Park M5 Junction 13.

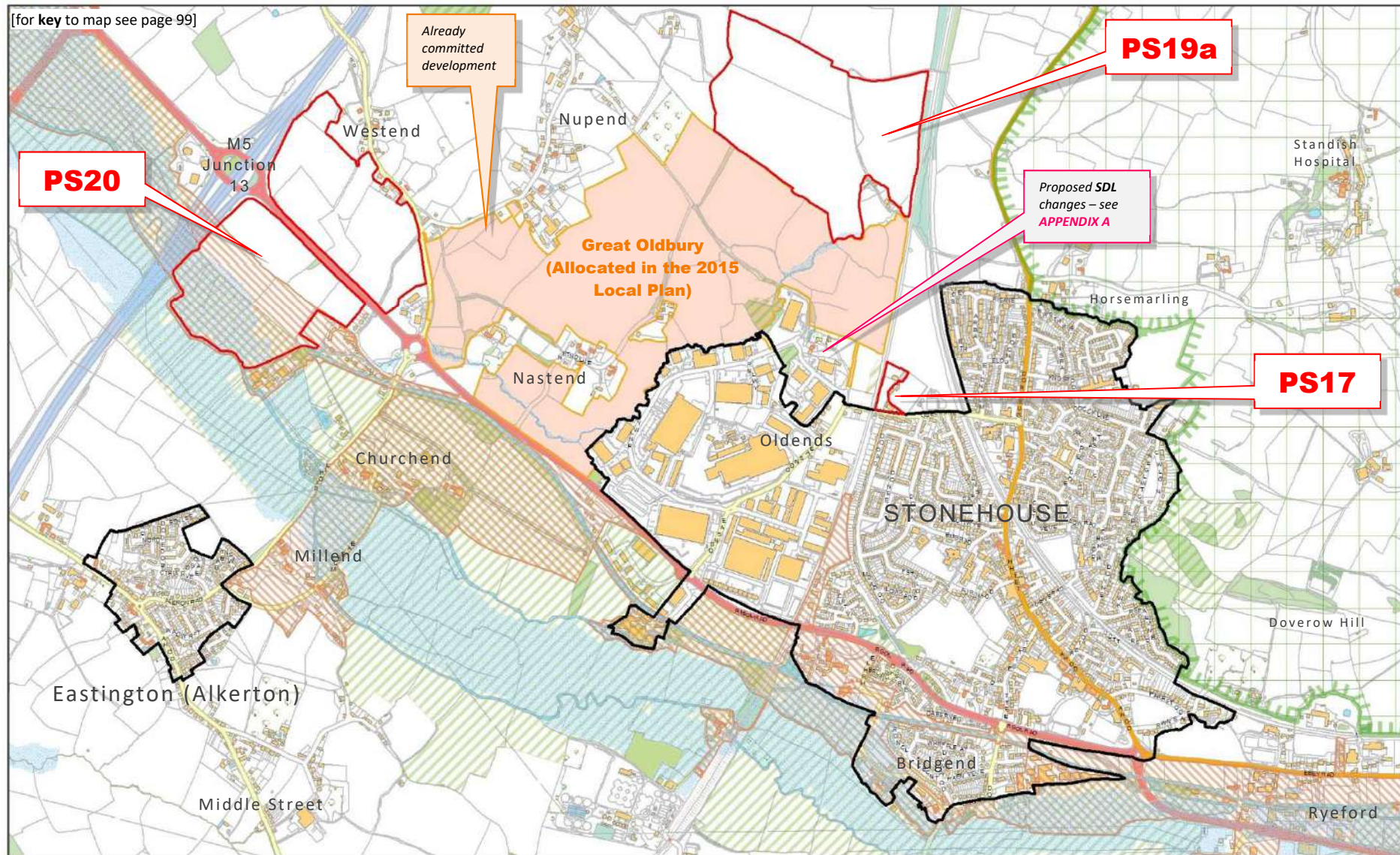
In addition to the allocated sites, infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Stonehouse's role and function as one of the District's main towns and a strategic service centre.

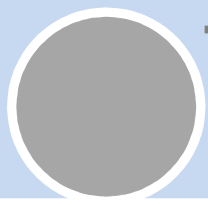




The Stonehouse cluster | Our towns and villages

...Stonehouse





The Stonehouse cluster | Our towns and villages

...Stonehouse

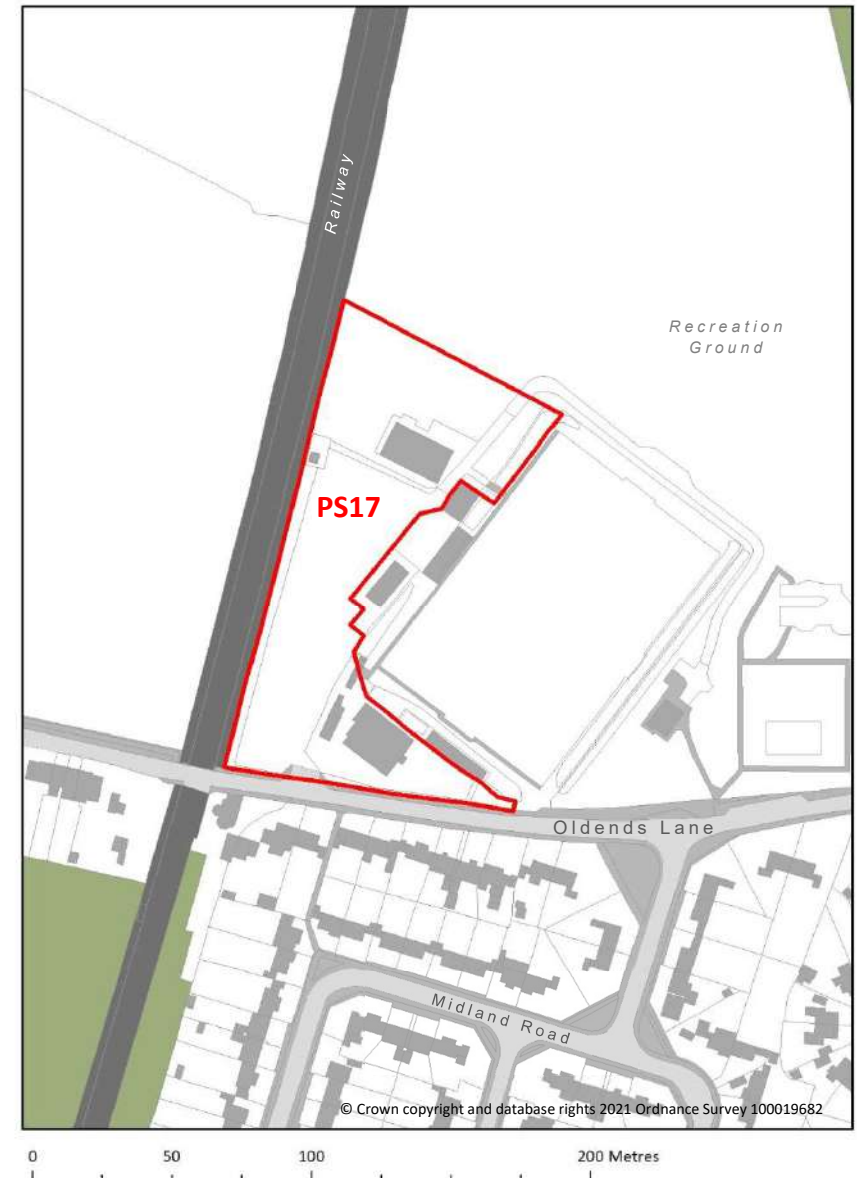
PS17 allocation...

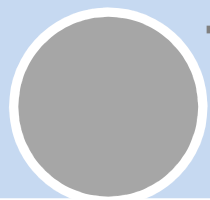
Local Sites Allocation Policy PS17 Magpies site, Oldends Lane, Stonehouse

Land at Magpies site, Oldends Lane, as identified on the policies map, is allocated for a development comprising up to 10 dwellings, a new community building with car parking and landscaping. The site shall also safeguard land to allow for a future pedestrian bridge across the railway at Oldends Lane. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Magpies site, Oldends Lane

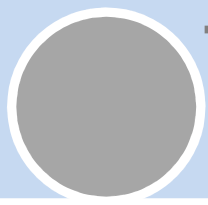
3.2.8 The redevelopment of the Magpies sports and social club for new housing will enable the Town Council to enhance existing community facilities and provide for new community uses at the adjacent Oldends Lane recreation area. The site lies adjacent to the Bristol-Birmingham main railway line and future plans for a pedestrian bridge across the railway line for pedestrians and cyclists will require land on this site to be safeguarded for these purposes.





Land north west of Stonehouse (PS19a)

- 3.2.9 Land north west of Stonehouse is identified as a sustainable urban extension to Stonehouse at Great Oldbury, which will deliver a high quality mixed use development, including housing, employment and community uses that meets the day to day needs of its residents.
- 3.2.10 Land north west of Stonehouse is located immediately adjacent to and to the north of the emerging neighbourhood of Great Oldbury (2015 Local Plan allocation West of Stonehouse) and west of the Bristol-Birmingham railway line, within the parish of Standish.
- 3.2.11 The site comprises 36 hectares of primarily agricultural land which will be developed for approximately 700 dwellings, 8 plots for travelling showpeople uses and 5 hectares of office, B2 and B8 employment land to reflect the identified sectoral needs of the District and local area. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions. Community provision will include a new primary school on a 2 hectare site, together with recreation open space and natural green space in accordance with Local Plan standards to meet the needs of residents. Contributions will also be required towards a new surgery in Stonehouse.
- 3.2.12 Development is envisaged as a series of neighbourhoods linking seamlessly with the adjoining Great Oldbury development. Employment uses are expected to connect with planned employment uses adjoining Oldends Lane.
- 3.2.13 To integrate the development with Great Oldbury and to protect the landscape setting of Standish, open countryside and views from the **AONB** escarpment, substantial structural landscaping will provide a green buffer on the western, northern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure at Great Oldbury to create sustainable green corridors.
- 3.2.14 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC sites**. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking recreation at these sensitive locations.
- 3.2.15 The south eastern edge of the site is located adjacent to a local watercourse and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.
- 3.2.16 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan



objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The **STS** has identified a number of interventions for this site which should be imbedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

- 3.2.17 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will be required towards sustainable transport measures on the A38 and A419 sustainable transport corridors and towards extending local bus services and the re-opening of Stonehouse Bristol Road rail station. Vehicular access will be primarily from the Great Oldbury distributor road and from Oldends Lane, with necessary highway improvements consistent with the findings of the STS and the **Traffic Forecasting Report**.

Strategic Site Allocation Policy PS19a

Stonehouse North West

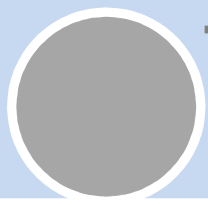
Land Northwest of Stonehouse (in Standish Parish), as identified on the policies map, is allocated for a strategic mixed use development, including employment, residential and community uses.

A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

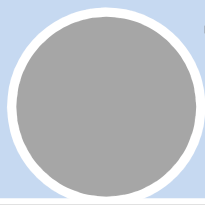
1. Approximately 700 dwellings, including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the Stonehouse cluster area;
2. 8 plots for traveling showpeople uses, to reflect needs identified in the accommodation assessment (2017);
3. Approximately 5 hectares of office, B2 and B8 employment land and ancillary uses to reflect the identified sectoral needs of the District and local area;
4. A 1.5 form entry primary school (incorporating early years' provision) on a 2 hectare site and contributions towards secondary school and further education provision;
5. A contribution towards a new surgery at Stonehouse to support the development;
6. Accessible natural green space providing a net gain to local biodiversity and public outdoor playing space, including built facilities and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;

(contd.) ...



... (contd.)

7. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar and Cotswold Beechwoods SAC sites;
8. Structural landscaping buffer along the northern, western and eastern boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
9. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS);
10. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
11. A layout, density and character which integrates seamlessly with the adjoining Great Oldbury development;
12. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
13. High quality and accessible walking and cycling routes to the Great Oldbury local centre, open space, employment and local schools and contributions towards the enhancement of off-site walking and cycling routes to key destinations including Maidenhill school, Stonehouse town centre, Stonehouse railway station and routes to Stroud;
14. Contributions and support to sustainable transport measures on the A38 and A419 sustainable transport corridors;
15. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Stroud, Stonehouse, Gloucester, and Cam and Dursley station;
16. Contributions towards the re-opening of Stonehouse Bristol Road rail station;
17. Electric vehicle charging points in accordance with local parking standards;
18. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan;
19. Primary vehicular access from the existing Great Oldbury distributor road and from Oldends Lane, with necessary improvements to the existing highway network;
20. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
21. Phasing arrangements to ensure that employment land is developed and occupied in parallel with housing land completions and community provision is made in a timely manner.



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Strategic Site Allocation PS19a

Stonehouse North West

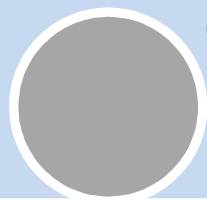
PS19a map ▼



The site map for **Stonehouse North West** (outlined in red) includes the following indicative information:

-  Potential access point(s)
-  Strategic landscaping, including green infrastructure (indicative)
-  Open space(s)
-  New primary school
-  Community uses
-  Site boundary
-  Housing / Employment uses



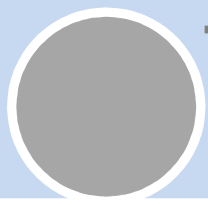


M5 Junction 13 Eco Park

- 3.2.18 Eco Park M5 Junction 13, is identified as a strategic mixed use development, which will deliver high quality employment, a sports stadium, canal, open space and ancillary uses.
- 3.2.19 The site is located to the west of **Stonehouse** within **Eastington parish**, adjacent to the A419 and M5 Junction 13.
- 3.2.20 The site comprises 42 hectares of primarily agricultural land which will be developed for approximately 10 hectares of business uses associated with the green technology and low carbon sector; a sports stadium with ancillary uses comprising fitness centre, hotel and sports training pitches; a care village and open space uses. The development will facilitate a canal cut, towpath and operational uses as part of the restoration of the **Stroudwater Canal** to navigable uses from Saul Junction to Stroud and beyond.
- 3.2.21 The sports stadium will be located north of the A419, together with employment and the care village. South of the A419, employment, the hotel and any other ancillary built development will be located outside of the **Industrial Heritage Conservation Area (IHCA)**. The canal cut, open space uses, grass training pitches and minimal ancillary built development will be provided within the IHCA and designed to have minimal harm and impact on the IHCA.
- 3.2.22 The restoration of the Stroudwater Navigation through the Stroud Valleys and the connection of the canal with the wider canal network at Saul Junction is a major objective of the Council and the Local Plan. Heritage Lottery funding has been secured to achieve a new canal cut through the

southern section of this site to facilitate this. Whilst the character of the IHCA at this location will change with the new canal cut and provision of sports pitches on current agricultural land, the public benefit to the people of Stroud will in principle outweigh any material harm to the IHCA. However, it is important within this context for the scheme to secure the delivery of the canal cut, towpath and operational uses as part of the restoration of the Stroudwater Navigation as it will provide the mitigation essential to minimise any harm of the wider scheme upon the IHCA.

- 3.2.23 The Eco Park will be located at an important gateway location for visitors to the Stroud Valleys and as such the gateway will require a high quality design and sensitive treatment. To integrate the development within the local landscape and to respect the adjoining hamlet of **West End**, the development north of the A419 will be set within an agreed landscaped setting. South of the A419, the character and setting of the IHCA will require the development to retain the open character of the land around the old/new canal cut and retain and enhance views to the wider landscape. The scale and form of buildings and new landscaping within the setting of the IHCA south of the A419 will require particular attention. In addition, the proximity to the M5 at Junction 13 will require structural landscaping to provide a green buffer on the western edges of the development. Green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.
- 3.2.24 Much of the southern part of the site is located within the immediate catchment of the River Frome and the disposal of surface water run-off will require careful consideration to ensure that neither the development



nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.

3.2.25 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The STS has identified a number of interventions for this site which should be embedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

3.2.26 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, a multi-modal travel interchange hub will be developed at a central accessible location north of the A419, to allow for interchange for sustainable modes including bus, bicycle, walking, other forms of personal transport and car sharing. Contributions will also be required towards sustainable transport measures on the A38 and A419 sustainable transport corridors and towards extending local bus services and the re-opening of Stonehouse Bristol Road rail station. Vehicular access will be primarily from the A419, with necessary highway improvements consistent with the findings of the STS and the **Traffic Forecasting Report**.

Strategic Site Allocation Policy PS20

Stonehouse - Eco Park M5 Junction 13

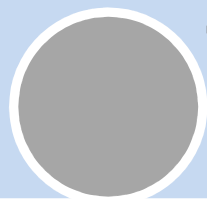
Land north east and south east of M5 Junction 13, as identified on the policies map, is allocated for a strategic mixed use development, including employment, sports stadium, sports pitches, 70 bed care village, hotel, canal and open space uses.

A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. Sports stadium, to be located north of the A419, and ancillary uses including fitness centre, hotel and sports training pitches located within a landscaped setting;
2. Approximately 10 hectares of business uses associated with the green technology and low carbon sector, including office, B2, B8 and ancillary uses, located outside of the Industrial Heritage Conservation Area (IHCA) and designed so as to minimise any potential harm and impact upon the IHCA;
3. Care village to be located adjacent to Westend/Great Oldbury;
4. Canal cut, towpath and operational uses as part of the restoration of the Stroudwater Canal to navigable uses from Saul Junction to Stroud and beyond;
5. Accessible natural green space providing a net gain to local biodiversity and linking with existing green infrastructure;
6. Structural landscaping buffer along the M5, A419 and adjacent to residential properties at Westend and Chipman's Platt, incorporating existing and new native hedgerows and trees;

(contd.) ...

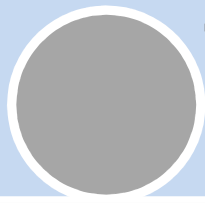


... (contd.)

7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
8. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
9. A layout of uses, density and built form and character which ensures less than substantial harm to IHCA;
10. High quality, safe and secure walking and cycling routes to integrate all sections of the site and to connect with NCR45 and contributions towards the enhancement of off-site walking and cycling routes to key destinations including Stonehouse town centre, Stonehouse railway station and routes to Stroud;
11. Contributions and support to sustainable transport measures on the A38 and A419 sustainable transport corridors;
12. Multi-modal travel interchange hub to serve the development at a central accessible location north of the A419 to allow for interchange for sustainable modes including bus, bicycle, walking, other forms of personal transport and car sharing;
13. Public transport permeability through the site to facilitate existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Stroud, Stonehouse and Gloucester;
14. A dedicated shuttle bus service between the site and Stonehouse and Cam and Dursley rail stations;
15. Contributions towards the re-opening of Stonehouse Bristol Road rail station;

16. Electric vehicle charging points in accordance with local parking standards;
17. Actively managed car parking provision to provide a level of constraint to unnecessary car usage;
18. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan;
19. Primary vehicular access from the A419 and additional vehicular access from Grove Lane, with necessary improvements to the existing highway network;
20. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;

The delivery of the canal cut, towpath and operational uses as part of the restoration of the Stroudwater Canal to navigable uses will be a requirement of the development on land south of the A419, as it will provide essential mitigation to minimise any harm to the IHCA.

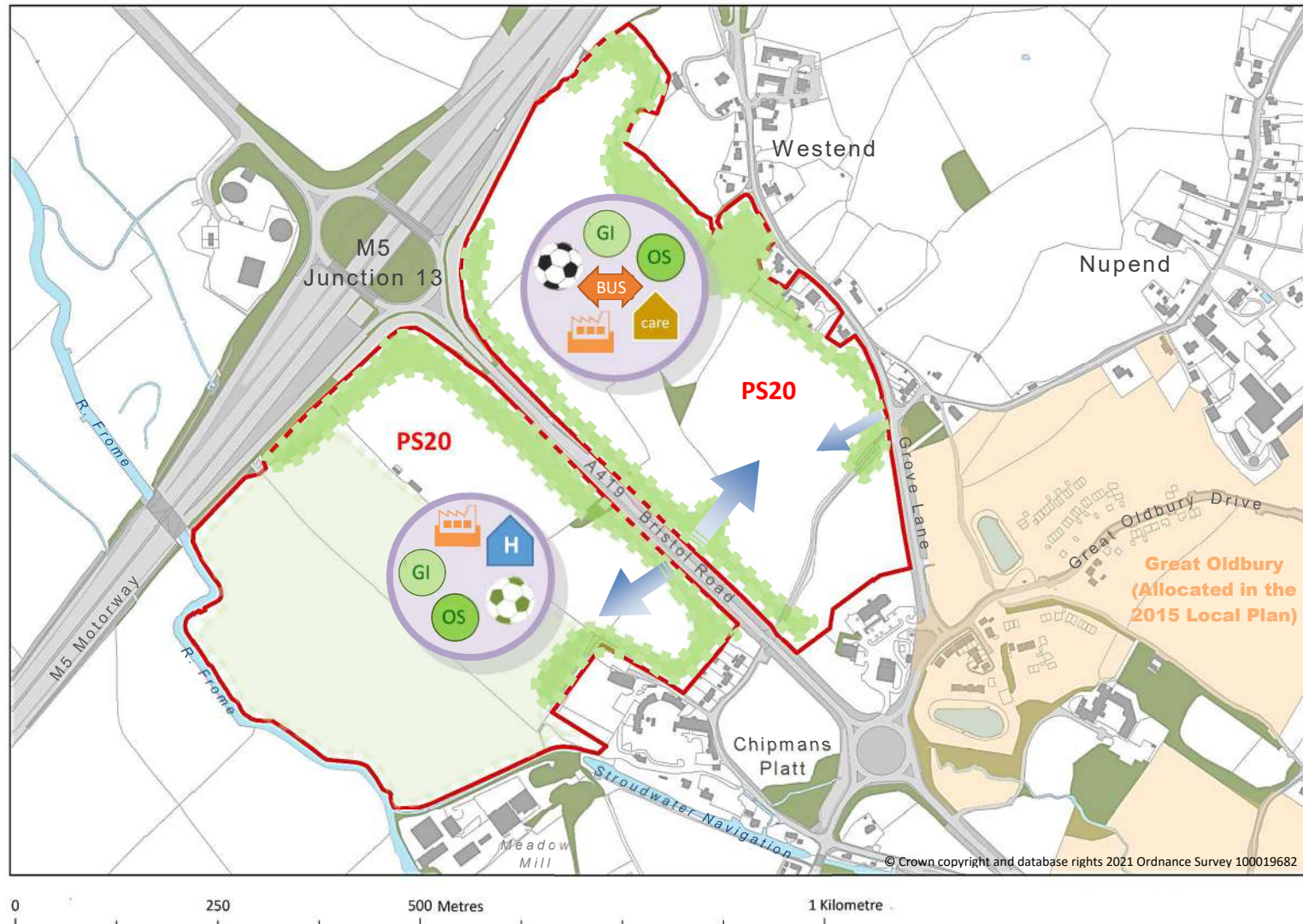


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Strategic Site Allocation PS20
Stonehouse - Eco Park M5 Junction 13

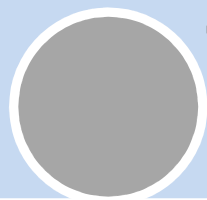
PS20 map ▼



The site map for **Eco Park M5 J13** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s)
- Sports stadium
- Training pitches
- Employment uses
- Hotel / fitness
- Care village
- Site boundary
- Travel interchange hub





The Stonehouse cluster | Our towns and villages

...Selsley, Middleyard

Tier 4a settlements around Stonehouse

- Selsley

Settlement role and function

This **small/very small** settlement provides **basic local services and facilities** for the community but has no retail role. However, **access to key services and facilities** elsewhere is **good**: this is a relatively accessible settlement, which benefits from its proximity and connectivity to the higher tier settlements of Stroud and Stonehouse. Selsley has **no significant employment role** and it functions as a 'dormitory' settlement.

The Cotswolds AONB designation covers Selsley and surrounding land, and it faces significant environmental constraints.

Development strategy

Selsley is a **Tier 4a** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Selsley's role, function and accessibility as accessible settlement with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Selsley.

Tier 4b settlements around Stonehouse

- Middleyard

Settlement role and function

This **small/very small** settlement provides only **minimal local services and facilities** for the community and has no retail role. Middleyard has **fair access to key services and facilities elsewhere** and benefits from proximity to Kings Stanley. It is a relatively accessible settlement, but it is generally car-reliant and lacks good foot, cycle or bus connectivity. Middleyard has **no significant employment role** and it functions as a 'dormitory' settlement.

The Cotswolds AONB designation covers Middleyard and surrounding land, and it faces significant environmental constraints.

Development strategy

Middleyard is a **Tier 4b** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Middleyard's role and function as a settlement with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Middleyard.

Settlement development limits

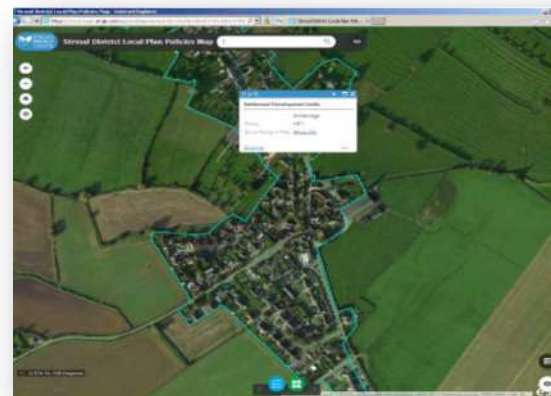
There are proposed changes to the settlement development limits of **Middleyard**. Please refer to **APPENDIX A**.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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2021 Ordnance Survey 100019682 | OS, Esri, HERE, Garmin





Making Places | Shaping the future of Cam and Dursley

The strategy ...

“...Growth and prosperity: revitalising Dursley and Cam to make an accessible, attractive focus for rural communities in the south”

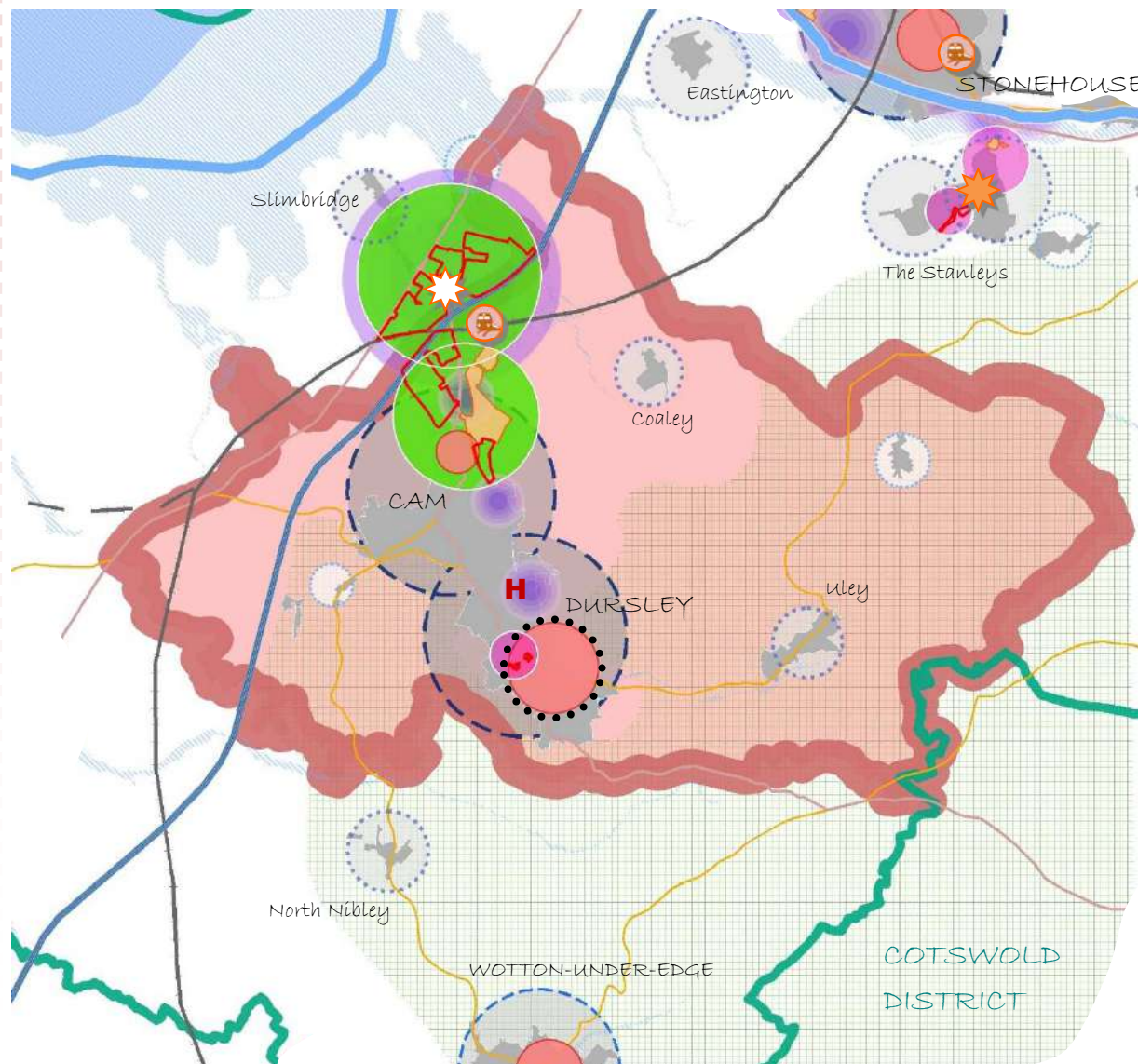
In the parishes of Dursley, Cam, Coaley, Stinchcombe, Uley, Nympsfield and Owlpen.

Dursley is Stroud District's second town centre and, as adjacent settlements, **Cam** and **Dursley** together represent a really significant hub for homes, jobs and services. There is limited opportunity for Dursley to grow, due to landscape and environmental constraints around the town, including the AONB designation. The development strategy for the surrounding parishes combines some large **strategic site allocations** north of Cam (which will contribute towards meeting the District's growth and development needs) with some smaller **local sites**.

As well as these site allocations, the Local Plan's detailed **policy framework** will steer the type and quantity of development that will happen in **Cam** and **Dursley**, at smaller defined settlements and in the countryside.

3.3.1

Map 7 ...Spatial “mini vision” vision for the parishes around Cam and Dursley, up to 2040





Making Places | Shaping the future of Cam and Dursley

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 1 – Main Settlements

- Cam and Dursley

Tier 3b – Settlements with local facilities

- Coaley
- Uley

Tier 4a – Accessible Settlements with basic facilities

- Nympsfield

Tier 4b – Settlements with basic facilities

- Stinchcombe

Town Centres (CP12)



Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)



Existing / new centres with local services and facilities



The parishes of the Cam and Dursley vision area



Conserving and enhancing the Cotswolds AONB



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 EI2)



A focus on local development to meet local needs (CP2 CP3)



Site allocations



Committed Development (Northeast Cam was allocated in the 2015 Local Plan)



Dursley town centre conservation and regeneration



Rail station



Hospital



Stroud District boundary

3.3.2 ▶

Growth and prosperity: revitalising Dursley and Cam to make an accessible, attractive focus for rural communities in the south...

Together, Cam and Dursley provide a focus for jobs and services in the southern part of the District. Development will bring new economic vitality, with more high technology, start-ups and light industrial businesses using the area's skilled, trained workforce. Dursley town centre will continue to provide the main shopping and leisure focus, with environmental enhancements and additional facilities helping to maintain and increase its vitality. Cam will benefit from an improved centre, with good pedestrian and cycle connectivity. Facilities and services will be enhanced at Cam and Dursley railway station. As a sustainable place to live and work, growth here will support local services, improved infrastructure and provide for the social and economic wellbeing of the wider locality.

There will be accessible countryside for leisure, amenity and recreation in this attractive Cotswold edge location. Pleasant and safe green routes linking Cam, Dursley and Uley will be developed for walkers and cyclists, providing access to the surrounding countryside. The tourism profile of the area will be raised as a destination for walkers at a convenient mid point on the Cotswold Way National Trail and with good transport links to other visitor attractions further afield at Bath, Bristol, elsewhere in the Cotswolds and Severn Vale, Gloucester and Cheltenham.

Cam and Dursley will support a thriving community, which recognises, respects and provides for the varied needs of the people that live in, work in, or visit the area. The valued landscape setting and attractive, wildlife-rich local environment will be conserved and cared for, whilst providing learning opportunities, jobs, access to services and leisure activities for everybody.

Communities will continue to have an active and productive role in shaping and managing their neighbourhoods. They will conserve and enhance their special qualities, which include the sense of place, community and wellbeing. The heritage assets of the locality will be protected and promoted.





Making Places | Shaping the future of Cam and Dursley

...What do we want for the future?

3.3.3 Where are we now?...

Cam and Dursley adjoin each other and together make up the District's second largest population (after the Stroud urban area). This large conurbation sits nestled at the foot of the Cotswold hills (the Cotswolds AONB covers the southern half of this parish cluster area) and adjoins the Severn Vale. The Cotswold Way runs through the historic market town centre of Dursley. Cam has a smaller village centre.

Both communities historically were centres for cloth manufacturing. Other industries later boomed in Dursley town, including engine manufacture, furniture production and pin-making. The area has suffered from a degree of deprivation that has impacted on the local communities, but regeneration and expansion in more recent years is delivering new employment and improved facilities and services within the area. The area benefits from a station on the main line to Bristol and good accessibility to the south of the District.

Outside of Cam and Dursley, the rural hinterland contains attractive villages, which look to the main settlement for their key services.

3.3.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are key local issues and top priorities:

- Reducing car-borne traffic levels and congestion by delivering public transport improvements and safe pedestrian and cycle links
- Enhancing rail facilities at Cam and Dursley station, linked to the wider pedestrian and cycle network
- Encouraging growth of start-up businesses, hot desk facilities and home working, including through improved IT connectivity and infrastructure
- Improving health and community facilities in Cam, providing for children and young people
- Providing sheltered homes and affordable bungalows for the elderly and disabled
- Developing tourism and accommodation opportunities
- Enhancing walking and cycling routes and green links through to Uley and the Severn Vale, including the Wildfowl & Wetlands Trust
- Conserving and enhancing the natural beauty of the Cotswolds AONB





Making Places | Shaping the future of Cam and Dursley

...How are we going to get there?

3.3.5 Guiding principles for growth or development in the Cam & Dursley cluster:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the parishes surrounding Cam and Dursley are expected to accord with the **Cam & Dursley Mini Vision** and to have regard to the following **Guiding Principles**:

1. As the District's second most significant conurbation, Cam and Dursley will continue to be a focus for the District's strategic growth, subject to recognising its environmental limits, principally via planned expansion north of Cam, which will include more than 1,000 new homes on strategic sites
2. Continuing the trend established through previous planned strategic growth at Littlecombe and to the northeast of Cam, the Cam and Dursley area will be boosted as a major employment focus for the District. Development will provide an opportunity for higher technology and light industrial businesses to locate here
3. Dursley town centre will also be a focus for employment, economic growth and regeneration aiming to upgrade its retail offer, enhance its public realm and built environment, and boost its role as the second commercial centre of the district (a focal point for services and facilities in the south); meanwhile, appropriate development will be supported to boost Cam's role as a District Centre, providing retail, services and facilities for its growing communities
4. Appropriate development will be supported to sustain Coaley and Uley in their roles as Tier 3b Settlements with Local Facilities; as Tier 4 settlements, Stinchcombe and Nympsfield will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans
5. Enhance the existing good transport links and movement corridors. Support improved sustainable transport links to Cam & Dursley station and to Cam local centre. Allow greater permeability through any new development for walkers and cyclists. Development will contribute to securing completion of the Cam to Dursley cycle route, and by contributing to new links to Slimbridge to the north and Uley to the south
6. Maintain the geographical and functional distinctness of Cam and Dursley, avoiding physical coalescence through development/new built form
7. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on the conservation areas at the heart of Dursley (town centre and Woodmancote), Nympsfield, Stinchcombe and Uley
8. Conserve and enhance high quality natural landscape, including the AONB and its setting. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.
9. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents





Making Places | Shaping the future of Cam and Dursley

...How are we going to get there?

Key to maps ▼

Settlement summaries

- p122 Cam
- p130 Coaley
- p131 Dursley
- p135 Uley
- p136 Nympsfield, Stinchcombe

Site allocations

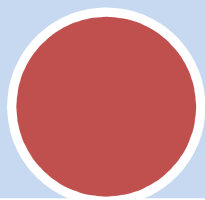
- PS24** Cam North West (W. of Draycott)
- PS25** Cam North East Extension (E. of River Cam)
- PS27** 1-25 Long Street, Dursley
- PS28** Land off Prospect Place, Dursley

The following pages contain settlement summaries for each of the defined settlements in the parish around Cam and Dursley ([Core Policy CP3](#)).

The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).

-  Settlement development limit (settlement boundary)
-  Site allocations
-  Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)
-  Heritage designations (including conservation areas, listed buildings, scheduled monuments...)
-  Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, RAMSAR...)
-  Flood Zones 2 and 3
-  The Cotswolds AONB





Planning constraints and designations

Physical constraints include the floodplain that runs along the River Cam, together with the topography of the valley sides to the east, and the Cotswold escarpment to the southeast and southwest.

There are a number of listed buildings, primarily within Upper and Lower Cam.

Westfield and Bownace Woods and Cam Peak and Longdown Key Wildlife Sites lie to the southwest and southeast of the town respectively.

The Cotswolds AONB adjoins the southern edge of the settlement and lies to the southeast.

There are protected open spaces within the settlement and to the northwest.

Landscape sensitivity

The preferred direction for housing growth in landscape terms is to the north/north east and east of the settlement. The preferred direction for employment growth in landscape terms is to the north/northeast.

Settlement role and function

Cam is a **very large** settlement (second largest population after Stroud). Cam and Dursley are adjacent settlements and their combined population (14,800+) makes this a really significant conurbation and an important second focus for the District.

Cam has a **strong local retail role**, with several 'neighbourhood' shopping areas and a range of local shops in the main village centre, which serves the day-to-day needs of surrounding villages and hamlets. Unlike our other very large settlements, Cam has only a **very limited role in providing 'strategic' services and facilities** to a wider catchment (a rail station and a supermarket). But it benefits from proximity to Dursley and offers an **excellent** range of **local community services and facilities** (GP, dentist and pharmacy, post office, primary schools and pre-school provision, places of worship, pubs, village hall/community centre, sports/playing fields and playgrounds). Cam and Dursley have the **best access to key services and facilities** of anywhere in the District.

Cam has a very **significant employment role**, but it is nevertheless a net exporter of workers: it acts as a major 'dormitory' and a local service centre.

Development strategy

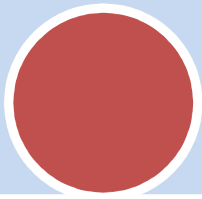
Cam is a **Tier 1** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Site allocations [outlined in **red** on the map and shown in more detail over the following pages] will meet local and strategic growth needs:

PS24 Cam North West (West of Draycott)

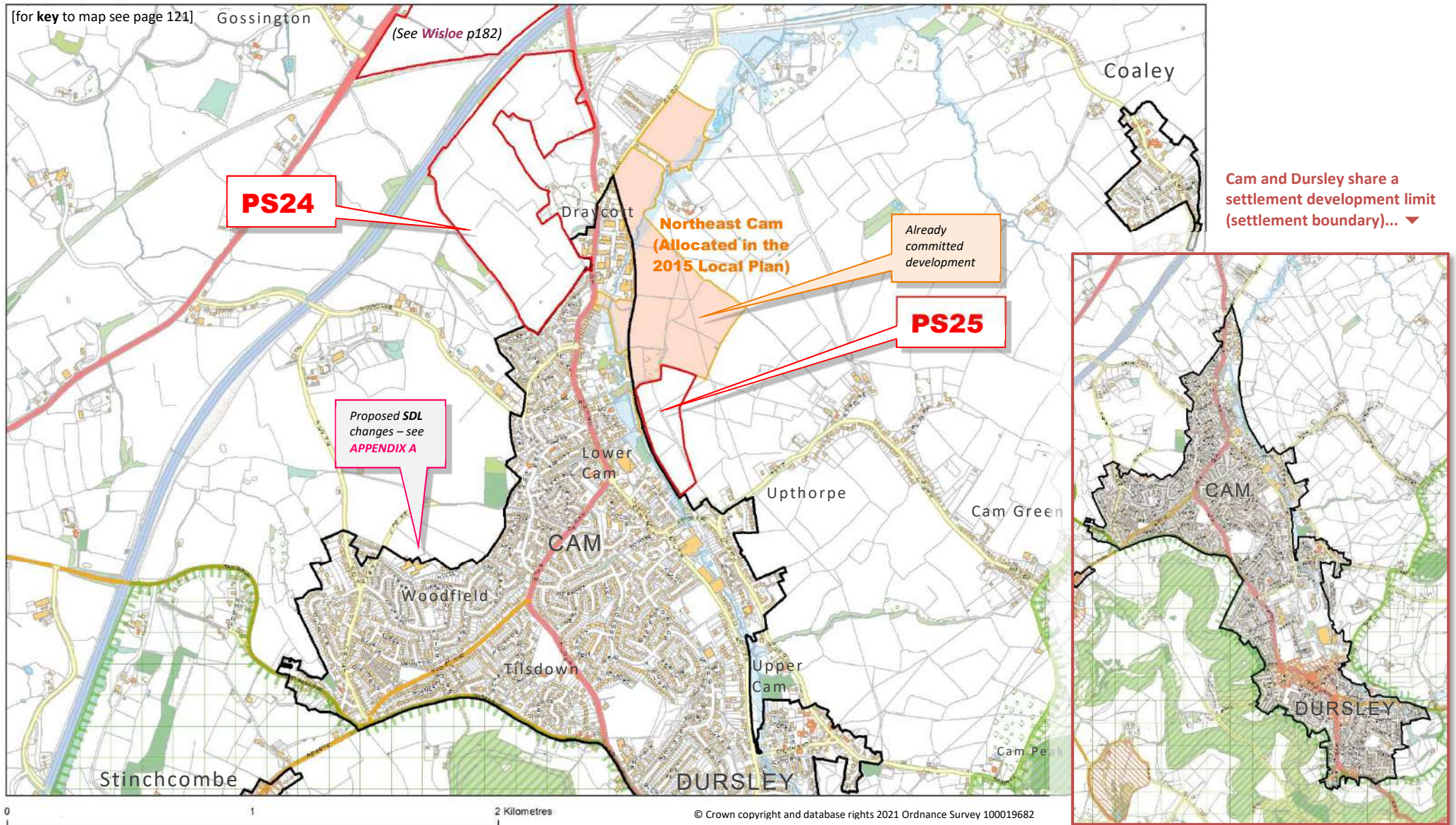
PS25 Cam North East Extension (East of River Cam).

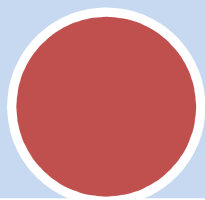
In addition to the allocated sites, infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Cam's role and function as one of the District's main towns and an important local service centre.



Cam and Dursley | Our towns and villages

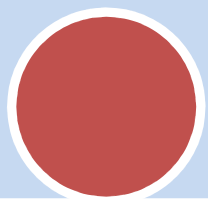
...Cam





Cam North West (Land west of Draycott)

- 3.3.6 Land north west of Cam is identified as a sustainable urban extension to **Cam**, which will deliver a high quality housing development, including residential and community uses that meet the day to day needs of its residents.
- 3.3.7 Land north west of Cam is located to the west of Draycott and to the north and east of Everside Lane and Jubilee Fields.
- 3.3.8 The site comprises 46 hectares of primarily agricultural land which will be developed for approximately 900 dwellings and community uses. These will comprise of a new primary school on a 2 hectare site, a community building (or access improvements and contributions to Jubilee Fields) and recreation open space and natural green space in accordance with Local Plan standards to meet the needs of residents. Contributions will also be required towards the off-site extension of existing health facilities at Cam.
- 3.3.9 Development is envisaged as a series of neighbourhoods linking seamlessly with existing areas of Cam with a layout, density built form and character which conforms to the **Cam Neighbourhood Design Code**. To integrate the development with Cam, to mitigate noise from the M5 and to protect Cam's landscape setting and views from the AONB escarpment, substantial structural landscaping will provide a green buffer on the western and northern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.
- 3.3.10 The site is located within the catchment of the **Severn Estuary SAC/SPA/Ramsar site**. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at this sensitive site. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking to recreate at these sensitive locations.
- 3.3.11 The disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development. To address existing wastewater issues in the local area, Severn Trent has a sewer capacity improvement scheme in place for Cam and the scheme will need to take into account the requirements of this site.
- 3.3.12 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The STS has identified a number of interventions for this site which should be imbedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.



3.3.13 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will be required towards sustainable transport measures on the A38 and A4135 sustainable transport corridors and towards extending local bus services and facilities at **Cam & Dursley rail station**. Vehicular access will be primarily from the A4135, with necessary highway improvements consistent with the findings of the STS and the **Traffic Forecasting Report**.

Strategic Site Allocation Policy PS24

Cam North West

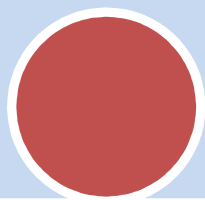
Land west of Draycott, as identified on the policies map, is allocated for a strategic housing development, including residential and community uses.

A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. Approximately 900 dwellings, including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the Cam and Dursley cluster area;
2. A 2 form entry primary school (incorporating early years' provision) on a 2 hectare site and contributions towards secondary school and further education provision;
3. A contribution towards the extension of existing health facilities at Cam to support the development;
4. Accessible natural green space providing a net gain to local biodiversity and public outdoor playing space, including on-site community building or access improvements and contributions to Jubilee Fields and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
5. Structural landscaping buffer along the northern and western boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
6. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar site;

(contd.) ...

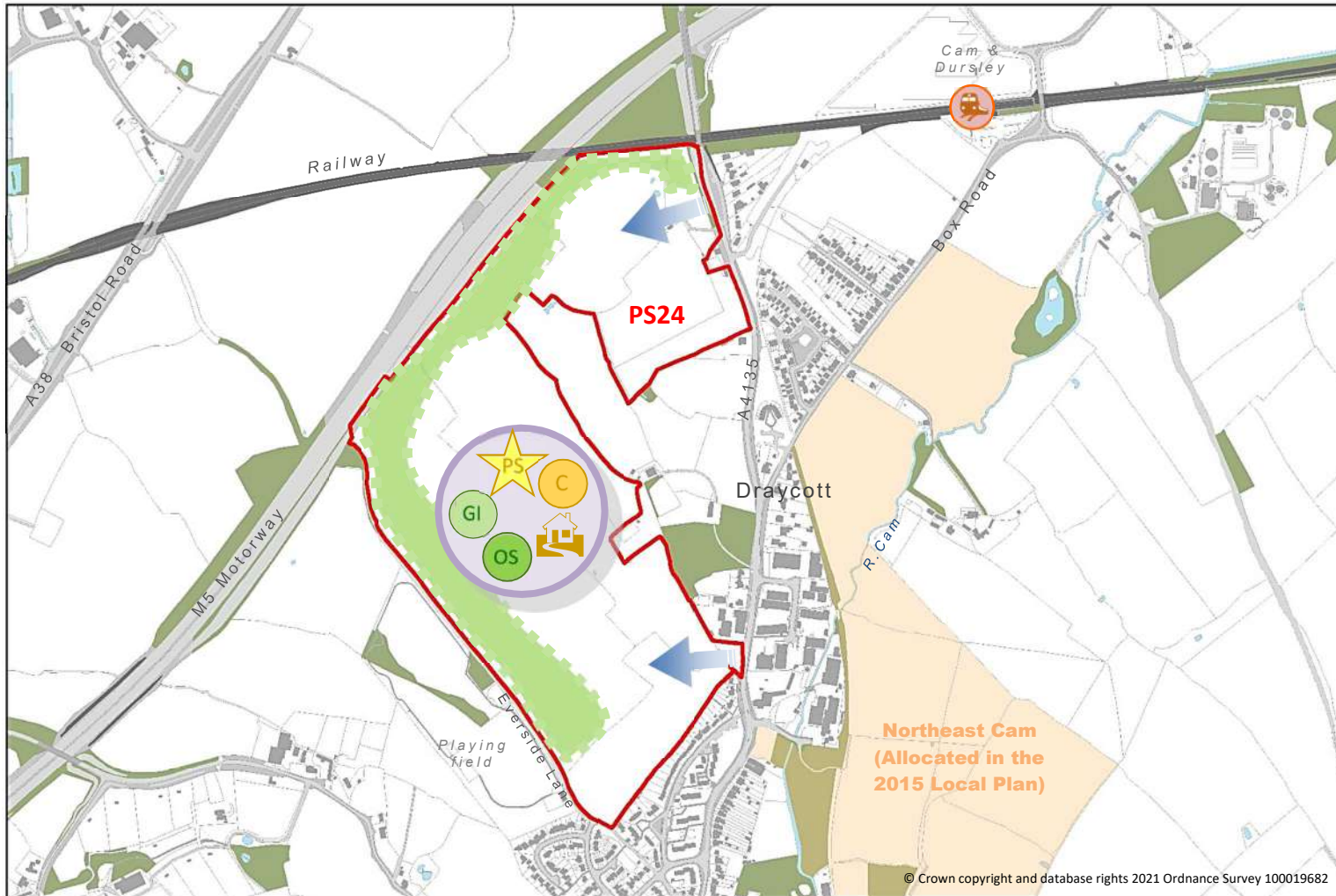
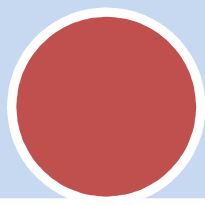


Strategic Site Allocation Policy PS24

Cam North West

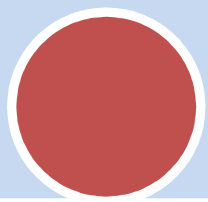
... (contd.)

7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS);
8. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
9. A layout, density and built form and character which conforms to the Cam Neighbourhood Plan Design Code;
10. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
11. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of a pedestrian and cycle crossing on the A4135 for safer access to/from Cam and Dursley station and Cam local centre and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to Cam local centre, Draycott Business Park and Draycott Mills, local schools, the A38 and the Cam and Dursley Greenway;
12. Contributions and support to sustainable transport measures on the A38 and A4135 sustainable transport corridors;
13. A bus loop through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Dursley, Gloucester, Stroud, and Stonehouse;
14. Electric vehicle charging points in accordance with local parking standards;
15. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan.
16. Primary vehicular access from the A4135, with necessary improvements to the existing highway network;
17. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
18. Phasing arrangements to ensure that community provision is made in a timely manner.



The site map for **Cam North West** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s)
- New primary school
- Community uses
- Site boundary
- Housing
- Existing rail station



Strategic Site Allocation Policy PS25

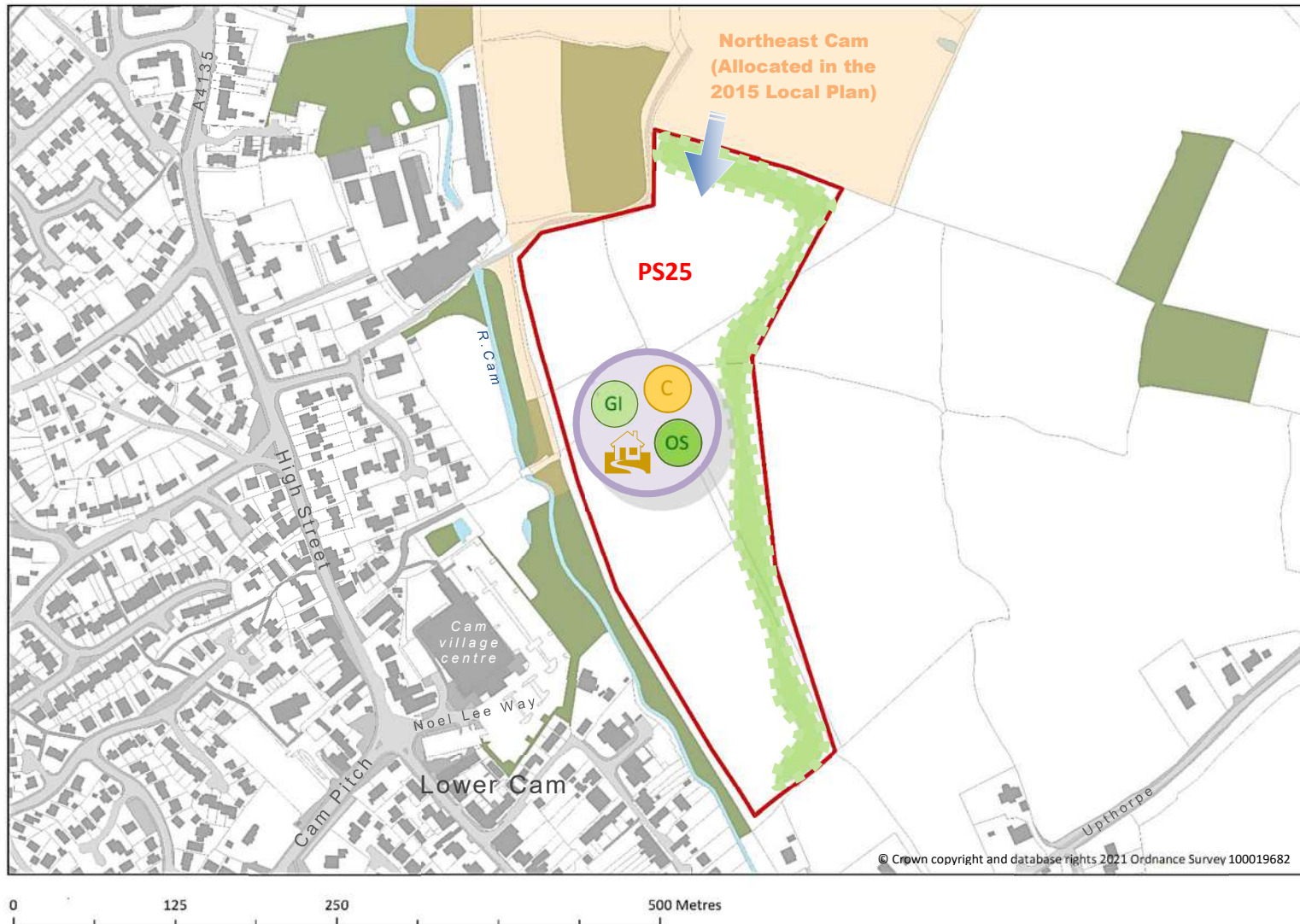
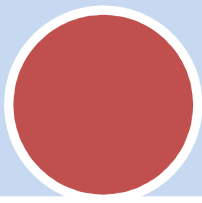
Cam North East extension

Land east of the River Cam, as identified on the policies map, is allocated for approximately 180 dwellings and associated community and open space uses to complete the North East of Cam (Millfields) strategic development site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner. Development will include:

1. Approximately 180 dwellings, including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the Cam and Dursley area;
2. Accessible natural green space providing a net gain to local biodiversity and public outdoor playing space, in accordance with local standards;
3. Contributions towards off-site indoor sports and leisure facilities, education provision within the local area, the extension of existing health facilities at Cam and the enhancement of passenger facilities at Cam & Dursley station;
4. Structural landscaping buffer along the eastern boundary incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
5. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS) and adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
6. A layout, density and built form and character which conforms to the Cam Neighbourhood Plan Design Code;
7. A strategic walking and cycling route which links up with the route along the disused railway line from Box Road and connects with Cam local centre and improves connectivity to the south;
8. A layout which prioritises walking and cycling and access over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network.

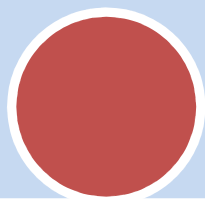
Cam North East Extension (Land East of River Cam)

- 3.3.14 Land east of the River Cam is identified as a southerly extension of the permitted North East of Cam (Millfields) strategic development site. The site will provide a safe and convenient walking and cycling link from the development to the adjacent Cam local centre and deliver an extension to the strategic walking and cycling route from Cam & Dursley station via Box Road to connect to Cam local centre via Rackleaze and to provide links to Dursley to the south and Upthorpe to the east.
- 3.3.15 It will be important for the development to provide a strong strategic landscaping buffer along the eastern boundary to provide an appropriate long term settlement edge as viewed from higher ground to the south and east. Within the development, the layout should be permeable, prioritising walking and cycling and with a density, built form and character which conforms to the Cam Neighbourhood Plan Design Code.



The site map for **Cam North East Extension** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s)
- Community uses
- Site boundary
- Housing



Planning constraints and designations

There are no significant physical constraints. There are listed buildings within the north of the settlement, clustered around Grade II St Bartholomew's Church. There are listed buildings at Betworthy Farm and Field Farm, immediately south of the settlement edge. The recreation ground, north of The Street, and the open space off The Close (in the Betworthy Estate) are both protected outdoor play spaces.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the south. There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Coaley is a **small** village with a small population, (although the 'Coaley' community also encompasses separate linear hamlets outside the Settlement Development Limit).

It has a **basic local retail role** (a community-run village shop), and a **basic level of local community services and facilities** (primary school and pre-school provision, place of worship, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **fair**.

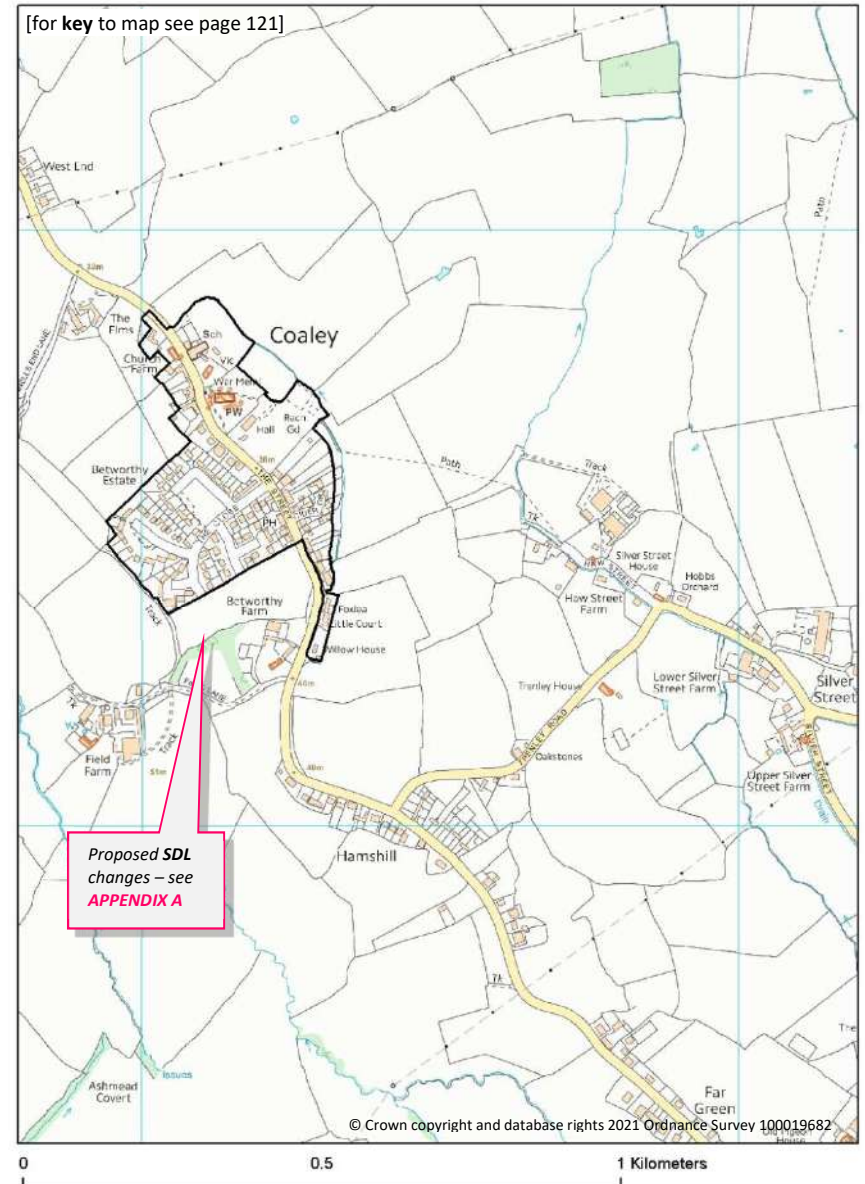
Coaley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

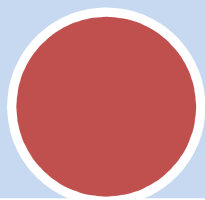
Development strategy

Coaley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Coaley's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Coaley.





Cam and Dursley | Our towns and villages

...Dursley

Planning constraints and designations

Physical constraints include the floodplain that runs along the River Ewelme, the topography of the valley sides to the east, and the Cotswold escarpment to the south and southwest.

Dursley Conservation Area lies at the centre of the town with Woodmancote Conservation Area to the south. There are a number of listed buildings within the built up area and to the east.

Hermitage Wood, Gravelpits Wood and Dursley Woods Key Wildlife Sites follow the Cotswold escarpment to the south west and south.

The Cotswolds AONB encloses the town to the west, east and south.

There are protected open spaces within the settlement.

Landscape sensitivity

The preferred direction for housing growth in landscape terms is to the southeast.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Dursley is a **very large** settlement, one of the District's historic market towns. Cam and Dursley are adjacent settlements; their combined population (14,800+) makes this a really significant conurbation and an important second focus for the District.

Dursley has a **strong 'strategic' retail role** as one of the District's 5 town centres, serving a wide catchment. It offers a **very good** level of **local community services and facilities** (GP, dentist and pharmacy, post office, primary schools and pre-schools, places of worship, pubs, town hall/community centre, sports/playing fields and playgrounds) and has an **important role** in providing a diverse range of **'strategic' services and facilities** to a wider catchment (hospital, banks, secondary school and 6th form, library, swimming pool and leisure centre). Cam and Dursley have the **best access to key services and facilities** of anywhere in the District.

The town has an **important employment role** and also functions as a 'dormitory' settlement and strategic service centre.

Development strategy

Dursley is a **Tier 1** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Site allocations [outlined in **red** on the map and shown in more detail over the following pages] will meet local growth needs:

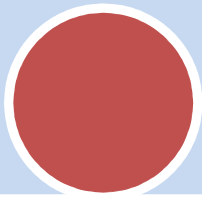
PS27 1-25 Long Street.

PS28 Land off Prospect Place.

There are no proposed site allocations for strategic growth, due to environmental constraints around Dursley.

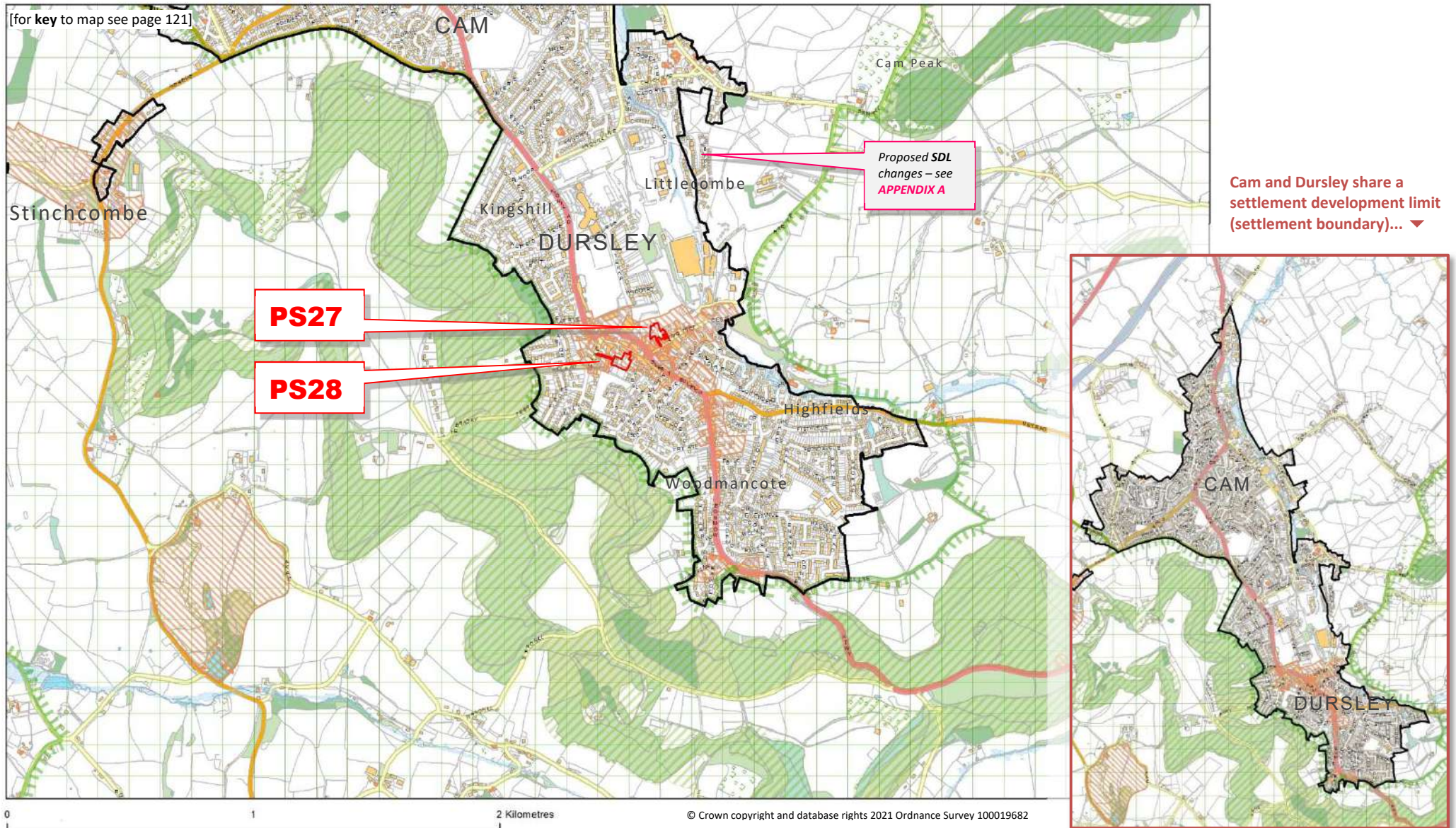
In addition to the allocated sites, infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Dursley's role and function as one of the District's main towns and a strategic service centre.

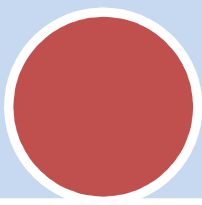




Cam and Dursley | Our towns and villages

...Dursley





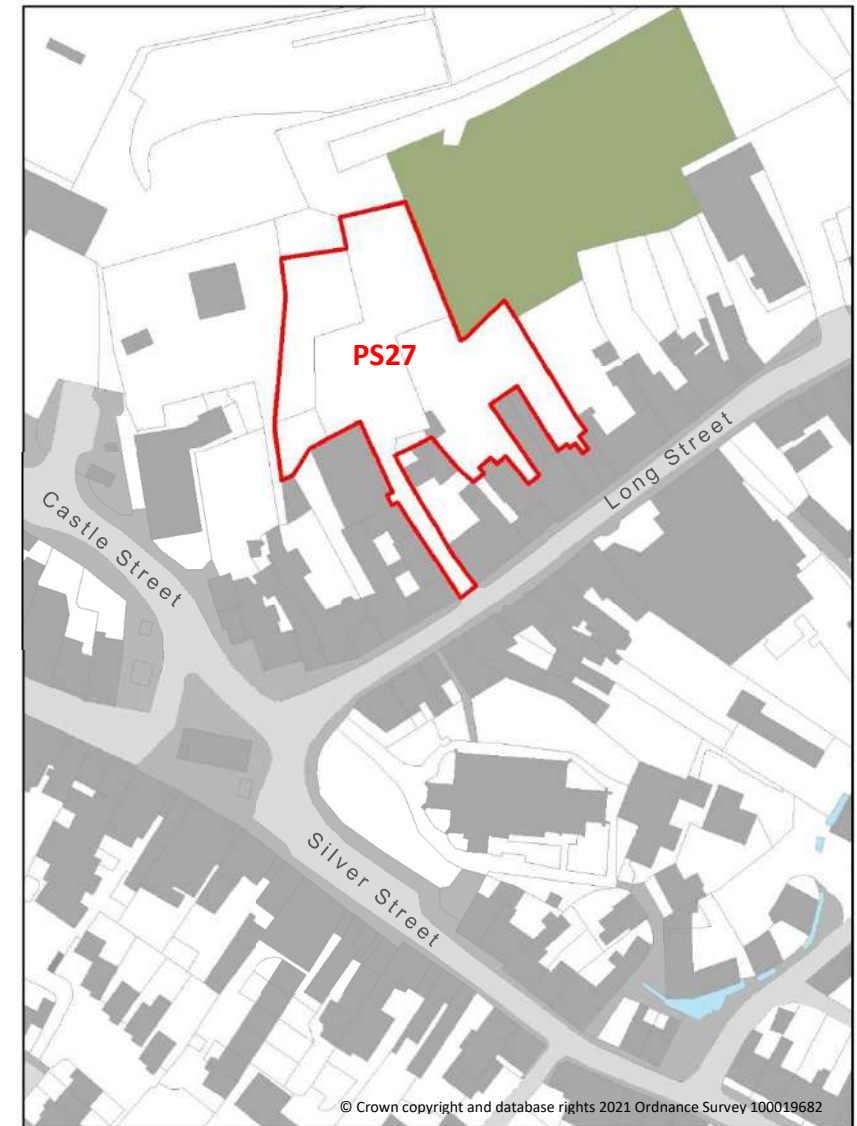
Local Sites Allocation Policy PS27

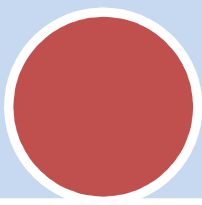
1 – 25 Long Street, Dursley

Land rear of 1-25 Long Street, as identified on the policies map, is allocated for partial redevelopment and re-use for town centre uses. Development will enhance pedestrian access and retain necessary parking for existing uses. Particular issues to address include conserving and enhancing heritage assets through high quality design, and safeguarding and enhancing local biodiversity. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Rear of Long Street, Dursley

3.3.16 Land to the rear of 1 – 25 Long Street has potential to provide environmental enhancements and additional uses to support the vitality of Dursley town centre, improving pedestrian accessibility and conserving and enhancing heritage assets within Dursley Conservation Area, taking account of the site's archaeological potential and its contribution to the setting and significance of nearby listed buildings. High quality design will need to respect the town's historic urban grain and vernacular character. Tree planting on the northern part of the site should be conserved and enhanced. Land assembly will be required to maximise the opportunities for redevelopment of the site which will need to include provision for the operational requirements of existing uses.





Local Sites Allocation Policy PS28

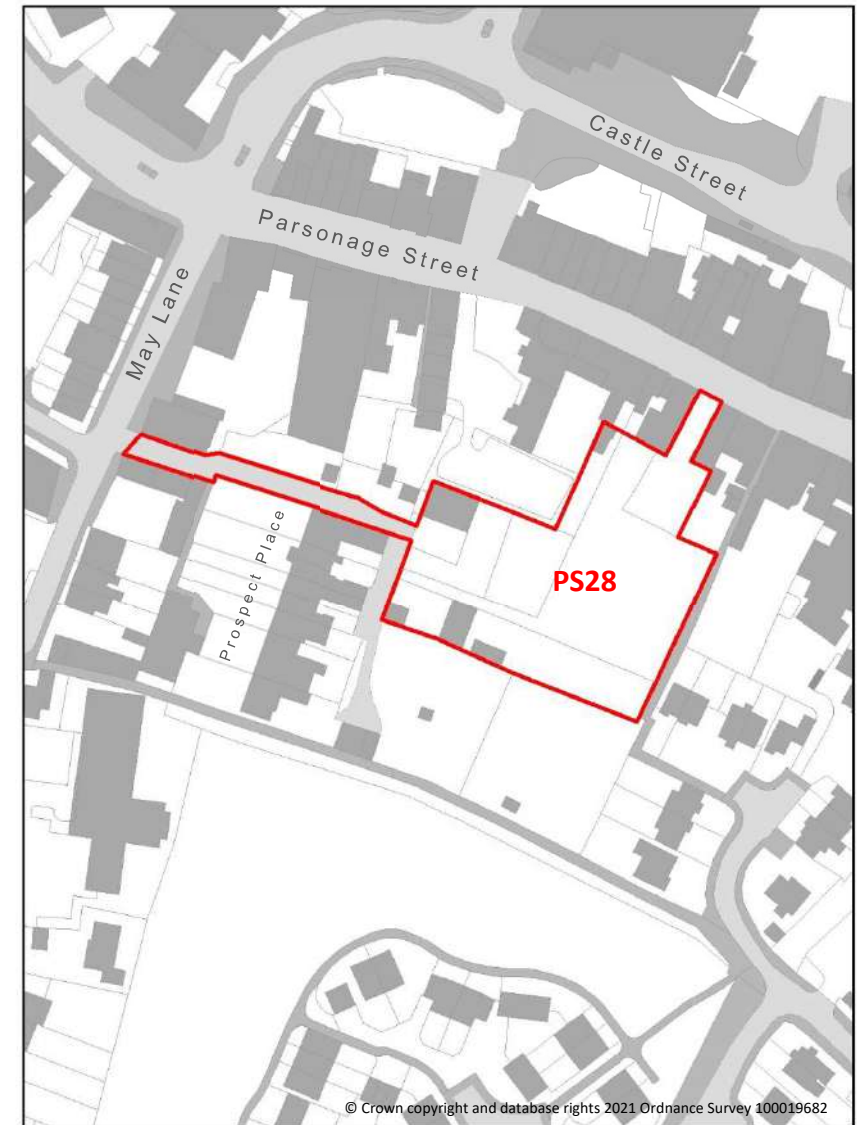
Land off Prospect Place, Dursley

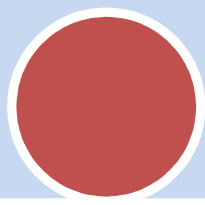
Land off Prospect Place, as identified on the policies map, is allocated for a development comprising up to 10 dwellings, open space and town centre uses. Development will include improvements to the existing pedestrian access from Parsonage Street, and improvements to vehicular access from May Lane. Particular issues to address include conserving and enhancing heritage assets through high quality design, and safeguarding and enhancing local biodiversity. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

3.3.17

Land off Prospect Place, Dursley

Land off Prospect Place has potential to provide environmental enhancements and additional uses to support the vitality of Dursley town centre including conserving and enhancing heritage assets within Dursley Conservation Area, taking account of the site's archaeological potential and its contribution to the setting and significance of nearby listed buildings. High quality design will need to respect the town's historic urban grain and vernacular character, including sensitivity from long views due to major level changes through the site. The site will need to provide appropriate mitigation to safeguard and enhance local biodiversity. Land assembly will be required to maximise the opportunities for redevelopment of the site which will need to include provision for the operational requirements of existing uses.





Cam and Dursley | Our towns and villages

...Uley

Planning constraints and designations

Physical constraints include the floodplain along the River Ewelme and the topography of the Cotswold escarpment to the north and west.

Uley Conservation Area covers most of the village. There are a number of listed buildings within the village and beyond to the west and south. Uley Bury to the north of the village is a scheduled ancient monument.

Uley Bury is also a Key Wildlife Site to the north of the village. There are TPOs on the western and eastern edges of the village.

The Cotswolds AONB designation covers all of the village and surrounding land.

There are three protected outdoor play space to the west, east and south of the village.

Landscape sensitivity

The landscape parcels around the settlement are all considered to be of high sensitivity to both housing and employment uses and do not offer any opportunity for housing or employment allocation, in terms of landscape and visual factors.

Settlement role and function

Uley is a **medium-sized** village.

It has a **basic local retail role** (a community-run village shop), but a **good** range of **local community services and facilities** (GP, primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **fair**.

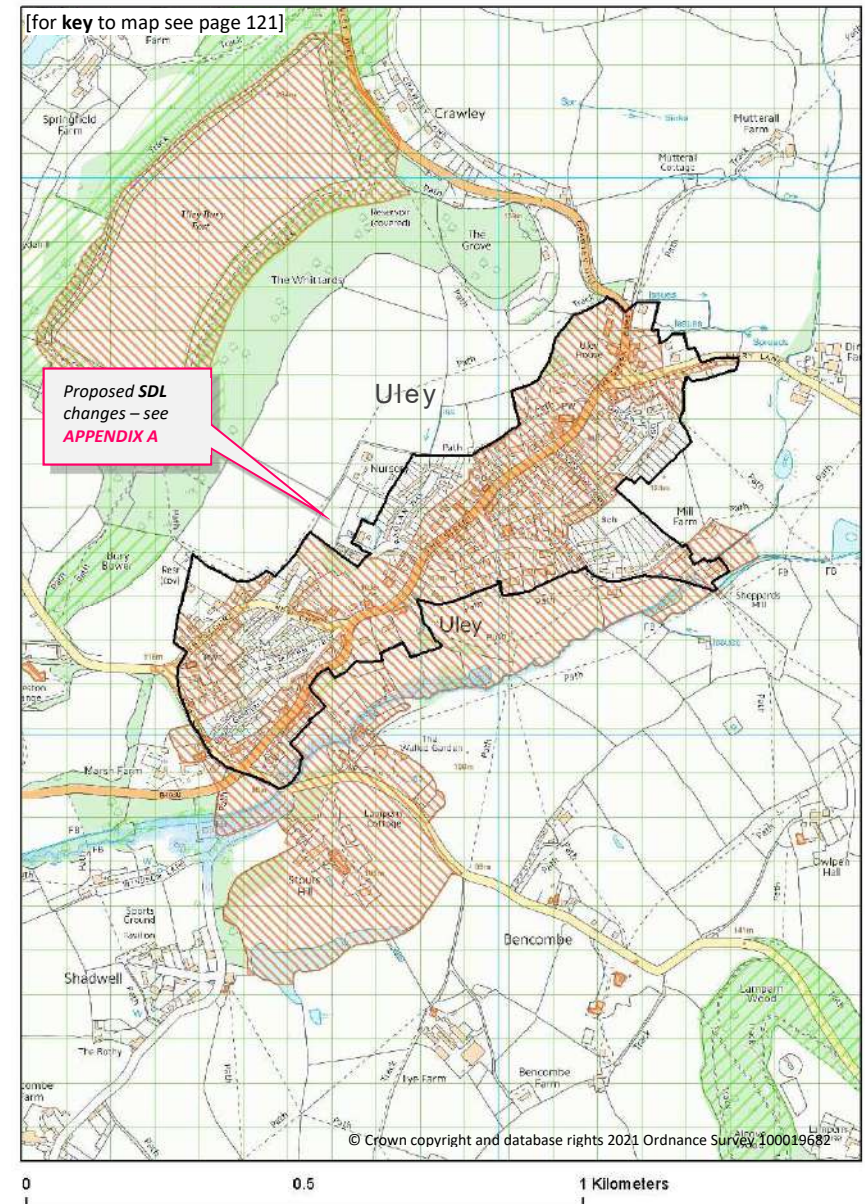
Uley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

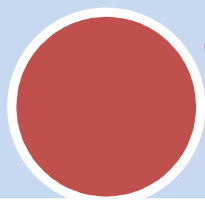
Development strategy

Uley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Uley's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Uley.





Cam & Dursley | Our towns and villages

...Nympsfield, Stinchcombe

Tier 4a settlements around Cam & Dursley

- Nympsfield

Settlement role and function

These **small/very small** settlements provide only **basic local services and facilities** for their communities, and neither has any retail facilities. However, **access to key services and facilities elsewhere is good**: this is a relatively accessible settlement, which benefits from its proximity and connectivity to higher tier settlements. Nympsfield has **no significant employment role** and functions as a 'dormitory' village.

The Cotswolds AONB designation covers the village and surrounding land, and it faces significant environmental constraints.

Development strategy

Nympsfield is a **Tier 4a** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Nympsfield's role, function and accessibility as accessible settlements with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Nympsfield.

Tier 4b settlements around Cam & Dursley

- Stinchcombe

Settlement role and function

These **small/very small** settlements provide only **basic local services and facilities** for their communities, and neither has any retail facilities. However, **access to key services and facilities elsewhere is fair**: this is a relatively accessible settlement, which benefits from its proximity and connectivity to the higher tier settlements of Cam and Dursley. Stinchcombe has **no significant employment role** and functions as a 'dormitory' village.

The Cotswolds AONB designation covers both villages and surrounding land, and they both face significant environmental constraints.

Development strategy

Stinchcombe is a **Tier 4b** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Stinchcombe's role and function as a settlement with basic facilities, and boosting community vitality and social sustainability.

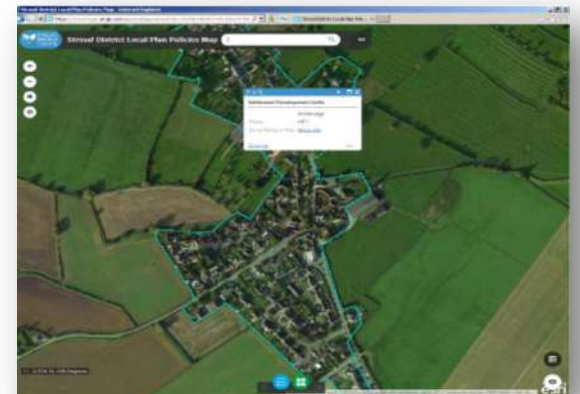
There are no site allocations at Stinchcombe.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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Making Places | Shaping the future of Gloucester's rural fringe

The strategy ...

“...Growing a sustainable community at Hunts Grove and preserving Gloucester's rural hinterland”

In the parishes of Hardwicke, Haresfield, Harescombe, Hunts Grove, Broothorpe-with-Whaddon and Upton St Leonards.

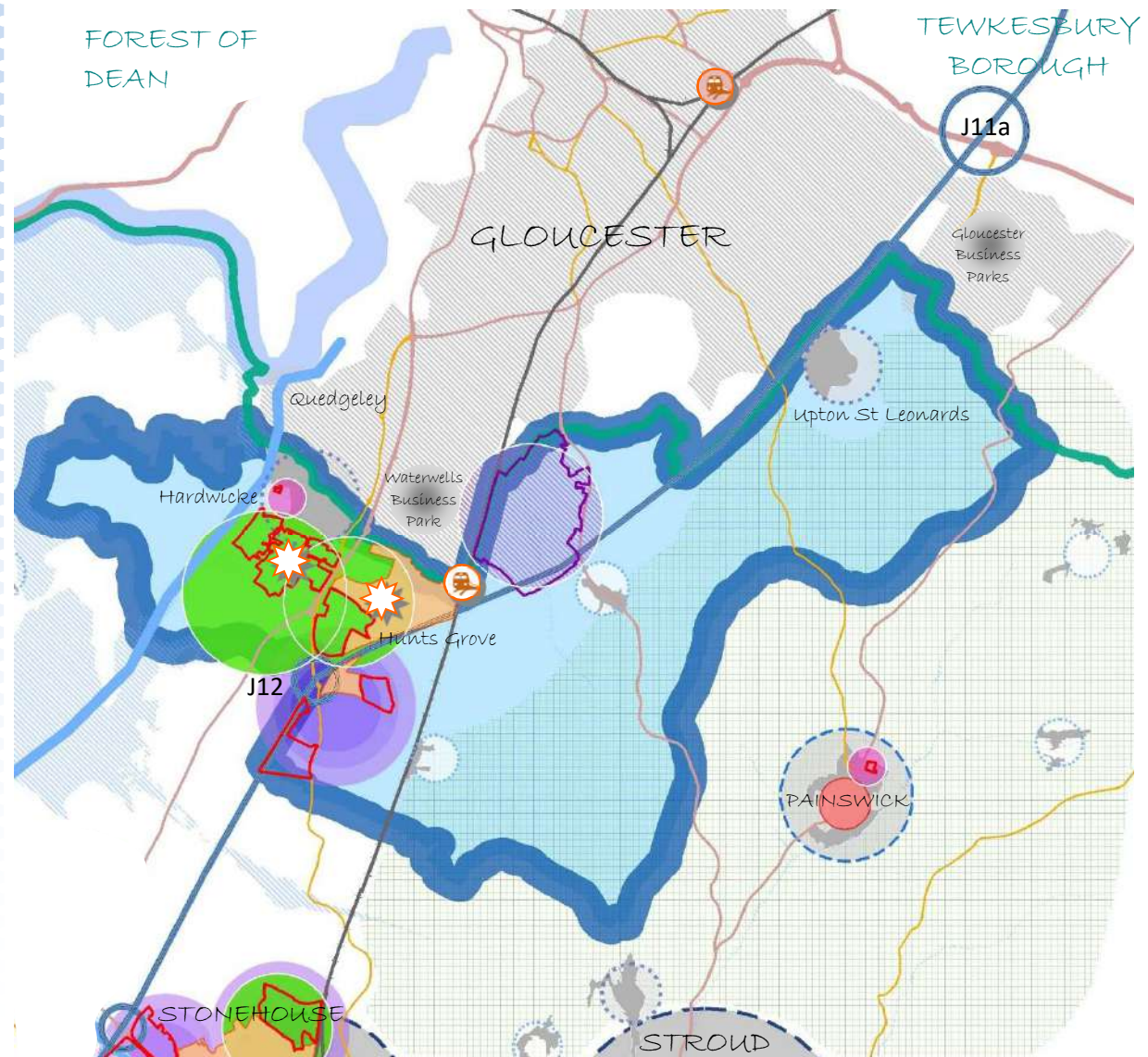
These parishes adjoin **Gloucester city**, which acts as a major strategic provider of services, facilities and employment, particularly for communities in the north of our District. None of the settlements here function as “Tier 1” main towns or “Tier 2” local service centres (as defined by the Plan's **settlement hierarchy**) but, once completed, **Hunts Grove** will have sufficient facilities to form a new Tier 2 settlement.

The development strategy for this area has a particular focus on employment growth and includes some large **strategic site allocations**, which will contribute towards meeting the District's growth and development needs. Land at Whaddon is safeguarded to help address the future housing needs of Gloucester City, if required.

As well as these site allocations, the Local Plan's detailed **policy framework** will steer the type and quantity of development that will happen at defined settlements and in the countryside.

◀ 3.4.1

Map 8 ...Spatial vision to 2040 for the parishes on Gloucester's rural fringe





Making Places | Shaping the future of Gloucester's rural fringe

...What do we want for the future?

Vision to 2040...

3.4.2 ▶

Settlement hierarchy (CP3):

Tier 2 – Local Service Centres

- *Hunts Grove (anticipated)*

Tier 3a – Accessible settlements with local facilities

- Hardwicke

Tier 3b – Settlements with local facilities

- Upton St Leonards

Tier 4b – Settlements with basic facilities

- Brookthorpe
- Haresfield

Strategically significant city

Gloucester is a regionally important service centre. Its urban area adjoins Hardwicke and Upton St Leonards

Town Centres (CP12)

Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)

Existing / new centres with local services and facilities

Stroud District boundary



The parishes of the Gloucester fringe vision area



Conserving and enhancing the Cotswolds AONB



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 E12)



Strategically significant employment areas bordering Stroud District



A focus on local development to meet local needs (CP2 CP3)



Site allocations



Committed Development (Hunts Grove was a site allocation in the 2005 Local Plan and Quedgeley East in the 2015 Local Plan)



Land at Whaddon, safeguarded to help address the future housing needs of Gloucester City, if required



Rail station



Safeguarded location for new railway halt

Growing a sustainable community at Hunts Grove and preserving Gloucester's rural hinterland...

Parishes on Gloucester's fringe will retain their distinctiveness and rural character, providing a valuable green hinterland to the city and a setting for the Cotswolds AONB. At the urban fringe, with the exception of employment development at Junction 12, the motorway will represent a distinct and defensible limit to southerly expansion.

Hunts Grove will grow into a sustainable new community with a strong sense of identity, served by its own "village centre", providing easy and convenient access to nearby jobs and playing an ever more important role as a 'gateway' to Gloucester. High quality design and improvements to cycle and pedestrian links, transport and infrastructure will enhance the environment and quality of life for those living or working close to here, as well as improving the experience of those passing through.

Hardwicke's own village character and sense of community will be conserved and enhanced through a southern extension which will provide a local centre and additional community provision as well as relieving existing rural lanes of through traffic.

This area will continue to be an important employment focus for the District. Whilst the presence of the waste incinerator has marked the landscape, Javelin Park will also provide a positive stimulus to the development of complementary innovative business opportunities on surrounding employment sites with the potential to make use of waste heat from the incinerator.

Growth and development will be minimal outside of the identified 'strategic locations' and the area's other ancient villages and hamlets will be preserved as distinct places, with communities able to help shape their neighbourhoods, maintaining their distinct identities and protecting and improving those aspects of the area that make it a pleasant and viable place to live.





Making Places | Shaping the future of Gloucester's rural fringe

...What do we want for the future?

3.4.3 Where are we now?...

Most people in this area live on the edge of the Gloucester urban area, at Hardwicke and in the growing new communities at Hunts Grove and Cooper's Edge. There are also several key employment sites here. Over the District boundary, Gloucester City is experiencing significant employment growth, including at Waterwells Business Park. Upton St Leonards is the second largest settlement on the Gloucester fringe, but both Hardwicke and Upton St Leonards have limited facilities and they look to Gloucester for most of their strategic needs.

Beyond Hardwicke and Upton St Leonards, the parishes are distinctly rural in character, populated by scattered hamlets and farmsteads, aside from the small villages of Haresfield and Brookthorpe. Almost half of the area is designated part of the Cotswolds AONB and there are dramatic and far-reaching views to and from the Cotswold escarpment. All the District's major routes north (road and rail, as well as the Gloucester & Sharpness canal) pass through this area and Junction 12 (M5) lies just south of Hunts Grove. The motorway provides a distinct 'edge' to the urban expansion of the city.

3.4.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are the key local issues and top priorities:

- Delivering a new train station at Hunts Grove, with public transport, pedestrian and cycling links
- Maintaining and designing safe footpaths, cycle paths and bridleways, including connections to employment allocation sites
- Ensuring walking routes are clearly defined, attractive, accessible and suitable for all
- Ensuring adequate provision of affordable housing, addressing needs of young people, the elderly and first time buyers.
- Supporting agriculture and encouraging farm diversification to sustain businesses and support the economy
- Enabling small scale housing development to sustain villages whilst retaining their diverse identity
- Recognising amenity and environmental issues along M5 and A38 corridors
- Increasing health, sport and community facilities in nearby centres.
- Conserving and enhancing the natural beauty of the Cotswolds AONB





Making Places | Shaping the future of Gloucester's rural fringe

...How are we going to get there?

3.4.5 Guiding principles for growth or development within the parishes south of Gloucester:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the parishes that lie along our District's boundary with Gloucester City are expected to accord with the **Mini Vision for Gloucester's rural fringe** and to have regard to the following **Guiding Principles**:

1. Hunts Grove will continue to be a focus for the District's strategic growth, providing a further 750 homes through an extension to the development, and becoming a new "Local Service Centre" settlement once complete.
2. Hardwicke will be enhanced through a southern extension which will provide a local centre and additional community provision.
3. Land at Whaddon is safeguarded to help address the future housing needs of Gloucester City, if required.
4. The Hardwicke and Hunts Grove area will continue to be a major focus for employment provision: to protect and enhance the employment 'hub' at Hardwicke; and to strengthen links to strategic employment opportunities at Waterwells, Kingsway and other sites on the southern edge of Gloucester City.
4. Appropriate development will be supported to sustain or enhance the role, function and accessibility of Hardwicke as a Tier 3a Accessible Settlement with Local Facilities and of Upton St Leonards as a Tier 3b Settlement with Local Facilities. Tier 4 settlements, Brookthorpe and Haresfield, will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
5. Conserve and enhance the landscape and built character of the urban/rural fringe to provide a strong and high quality edge to built development. Development at Hunts Grove to be physically contained and limited by A38 / M5 and the geographical and functional distinctness of Hardwicke village and Hunts Grove will be maintained.
6. Safeguard the AONB and supportive landscapes from development pressure. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.
7. Improve non-motorised connections between the City suburbs and the rural hinterland; enhance the existing good transport links and movement corridors and allow good permeability through any new development for walkers and cyclists. Development must not have a significant detrimental impact on the safe and efficient operation of Junction 12 of the M5.
8. Avoid development that would increase the risk of flooding elsewhere or be at risk itself.
9. Secure high-quality, distinctive design, in keeping with local identity and character; preserve the individual character and distinctiveness of communities, villages and hamlets (there are no designated conservation areas in this vision area).
10. Managed and accessible countryside for leisure, recreation and health.
11. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.





Making Places | Shaping the future of Gloucester's rural fringe

...How are we going to get there?

Key to maps ▼

Settlement summaries

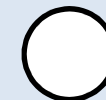
- p142 Hardwicke and Hunts Grove
- p153 Upton St Leonards
- p154 Brookthorpe, Haresfield

Site allocations

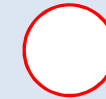
- HAR017** Land at Sellars Road, Hardwicke
- PS30** Hunts Grove Extension
- PS32** Quedgeley East Extension
- PS43** Javelin Park
- G1** South of Hardwicke
- G2** Land at Whaddon

The following pages contain settlement summaries for each of the defined settlements in the parishes of Gloucester's rural fringe ([Core Policy CP3](#)).

The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).



Settlement development limit
(settlement boundary)



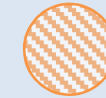
Site allocations



Land at Whaddon (which may have potential to contribute towards meeting Gloucester's future housing needs)



Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)



Heritage designations (including conservation areas, listed buildings, scheduled monuments...)



Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, Ramsar...)



Flood Zones 2 and 3



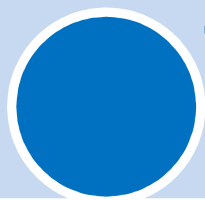
The Cotswolds AONB



Stroud District boundary

Christopher Hargraves





The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Planning constraints and designations

The principal physical constraint is the floodplain within and to the south, northwest and west of the settlement.

There are a number of listed buildings within the original village 'core', to the south.

The Gloucester & Sharpness Canal Key Wildlife Site provides the western edge to the identified settlement.

TPOs lie within it and in the wider rural area. There are protected open spaces within and adjoining the identified settlement limits.

Landscape sensitivity

In landscape terms, the preferred directions of housing and employment growth adjacent to the settlement are to the south and east.

Settlement role and function

Hardwicke is a **large** (mostly modern) settlement on Gloucester's southern edge, with close links to Quedgeley. The 'core' of old Hardwicke village lies south of the Settlement Development Limit.

Hardwicke has a **basic local retail role** (a convenience store) and offers a **basic level of local community services and facilities** (primary and pre-school provision, post office, pub, village hall/community centre, sports/playing fields and playground).

Access to key services and facilities here and

Settlement role and function (contd...)

elsewhere is **fair**. Hardwicke adjoins Gloucester City with its wider range of services and facilities. When completed, **Hunts Grove** (to the east) will have sufficient facilities to form a new **Tier 2** settlement.

The Hardwicke area has an **important employment role**: with three key employment sites nearby, this is one of the District's employment hubs. However, the principal role of the settlement itself is as a 'dormitory' for its large working population.

Development strategy

Hardwicke is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Hardwicke's role and function as an accessible settlement with local facilities.

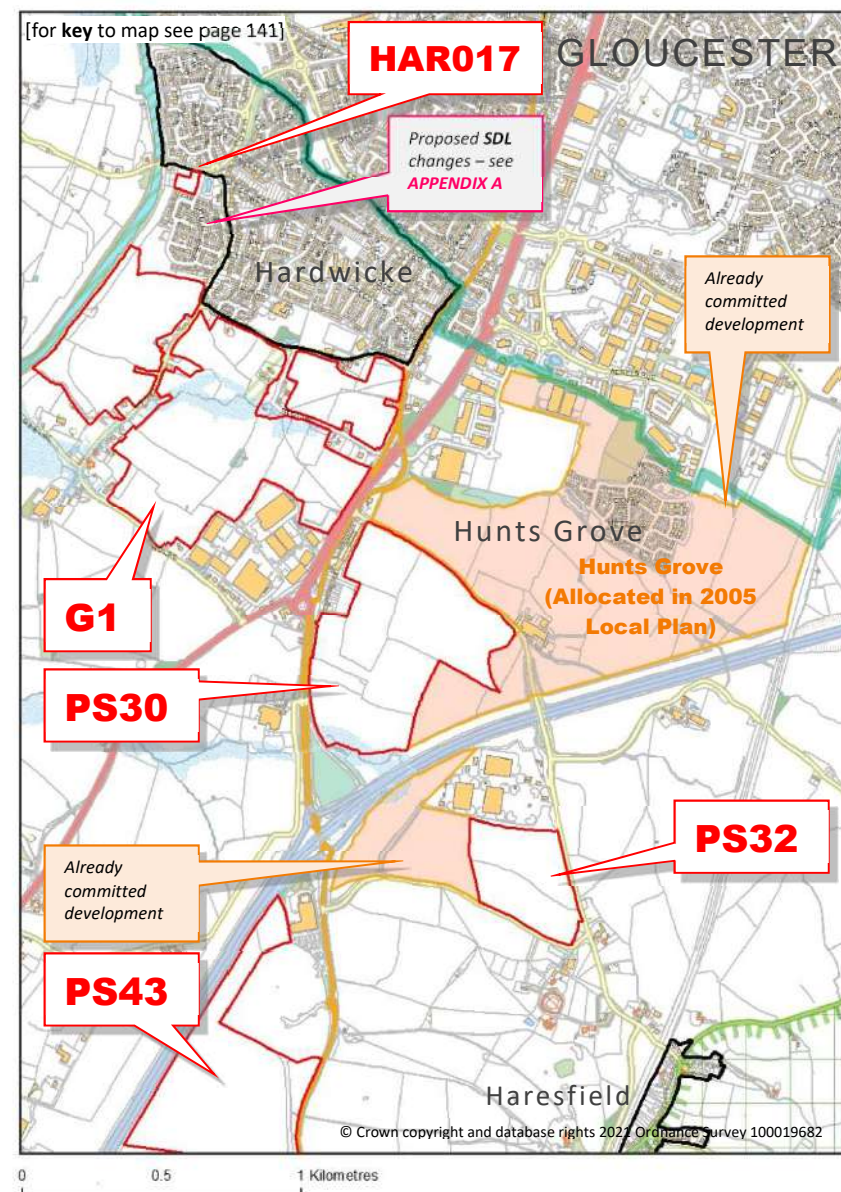
PS30 Hunts Grove extension

HAR017 Land at Sellars Road

PS32 Quedgeley East extension

PS43 Javelin Park

G1 South of Hardwicke





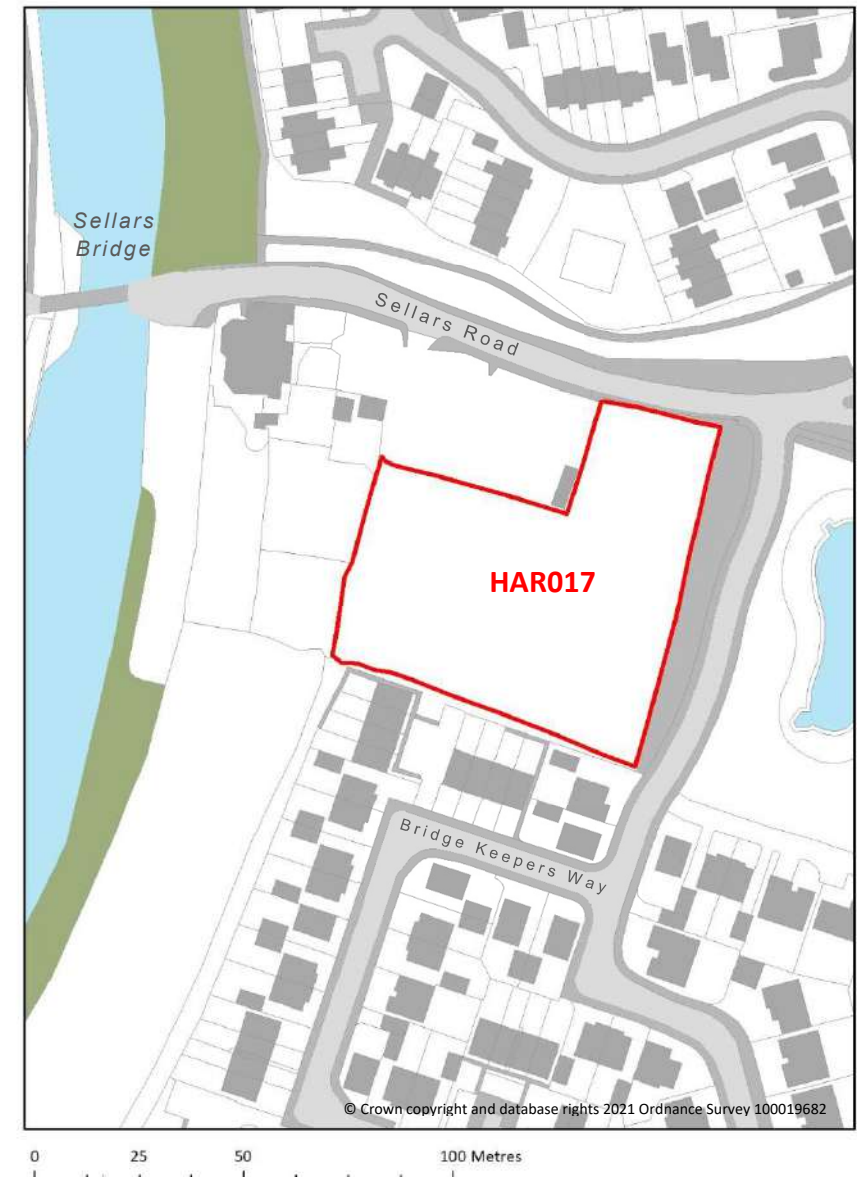
Local Site Allocation Policy HAR017

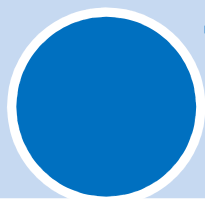
Land at Sellars Road, Hardwicke

Land at Sellars Road will be redeveloped for up to 10 dwellings and open space uses. Particular issues to address include integration with surrounding land uses, open space provision, addressing the need for precautionary archaeological evaluation, surface water management and a road access being formed off Bridge Keepers Way. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land at Sellars Road

3.4.6 Land at Sellars Road has potential for additional housing and open space uses. Care should be taken to conserve the setting of the Gloucester & Sharpness Canal and to retain a sense of transition between countryside and urban edge. Development will need to retain existing trees and hedgerows to soften any potential local landscape impacts. A precautionary archaeological evaluation should be undertaken as there may be Medieval and/or Post medieval ridge and furrow features within the site. Any scheme should address surface water management issues (including SuDS and avoiding discharge into the foul network). The site is adjacent to the Gloucester & Sharpness Canal towpath, where there are opportunities to improve pedestrian and cycle linkages.





Hunts Grove extension

3.4.7 Land east of the A38 at Colethrop Farm, Hardwicke, known as **Hunts Grove**, was allocated as a major mixed use development site within the **Stroud Local Plan (2005)**, to be delivered both during and beyond the plan period. Outline planning permission for 1,750 dwellings and 5.75 hectares of employment land, together with a local centre comprising community and commercial facilities and a new primary school, was granted in 2008. A masterplan for the development accompanied the outline permission and construction of the first phase of 350 dwellings commenced in 2011. The extension to Hunts Grove is intended to provide certainty about the ultimate extent of development in this area and to provide further flexibility in delivering the required overall amount of housing. It will also support and extend the community infrastructure planned for in this location.

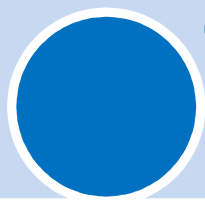
3.4.8 The Hunts Grove extension is located on land south of Haresfield Lane to the south east of Hardwicke and north of the M5 junction 13. The site comprises approximately 34 hectares of land to be developed for residential, supporting infrastructure, including landscaping and open space. Areas identified as lying within flood zones 2, 3a and 3b will be kept as open space.

3.4.9 Development will be brought forward as an extension to the approved Hunts Grove masterplan and will include provisions that support and supplement the approved scheme. There may be opportunities to re-examine some of the masterplanning principles that relate to the approved scheme, as part of the masterplanning of the proposed

extension. The objective will be to create a high-quality, sustainable urban extension with a strong sense of place that meets the day-to-day needs of its residents.

3.4.10 The extension to the Hunts Grove masterplan will deliver a net increase of 750 dwellings. When complete the new community will comprise 2,500 dwellings together with the necessary supporting infrastructure, employment, social, commercial and community uses, which will include a primary school of sufficient size to meet the needs of the development.

3.4.11 Access to the extension will be obtained via the main A38 access junction serving the existing Hunts Grove development, which will be designed to accommodate the additional development. Secondary access will be provided via Waterwells Drive. The role and function of Haresfield Lane will be maintained, as a through route south of the M5. The detailed masterplanning process will examine ways to sustainably incorporate this route into the new community. The development will extend cycle and pedestrian routes through the site beyond Haresfield Lane. Contributions from the development towards public transport and sustainable transport modes will be sought, with the objective of improving the frequency and quality of local bus services to Gloucester city, Stonehouse and Stroud. Appropriate contributions will also be sought towards the opening of a railway station at Hunts Grove if network capacity and strategic planning by Network Rail indicates that such a plan is feasible. Land will continue to be safeguarded for this purpose within the Hunts Grove masterplan.



Strategic Site Allocation Policy PS30

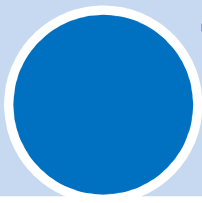
Hunts Grove Extension

The full extent of the Hunts Grove new community is outlined on the Policies Map. The new community comprises the committed Hunts Grove development area (1,750 dwellings and supporting infrastructure) and the Hunts Grove extension, on land to the south of Haresfield Lane, which will deliver an additional 750 dwellings, including 225 affordable dwellings (unless viability testing indicates otherwise).

The development proposals for the Hunts Grove extension should be accompanied by a comprehensive masterplan, to be approved by the local planning authority, which demonstrates how the additional development will be integrated into the Hunts Grove new community and how the following components will be delivered to ensure that the new community is delivered in a cohesive and sustainable manner.

This will address the following:

1. A local centre of sufficient scale to meet the day-to-day needs of the Hunts Grove new community as a whole, incorporating local retail and community uses
2. A primary school of sufficient scale to meet the needs of the Hunts Grove new community
3. Accessible natural greenspace and publicly accessible outdoor playing-space, with appropriately scaled changing facilities
4. Structural landscaping buffer around the southern and western boundaries of the development incorporating existing hedgerows and trees, as appropriate
5. The acceptable management and disposal of surface water including sustainable urban drainage systems (SuDs)
6. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company.
7. No built development will be located in Flood Zones 2, 3a or 3b. The Council will also seek opportunities to reduce the overall level of flood risk in the area and improve flood storage capacity through the layout, use and form of the development
8. Cycle and pedestrian routes through the development connecting with Haresfield Lane and the existing Hunts Grove development
9. Primary vehicular access from the principal A38 junction serving the Hunts Grove new community, with secondary access from Waterwells Drive, as part of a wider managed, safe and accessible transport network, identified in the evidence base transport assessments
10. Access arrangements within the site to encourage use of public and sustainable modes of transport and to encourage lower vehicle speeds
11. Bus stops and shelters at appropriate locations to serve the new development
12. Contributions towards bus services to improve bus frequencies and quality; and
13. Safeguarding of land for the provision of a potential future railway station and appropriate contributions towards the opening of the Hunts Grove railway station (subject to the plans of Network Rail).



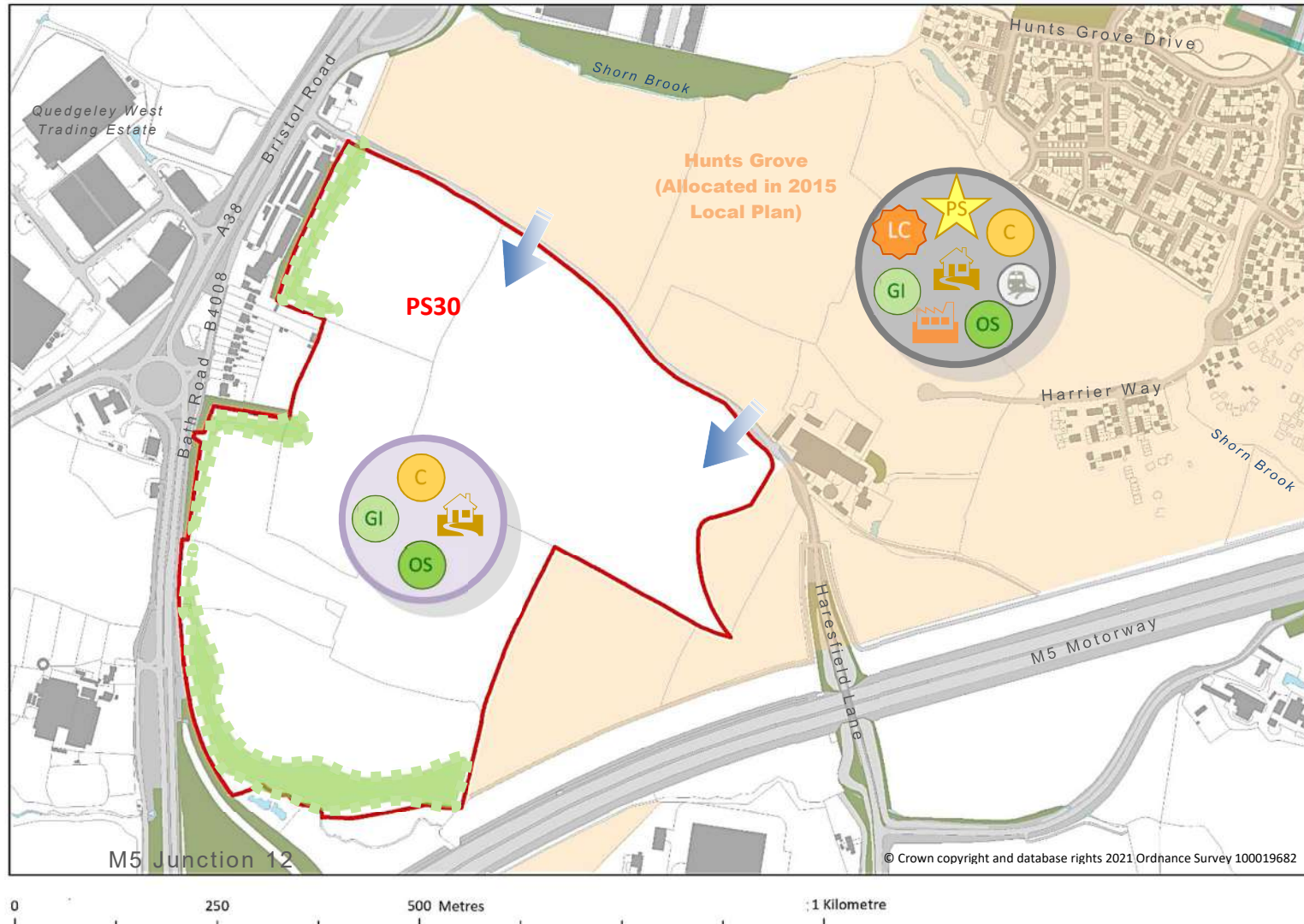
The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Strategic Site Allocation PS30

Hunts Grove Extension

PS24 map ▼



The site map for **Hunts Grove Extension** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s)
- Community uses
- Housing
- Site boundary
- Within the wider Hunts Grove community:**
 - New primary school
 - Local Centre
 - Employment uses
 - Safeguarded area for potential future rail halt





Employment Allocation Policy PS32

Quedgeley East Extension

Land adjacent to Quedgeley East (5 hectares), as identified on the policies map, is allocated for office, B2 and B8 employment uses.

Development will provide a strategic landscape buffer along the south-eastern edge of the development.

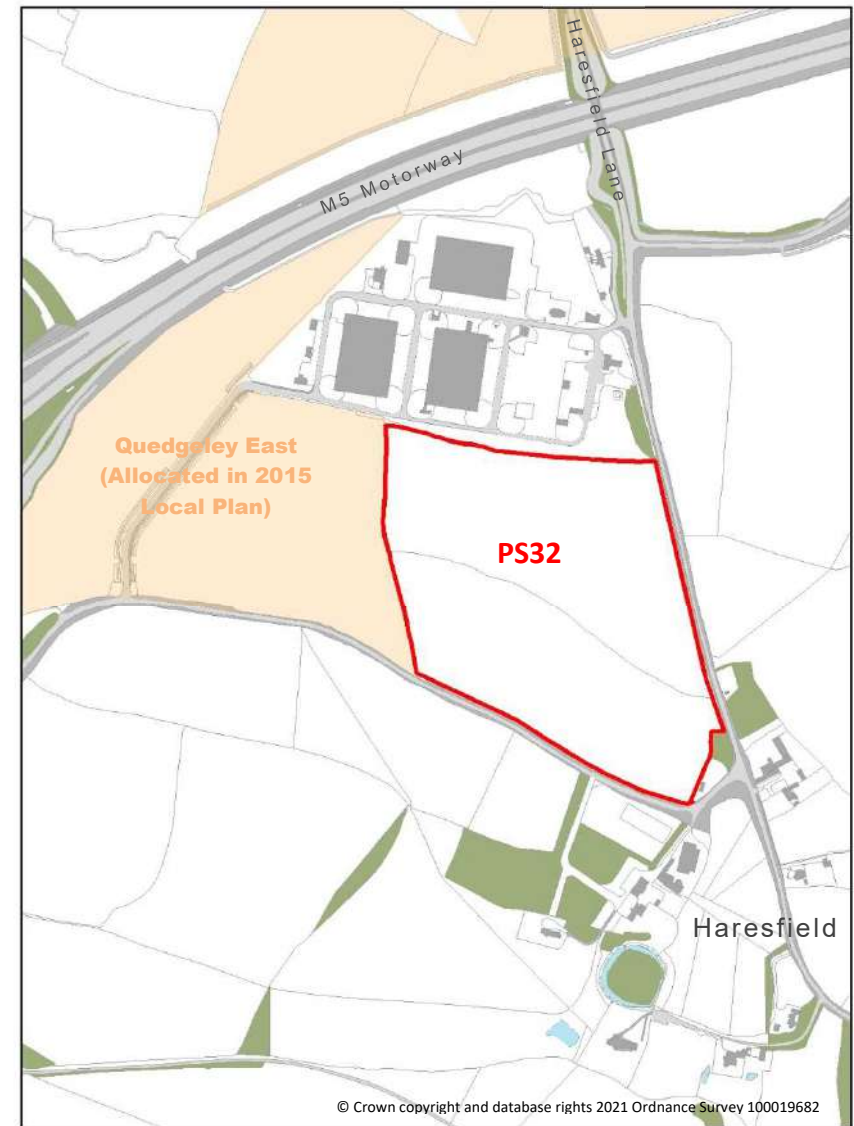
Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network.

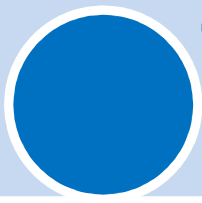
A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and coordinated manner.

3.4.12

South of M5 Junction 12

Land adjacent to Quedgeley East Business Park, as identified on the policies map, is allocated for 5ha employment and strategic landscaping buffer to the south east, to complete the **Local Plan (2015)** Quedgeley East strategic allocation. Development will need to ensure that the scale and bulk of buildings adjacent to the south eastern part of the site, the visual gap and the nature and extent of strategic landscaping, protect the heritage assets and their immediate settings at adjacent Haresfield and wider views from the Cotswolds AONB escarpment. Development will be required to provide sustainable transport measures and necessary improvements to the existing highway network.





Employment Allocation Policy PS43

Javelin Park

Land at Javelin Park (27 hectares), as identified on the policies map, is allocated for office, B2 and B8 employment uses.

Development will provide a strategic landscape buffer along the western, southern and eastern boundaries of the development.

Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network.

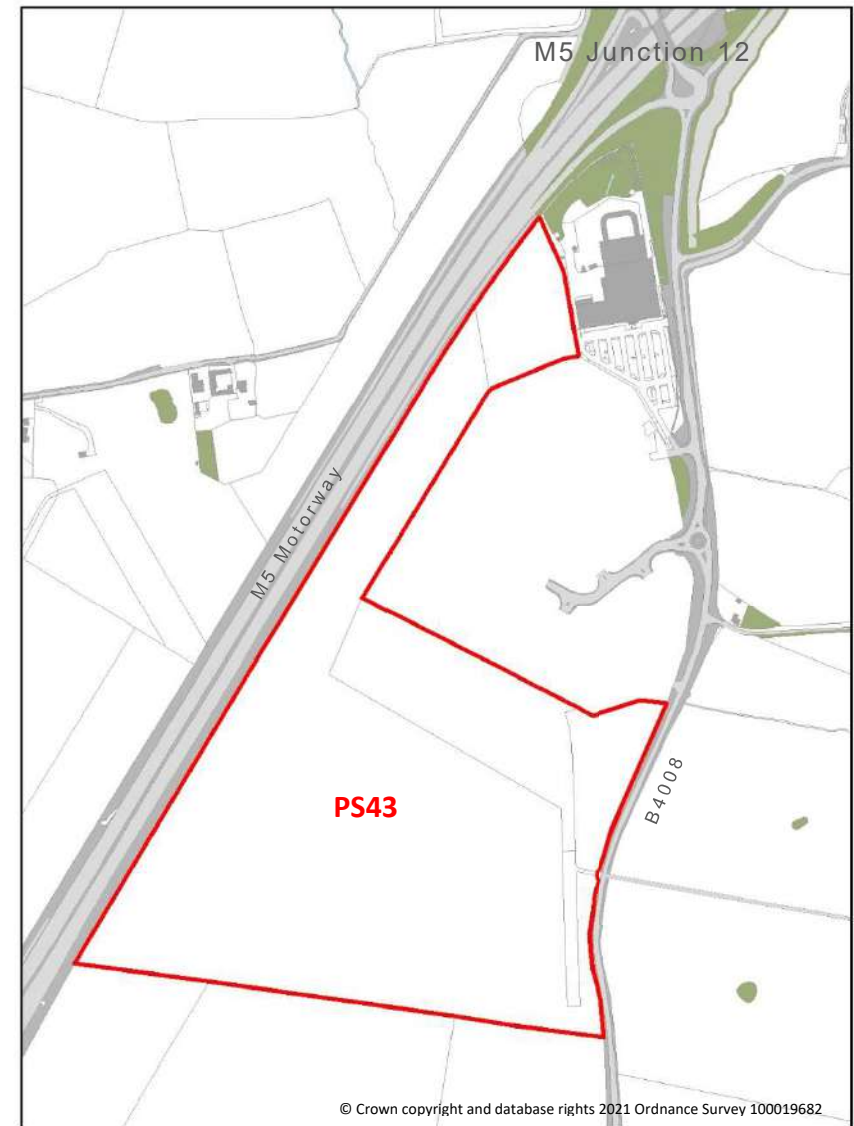
Development should not harm the efficient and effective operation of the adjacent waste management infrastructure.

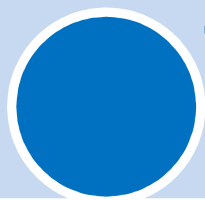
A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and coordinated manner.

3.4.13

Javelin Park

Land at Javelin Park, as identified on the policies map, is allocated as an extension to the key employment site EK14 Javelin Park for a development comprising approximately 27 ha employment and strategic landscaping. Development will need to include a high quality of design and landscaping that minimises any potential visual impacts upon the heritage assets and their immediate settings at adjacent Haresfield and wider views from the Cotswolds AONB escarpment. Development will be required to provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network



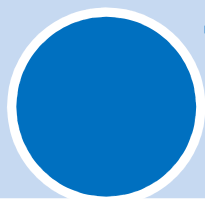


South of Hardwicke

- 3.4.14 Land south of Hardwicke is identified as a sustainable urban extension, which will deliver a high quality housing development, including residential and community uses that meet the day to day needs of its residents.
- 3.4.15 The site is located immediately adjacent to and south of the settlement of **Hardwicke** and west of the A38, within the Gloucester fringe area of the District.
- 3.4.16 The site comprises 68 hectares of primarily agricultural land which will be developed for approximately 1,350 dwellings and community uses. These will comprise a new primary school on a 2.8 hectare site, a community building, recreation open space and natural green space in accordance with Local Plan standards and a local centre, incorporating retail and community uses, to meet the needs of local residents. A site for a new surgery or contribution towards the extension of existing health facilities at Kingsway will also be required.
- 3.4.17 Development is envisaged as a series of neighbourhoods linking seamlessly with areas of Hardwicke with a layout, density, built form and character which reflects Hardwicke and relevant design policies contained within the **Hardwicke Neighbourhood Plan**. Particular care will be required to ensure that the layout and design of the development conserves and enhances the heritage assets within and adjacent to the site, particularly Hardwicke Church and surrounds. To integrate the development with Hardwicke, to mitigate noise from the A38 and to protect Hardwicke's landscape setting and the adjacent **Gloucester &**

Sharpness Canal, substantial structural landscaping will provide a green buffer on the western, southern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.

- 3.4.18 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC** sites. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking recreation at these sensitive locations.
- 3.4.19 The Shorn Brook passes through the central and western parts of the site and the **Gloucester & Sharpness Canal** forms its western boundary. The disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development. To address existing wastewater issues in the local area, Severn Trent has a sewer capacity improvement scheme in place for the Gloucester fringe and the scheme will need to take into account the requirements of this site.



3.4.20 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The **STS** has identified a number of interventions for this site which should be embedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

3.4.21 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will be required towards sustainable transport measures on the A38 and Bristol Road sustainable transport corridors and towards extending local bus services. Vehicular access will be primarily from the A38 and Sellars Road, with a movement strategy that provides for Pound Lane, Church Lane, Sticky Lane and Green Lane to be relieved of existing and future vehicular through traffic. Necessary highway improvements will be consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

Strategic Site Allocation Policy G1

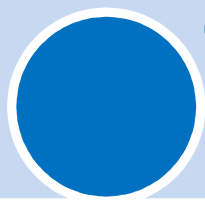
South of Hardwicke

Land south of Hardwicke, as identified on the policies map, is allocated for a strategic housing development, including residential and community uses. A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. Approximately 1,350 dwellings, including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the Gloucester fringe cluster area;
2. A 3 FE primary school (incorporating early years' provision) on a 2.8 hectare site and contributions towards secondary school and further education provision;
3. Accessible natural green space providing a net gain to local biodiversity and public outdoor playing space, including on-site community building and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
4. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar and Cotswold Beechwoods SAC sites;
5. A site for a new surgery or contribution towards the extension of existing health facilities at Kingsway to support the development;
6. A local centre, incorporating local retail and community uses to meet the needs of the development;

(contd.) ...

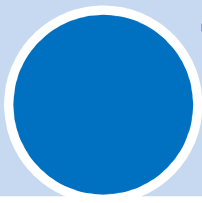


Strategic Site Allocation Policy G1

South of Hardwicke

... (contd.)

7. Structural landscaping buffer along the western, southern and eastern boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
8. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
9. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company, and to address any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan
10. A layout, density and built form and character which reflects Hardwicke and relevant design policies set out within the Hardwicke Neighbourhood Plan;
11. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
12. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to Quedgeley West Business Park and local community facilities on Green Lane and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to local schools, Quedgeley local centre and Gloucester city centre;
13. Contributions and support to sustainable transport measures on the A38 sustainable transport corridor;
14. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Gloucester, Stroud and Stonehouse;
15. A movement strategy that provides for Pound Lane, Church Lane, Sticky Lane and Green Lane to be relieved of existing and future vehicular through traffic;
16. Electric vehicle charging points in accordance with local parking standards;
17. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan;
18. Primary vehicular access from the A38 and additional vehicular access from Sellars Road, with necessary improvements to the existing highway network;
19. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
20. Phasing arrangements to ensure that community provision is made in a timely manner.



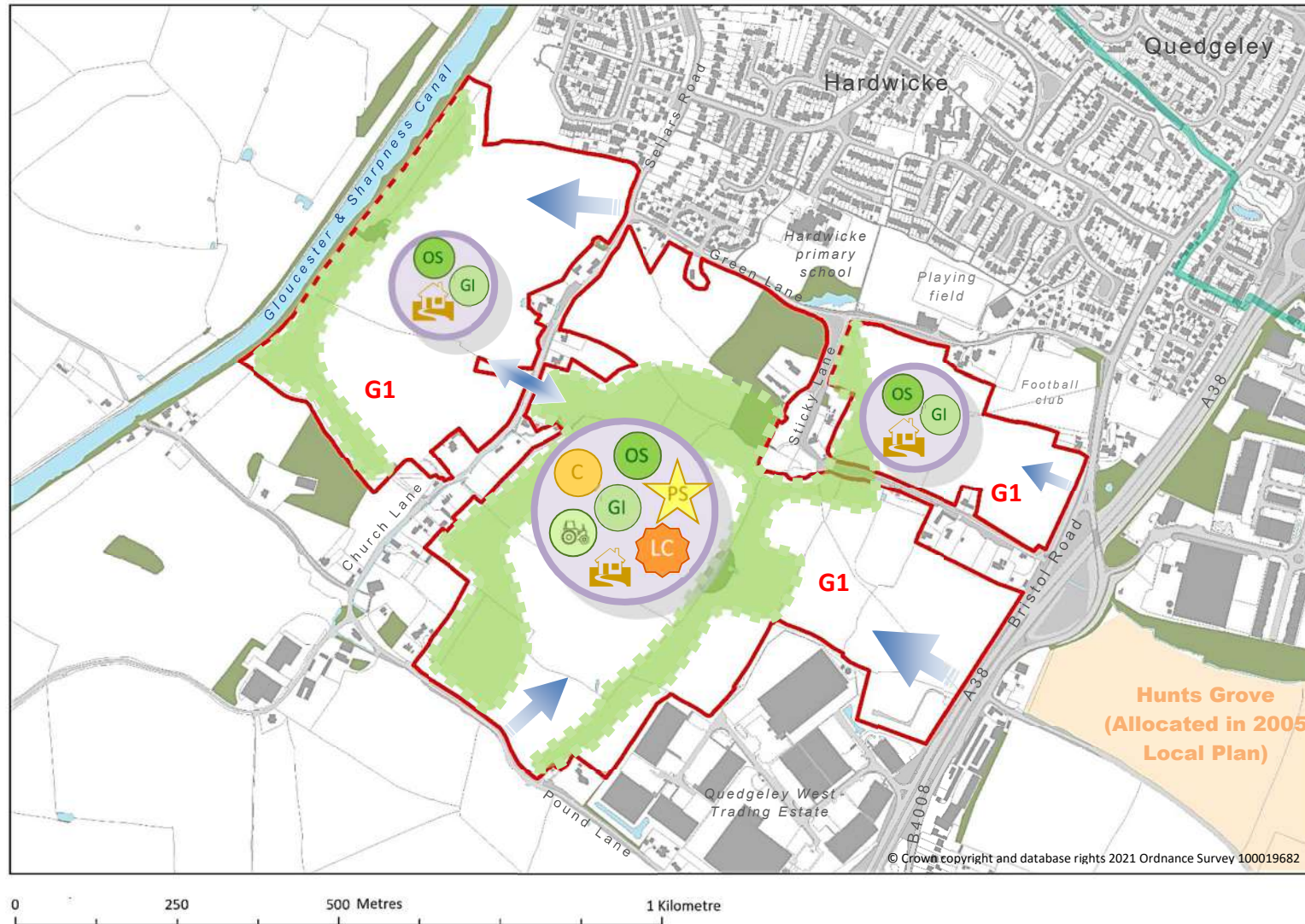
The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Strategic Site Allocation G1

South of Hardwicke

G1 map ▼



The site map for **South of Hardwicke** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s)
- Community uses
- Housing
- New local centre, including shops and community uses
- New primary school
- Community / open spaces incorporating food production, such as allotments and community orchards
- Site boundary
- Stroud District boundary





The Gloucester fringe | Our towns and villages

...Upton St Leonards

Planning constraints and designations

The principal physical constraints are the floodplain to the south west and north east of the settlement and the proximity to the M5 to the west.

There are a few listed buildings within the village centre. A notable cluster exists at Nuthill around Bowden Hall on the eastern eastern edge of the village.

To the east the Cotswold Beechwoods SAC. A significant group of TPO's exist at Nuthill and on southern development limits. There is a SSSI at Hucclecote Meadows to the north.

The Cotswolds AONB adjoins the settlement to the south, and is adjacent to the east.

There are 3 protected open spaces within the village and on the settlement edge.

Landscape sensitivity

The preferred direction for housing growth in landscape terms is to the southeast. There is also potential west of Upton Lane in an enclosed field, away from the AONB.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Upton St Leonards is a **medium-sized** village. Although it lies on Gloucester's periphery, it is separated from the city by the M5 motorway.

The village has a **basic local retail role** (a village shop), but a **good** range of **local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **fair**.

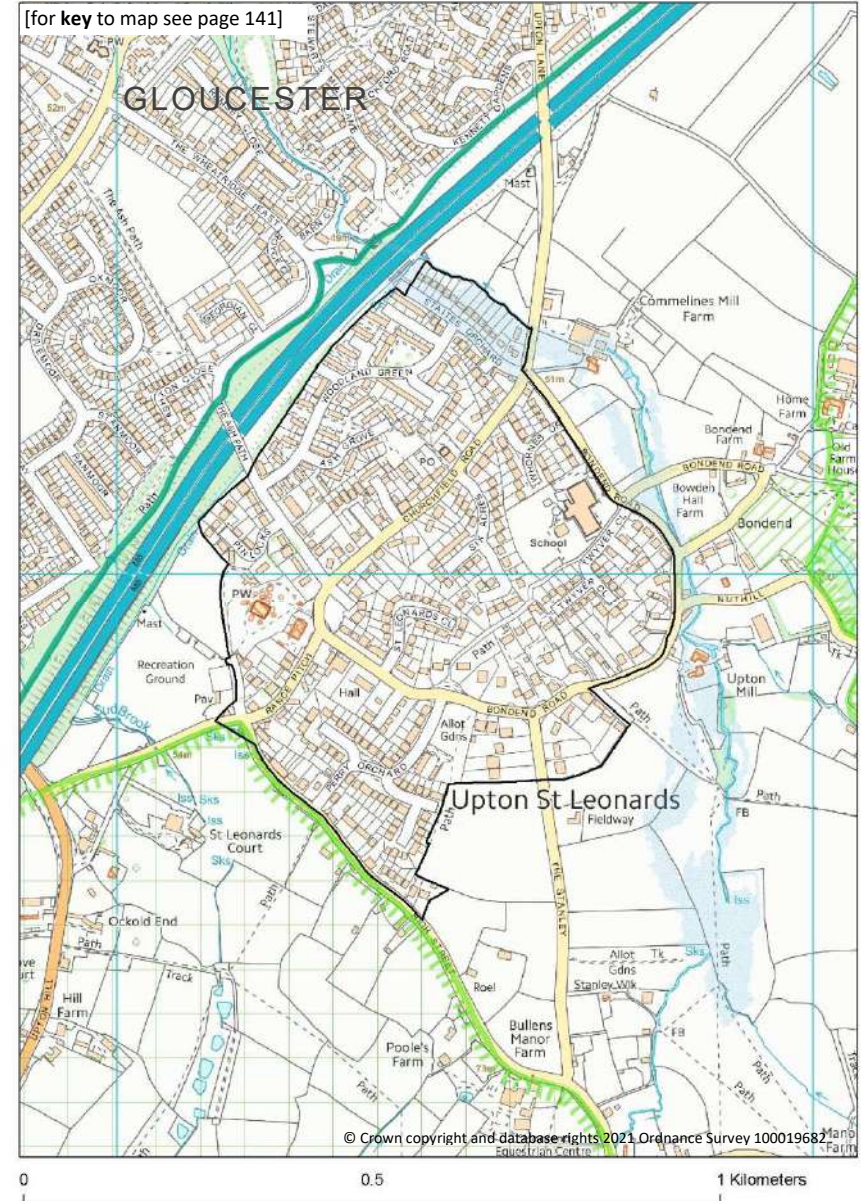
Upton St Leonards has **no significant employment role**: its principal role is as a 'dormitory'.

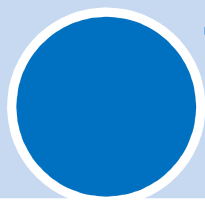
Development strategy

Upton St Leonards is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Upton St Leonards.





The Gloucester fringe | Our towns and villages

...Brookthorpe, Haresfield

Tier 4b settlements on Gloucester's fringe

- Brookthorpe
- Haresfield

Settlement role and function

These **small/very small** settlements provide only **basic/minimal local services and facilities** for their communities and neither has any retail role. **Access to key services and facilities elsewhere is poor/very poor**, generally lacking reasonable foot, cycle or bus connectivity to strategic facilities nearby (despite Brookthorpe's location on a key transport corridor, the A4173). These settlements have **no significant employment role** and they both function as 'dormitory' villages to some extent, tending to look northward to Gloucester.

The Cotswolds AONB extends to the east, with the designation affecting parts of both these villages. They both face significant environmental constraints.

Development strategy

Brookthorpe and Haresfield are **Tier 4b** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role and function as settlements with basic facilities, and boosting community vitality and social sustainability.

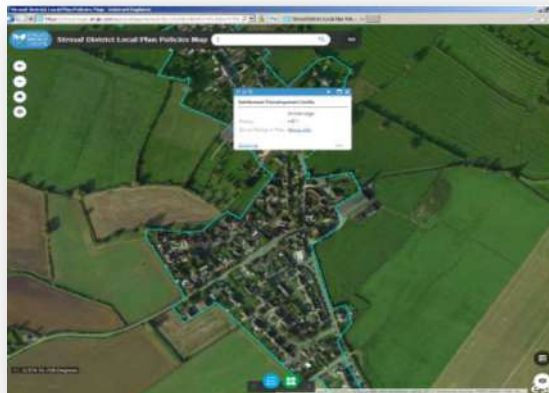
There are no site allocations at Brookthorpe or Haresfield.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:

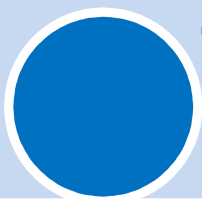


www.stroud.gov.uk/localplan



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The Gloucester fringe | Potential to meet Gloucester's needs

...Land at Whaddon

G2 allocation...

Sensitivity, constraints and designations

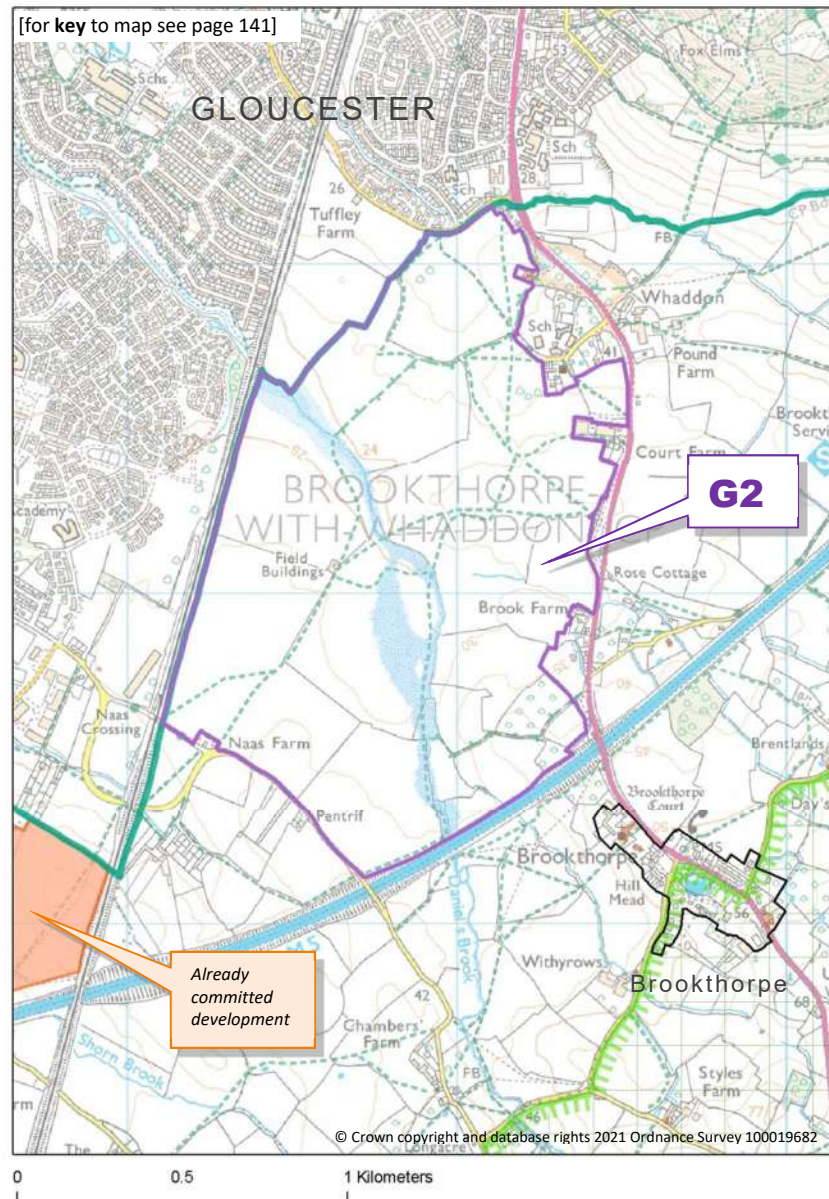
Whaddon is not identified in the Local Plan as a Tier 1-4 settlement and it has no settlement development limits: the Local Plan treats the area as “countryside”.

Brookthorpe (a Tier 4b settlement) lies south of the M5 motorway. Gloucester is the nearest higher order settlement and it provides both strategic and local facilities.

The Cotswolds AONB lies beyond the M5, to the south. The area was not included in the Stroud District **Landscape Sensitivity Assessment** (which focussed on land surrounding the District's existing defined settlements), but it has been assessed through the 2019 **Assessment of Strategic Development Opportunities in Parts of Gloucestershire**, which compared the area's landscape sensitivity against that of other locations around Gloucester.

There are listed buildings within Whaddon, immediately east of the site; and to the south, beyond the M5 at Brookthorpe.

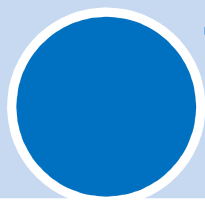
The principal physical constraints affecting the land identified as **G2** are the floodplain (which runs through its centre) and the proximity of the M5 to the south and the Bristol-Birmingham main railway line to the west.



Land at Whaddon

3.4.22 The adopted Gloucester, Cheltenham and Tewkesbury **Joint Core Strategy (2017)** identifies that Gloucester City has a good supply of housing land to meet its requirements to at least 2028/9 but that an early review will be required to explore the potential for additional sites to meet **Gloucester's** needs in the longer term. As a result, the District Council has been working with neighbouring authorities including Gloucester City Council to identify potential sustainable locations to meet longer term housing needs. In 2019, **The Assessment of Strategic Development Opportunities in Parts of Gloucestershire: Interim Report** assessed 29 locations adjacent to Gloucester and identified seven locations as having the highest current degree of accessibility to Gloucester. Of the three locations identified within Stroud District, land at **Whaddon** offers the most potential to help meet the future housing needs of Gloucester.





3.4.23 However, it is important that this initial assessment does not undermine the ability of the City Council to consider reasonable alternatives in the development of the future spatial growth strategy for **Gloucester** as part of the review of the **Joint Core Strategy**. Therefore, at this stage, the District Council supports the safeguarding of this site to help address the future housing needs of Gloucester City, if required. It is expected that by the time this **Draft Stroud Local Plan** has been examined and adopted, the City Council will be able to clearly articulate the nature of unmet needs and the preferred direction of growth so that an allocation at **Whaddon** can be confirmed.

3.4.24 The site is located immediately south of Tuffley (the edge of Gloucester), within the **Gloucester fringe** area of the District. The site is west of and adjacent to the A4173 and next to the small hamlet of **Whaddon**.

3.4.25 The site comprises 173 hectares of primarily agricultural land which is safeguarded for the development of at least 3,000 dwellings, 8 plots for travelling showpeople and community uses, including education and health provision and a local centre including employment, and local retail to meet the needs of the development.

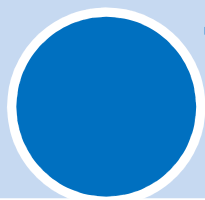
3.4.26 Education requirements will comprise a 3 form entry primary school (incorporating early years' provision) on a 2.8 hectare site plus a 2 form entry primary school (incorporating early years' provision) on a 2 hectare site; and a funding contribution towards 3.5 form entry additional secondary school and further education provision. The cumulative effect of the proposed growth in the **Gloucester fringe** area will require a new secondary school to be provided on a site of up to 8.7 ha in size. The site

at **Whaddon** offers the most potential for a site of this size to be incorporated within a strategic development area and may be an all-through school with a primary phase in order to reduce the total amount of land required.

3.4.27 Health provision will involve a site for a new surgery or if not required, a contribution towards the extension of existing health facilities within Gloucester to support the development.

3.4.28 Development is envisaged as a series of neighbourhoods linking seamlessly with the south of Gloucester at Tuffley, with a layout, density, built form and character which reflects this edge of Gloucester location. Particular care will be required to ensure that the layout and design of the development conserves and enhances the setting of the heritage assets adjacent to the site at Whaddon and does not adversely impact on views to and from the AONB escarpment to the south of the M5. To integrate the development with Gloucester, to mitigate noise from the M5 and railway line and to provide a long term strategic landscape buffer to Gloucester, substantial structural landscaping will provide a green buffer on the western, southern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.

3.4.29 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC** sites. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation



The Gloucester fringe | Potential to meet Gloucester's needs

...Land at Whaddon

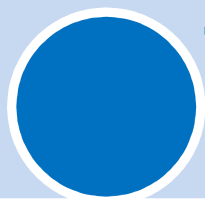
opportunities and off-site works if appropriate, to mitigate against potential adverse impacts of visitors seeking to recreate at these sensitive locations.

3.4.30 The Daniels Brook passes through the centre of the site. The disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development. To address existing wastewater issues in the local area, Severn Trent has a sewer capacity improvement scheme in place for the Gloucester fringe and the scheme will need to take into account the requirements of this site.

3.4.31 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The **STS** has identified a number of interventions for this site which should be imbedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

3.4.32 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, a multi-modal travel interchange hub will be developed at a central accessible location adjacent to the A4173 to allow for interchange for sustainable modes including bus, bicycle, walking and car sharing. Contributions will also be required towards sustainable transport measures on the A4173 sustainable transport corridor and towards extending local bus services. Vehicular access will be primarily from the A4173, with a movement strategy that provides for a modal filter onto Naas Lane, providing access for sustainable transport modes only to Waterwells Business Park and local destinations to the west. Necessary highway improvements will be consistent with the findings of the **STS** and the **Traffic Forecasting Report**.





The Gloucester fringe | Potential to meet Gloucester's needs

...Land at Whaddon

Strategic Site Allocation Policy G2

Land at Whaddon

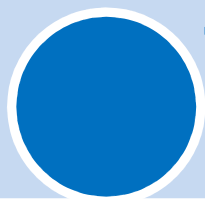
Land at Whaddon, as identified on the policies map, is safeguarded to meet the future housing needs of Gloucester City should it be required and provided it is consistent with the approved strategy of the Joint Core Strategy Review. *Subject to this*, the site will be allocated for a strategic housing development, including residential and community uses. A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. At least 3,000 dwellings, including 30% affordable housing, to address tenure, type and size of dwellings needed within the Gloucester City area;
2. A serviced site to accommodate 8 plots for travelling showpeople to meet the unmet needs arising from the Gloucester City area;
3. A 3FE primary school and a 2FE primary school (both incorporating early years' provision) and contributions towards the provision of a 3.5FE secondary school (+ 6 form) on a 8.7 ha site within the development;
4. A site for a new surgery or contribution towards the extension of existing health facilities to support the development;
5. Accessible natural green space along the Daniels Brook providing a net gain to local biodiversity and public outdoor playing space, including on-site community building and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
6. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar and Cotswold Beechwoods SAC sites;
7. A local centre, incorporating employment, local retail and community uses to meet the needs of the development;
8. Structural landscaping buffer along the western, southern and eastern boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
9. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS);
10. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
11. A layout, density and built form and character which reflects the sensitive landscape and heritage context provided by the Cotswolds AONB and local heritage assets including Whaddon Church respectively;
12. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
13. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to Waterwells Business Park and local facilities within Tuffley including appropriate infrastructure and crossing facilities and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to Gloucester city centre;
14. Contributions and support to sustainable transport measures on the A4173 sustainable transport corridor;

(contd.) ...





Strategic Site Allocation Policy G2

Land at Whaddon

... (contd.)

15. Multi-modal travel interchange hub at a central accessible location adjacent to the A4173 to allow for interchange for sustainable modes including bus, bicycle, walking and car sharing;
16. Public transport permeability through the site, including a link between Naas Lane and Grange Road and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Gloucester, Stroud and Stonehouse;
17. A movement strategy that provides for a modal filter onto Naas Lane, providing access for sustainable transport modes only to Waterwells Business Park and local destinations to the west;
18. Electric vehicle charging points in accordance with local parking standards.
19. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan.
20. Primary vehicular access from the A4173 and additional vehicular access from Grange Road, with necessary improvements to the existing highway network;
21. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
22. Phasing arrangements to ensure that employment, retail and community provision is made in a timely manner.



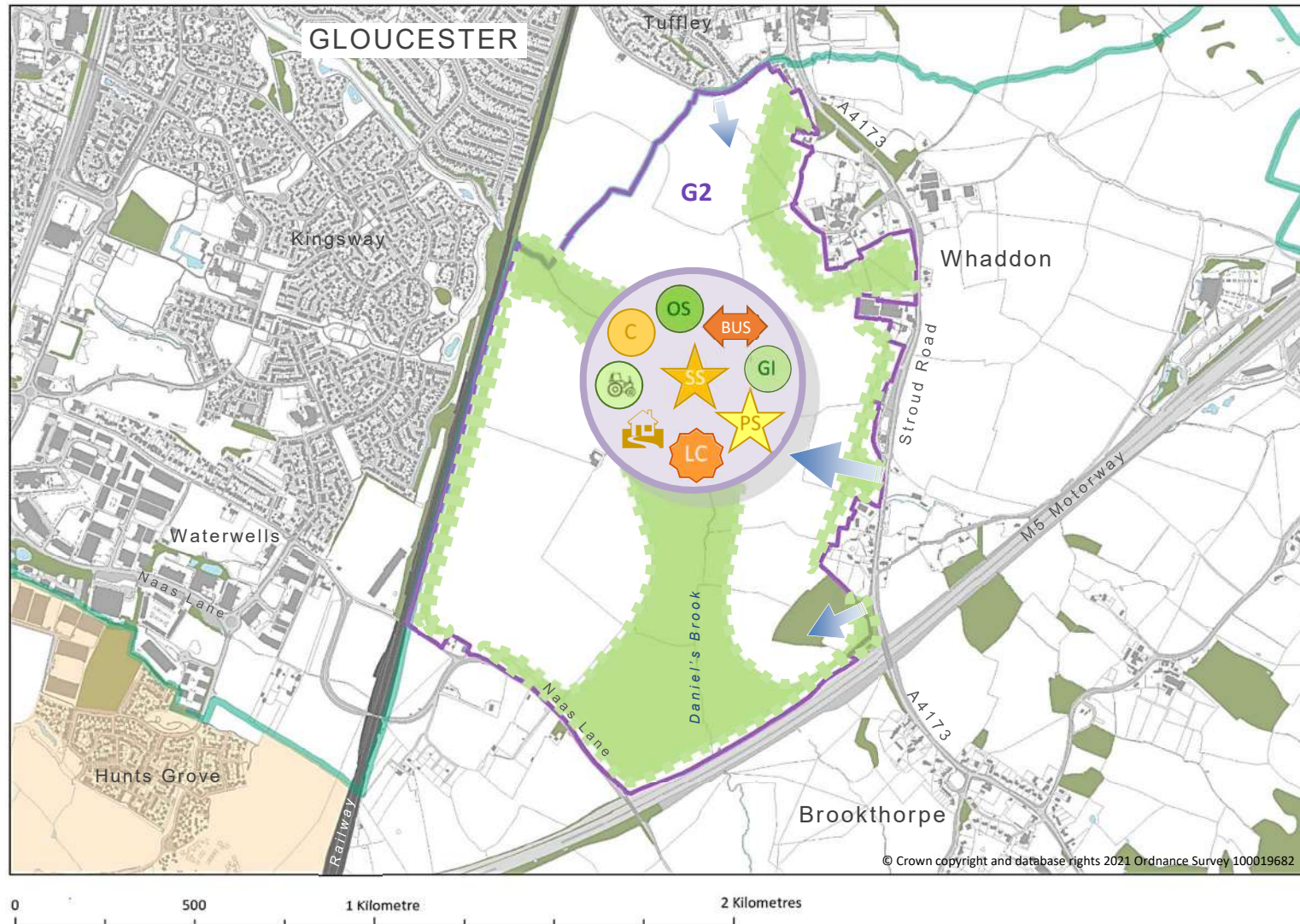
The Gloucester fringe | Potential to meet Gloucester's needs

...Land at Whaddon

Strategic Site Allocation G2

Land at Whaddon

G2 map ▼



The site map for **Land at Whaddon** (outlined in purple) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s) including community food production areas, such as allotments and community orchards
- Community uses
- Housing
- New local centre, including shops and community uses
- New primary school(s) / New secondary school
- Site boundary
- Stroud District boundary
- Travel interchange hub





Making Places | Shaping the future of the Berkeley cluster

The strategy ...

“...Growing two new villages and boosting vitality by making the most of our natural resources, leisure and tourism”

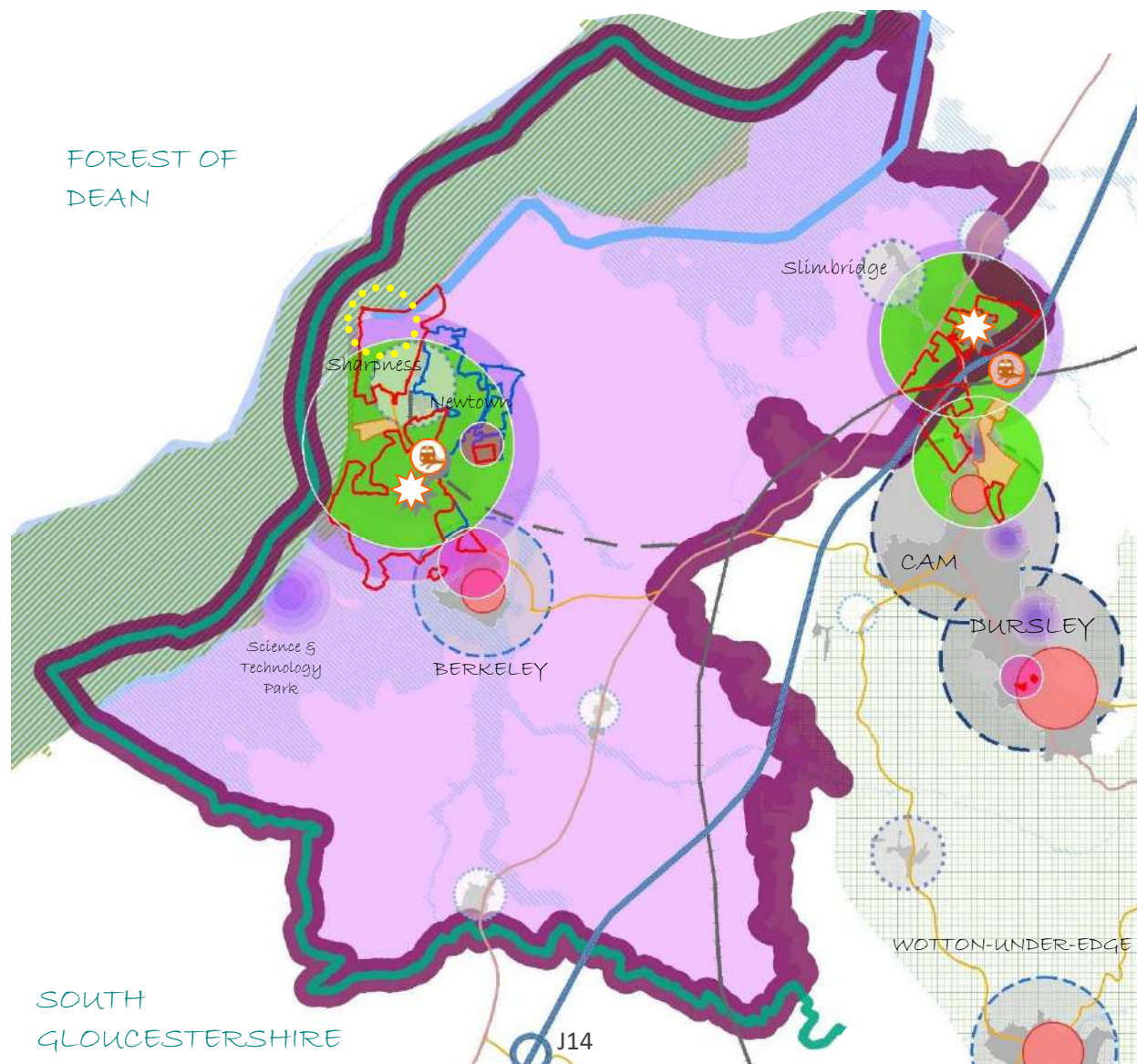
In the parishes of Berkeley, Alkington, Ham and Stone, Hamfallow, Hinton and Slimbridge.

Berkeley is one of the District’s historic market towns, identified as a Tier 2 “Local Service Centre” in the **CP3 settlement hierarchy**. The development strategy for the surrounding parishes combines some very large **strategic site allocations** (which will contribute towards meeting the District’s growth and development needs) with some smaller **local sites**, boosting employment and enhancing local services and facilities. This includes the creation of two entirely new settlements.

As well as these site allocations, a detailed **policy framework** will steer the type and quantity of development that will happen in **Berkeley**, at the smaller defined settlements and in the countryside.

3.5.1

Map 9 ...Spatial vision to 2040 for the parishes around Berkeley





Making Places | Shaping the future of the Berkeley cluster

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 2 – Local Service Centres

- Berkeley
- Sharpness new settlement (anticipated)

Tier 3a – Accessible settlements with local facilities

- Newtown
- Wisloe new settlement (anticipated)

Tier 3b – Settlements with local facilities

- Slimbridge

Tier 4a – Accessible Settlements with basic facilities

- Cambridge
- Newport

Tier 4b – Settlements with basic facilities

- Stone

Town Centres (CP12)

- Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)

- Existing / new centres with local services and facilities

- Stroud District boundary

3.4.2 ▶



The parishes of the Stroud Valleys vision area



Conserving wildlife and natural estuarine habitats



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 E12 E12a)



A focus on local development to meet local needs (CP2 CP3)



Site allocations



Potential land for further growth at Sharpness, beyond 2040



Already committed Development (including site allocations in the 2015 Local Plan)



Tourism and leisure based regeneration and conservation at Sharpness



Rail station



Location for new railway station

Growing two new villages and boosting local vitality by making the most of our natural resources, leisure and tourism...

New communities at Sharpness and at Wisloe Green will help to meet the housing and employment needs of the District, whilst delivering a step change in services and facilities available to the local area. Following Garden City principles, the mix of uses, design quality and an accessible layout within a green setting will deliver a truly sustainable pattern of living for new and existing local residents. Sustainable forms of transport will be boosted by the re-opening of the Sharpness rail branchline to passenger and tourism services, by enhancing access to Cam & Dursley rail station and by increasing strategic bus services along the A38 corridor connecting Stone, Newport, Slimbridge and Cambridge to Bristol and Gloucester. Established communities will have the chance to help shape their neighbourhoods, maintaining their distinct identities and protecting and improving those aspects of the area that make it a pleasant place to live.

Berkeley town will continue in its historic role as a service centre for rural communities around it, although it is recognised that it cannot compete with larger towns within or outside the District for many goods or services. Instead, its local role will be bolstered through small scale growth to meet locally identified needs, benefitting from improved transport links to elsewhere, delivered by the new community at Sharpness. The town's vitality will also benefit from increased visitor numbers and passing trade, drawn to the area for work or leisure and tourism. The new settlement at Sharpness, together with improvements to the working environment and leisure amenities at the Docks and the development of Gloucestershire Science and Technology Park at the former Nuclear Power Station site, will provide a local boost. These will act together with visitor attractions (including Berkeley Castle, Dr Jenner's Museum, Slimbridge Wildfowl and Wetlands Trust, restored heritage railway and several safe and attractive walking and cycling routes) to raise the profile of this part of the District. The townscape and public realm of Berkeley will be conserved and enhanced, to improve the marketability of the area.

Villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities. Where possible, safe walking and cycling routes will link places together. Across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

Conservation and management of the area's distinctive built heritage, precious estuarine landscape and habitats will remain high priorities, as will resilience to climate change and associated flood risk.





Making Places | Shaping the future of the Berkeley cluster

...What do we want for the future?

3.5.3 Where are we now?...

This cluster of parishes lies in the Severn Vale at the south-western corner of Stroud District, close to the boundary between Gloucestershire and South Gloucestershire. Berkeley is a historic market town, which today acts as a local service centre for a rural hinterland. Many residents of these parishes commute out of the District for work, leisure and anything other than convenience shopping (Bristol and Thornbury are within easy reach). The closure of Berkeley Nuclear Power Station had an impact on local employment opportunities, but the development of the Gloucestershire Science and Technology Park is providing new opportunities for growth. Sharpness Docks is a thriving and busy port but has scope for new development focussing on the leisure and tourism potential of the Gloucester-Sharpness canal and its Severn Estuary location.

The area is blessed with some beautiful landscape and valuable estuarine habitats, which are nationally and internationally protected. These parishes are also home to some of the District's major tourist attractions: notably, Berkeley Castle, The Jenner Museum, Cattle Country Adventure Park and the world-renowned Wildfowl and Wetlands Trust at Slimbridge.

3.5.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are the key local issues and top priorities:

- Designing safe walking and cycle routes from Newport to Berkeley extended to Sharpness and the Gloucestershire Science and Technology Park
- Providing a well signposted, direct walking and cycle route from Wisloe to Cam and Dursley station and to the Wildfowl and Wetlands Trust at Slimbridge
- Improve road links to the A38
- Improving transport links with towns and villages in South Gloucestershire and to Bristol and beyond
- Ensuring adequate provision of affordable housing and housing opportunities for younger people
- Providing for local job opportunities; supporting small scale and start-up businesses
- Improving IT connectivity and infrastructure
- Maintaining and improving the vitality of Berkeley town centre
- Protecting the natural landscape and wildlife habitats of the river estuary and its rural setting including the Severnway
- Promoting tourist opportunities in Berkeley town centre and the river estuary for tourism and increasing tourist accommodation opportunities.



Making Places | Shaping the future of the Berkeley cluster

...How are we going to get there?

3.5.5 Guiding principles for growth or development in the Berkeley cluster:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the cluster of parishes around Berkeley are expected to accord with the **Berkeley Cluster Mini Vision** and to have regard to the following **Guiding Principles**:

1. A vision for the regeneration of Sharpness Docks will be progressed including up to 300 new homes over the plan period in association with a leisure and recreation strategy for the north of the Docks and intensified and upgraded employment provision on new and existing sites within the commercial Docks to the south
2. The former Berkeley Power station site will continue to be redeveloped as the Gloucestershire Science and Technology Park, to include educational, training and research facilities, together with GREEN employment uses and uses associated with the decommissioning process.
3. A new garden community at Sharpness will support and complement regeneration initiatives within the Berkeley/Sharpness area, by providing for housing and employment development supported by a range of social and environmental infrastructure including a new secondary school and by improving sustainable transport links for new and existing communities, including re-opening the rail branchline to passenger and tourism services.
4. A new garden community at Wisloe will provide for housing and employment needs together with a local centre including services and facilities available for the surrounding villages at a location which maximises opportunities for sustainable forms of transport.
5. Improvements will include enhancing access to Cam & Dursley rail station, increasing strategic bus services along the A38/A4135 and by linking up strategic walking and cycling routes to Cam and Dursley and to SUSTRANS routes to the north and south of the District.
5. Appropriate development will be supported to boost Berkeley's role as a Local Service Centre for surrounding communities, to sustain Slimbridge as a Tier 3 Settlement with Local Facilities and to sustain or enhance Newtown & Sharpness's role, function and accessibility as a Tier 3a Accessible Settlement with Local Facilities. Tier 4 settlements (Cambridge, Newport and Stone) will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
6. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.
7. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on the conservation areas at the heart of Berkeley and at Sharpness Docks.
8. Protect and enhance high quality natural landscape and estuarine habitats, including the nationally and internationally protected sites.
9. Adequate and timely infrastructure to tackle wastewater generated by development, in agreement with the relevant water companies.





Making Places | Shaping the future of the Berkeley cluster

...How are we going to get there?

Key to maps ▼

Settlement summaries

- p166 Berkeley
- p169 Newtown & Sharpness Docks
- p181 Slimbridge
- p187 Cambridge, Newport, Stone

Site allocations

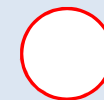
- PS33** Northwest of Berkeley
- BER016/17** Land at Lynch Road, Berkeley
- PS34** Sharpness Docks
- PS35** Land at Focus School, Wanswell
- PS36** Sharpness new settlement
- PS37** Wisloe new settlement

The following pages contain settlement summaries for each of the defined settlements in the Berkeley cluster of parishes ([Core Policy CP3](#)).

The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).



Settlement development limit
(settlement boundary)



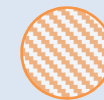
Site allocations



Potential site for further growth at
Sharpness, beyond 2040



Committed Development (including site
allocations in the 2015 Local Plan and
sites already with planning permission)



Heritage designations (including
conservation areas, listed buildings,
scheduled monuments...)



Natural environment constraints
(including key wildlife sites, ancient
woodland, SSSI, RAMSAR...)



Flood Zones 2 and 3

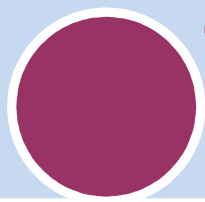


Stroud District boundary



Phillip Halling





The Berkeley cluster | Our towns and villages

...Berkeley

Planning constraints and designations

The principal physical constraint is the floodplain to the south west and east of the settlement.

The Conservation Area covers the town centre and south eastern part of the town. There are a number of listed buildings within the town centre and on the south eastern edge of the town, including landmark Berkeley Castle.

The Berkeley Heath Key Wildlife Site lies beyond the village to the north east.

There are protected open spaces within the settlement.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the north west and west of the settlement.

Landscape sensitivity suggests that there may be a very limited opportunity for small scale employment growth to the north of the town, south of the Station Road employment area.

Settlement role and function

Berkeley is a **large** settlement, although it is smaller than the District's other historic market towns.

Berkeley has a **strong local retail role**, with a range of local shops to serve the day-to-day needs of surrounding villages and hamlets. It offers a **very good**, diverse range of **local**

Settlement role and function (contd...)

community services and facilities (GP and pharmacy, post office, primary school, place of worship, town hall/community centre, pub, sports/playing fields and playground). Berkeley also has a **role in providing some 'strategic' services and facilities** to a wider catchment (mobile bank, library, swimming pool), plus further education at nearby Berkeley Green UTC. **Access to key services and facilities** here and elsewhere is **good**.

The town itself has a **small employment role**, although nearby Berkeley Green is likely to grow as a significant employment hub. Berkeley's principal role is as a 'dormitory' settlement and local service centre.

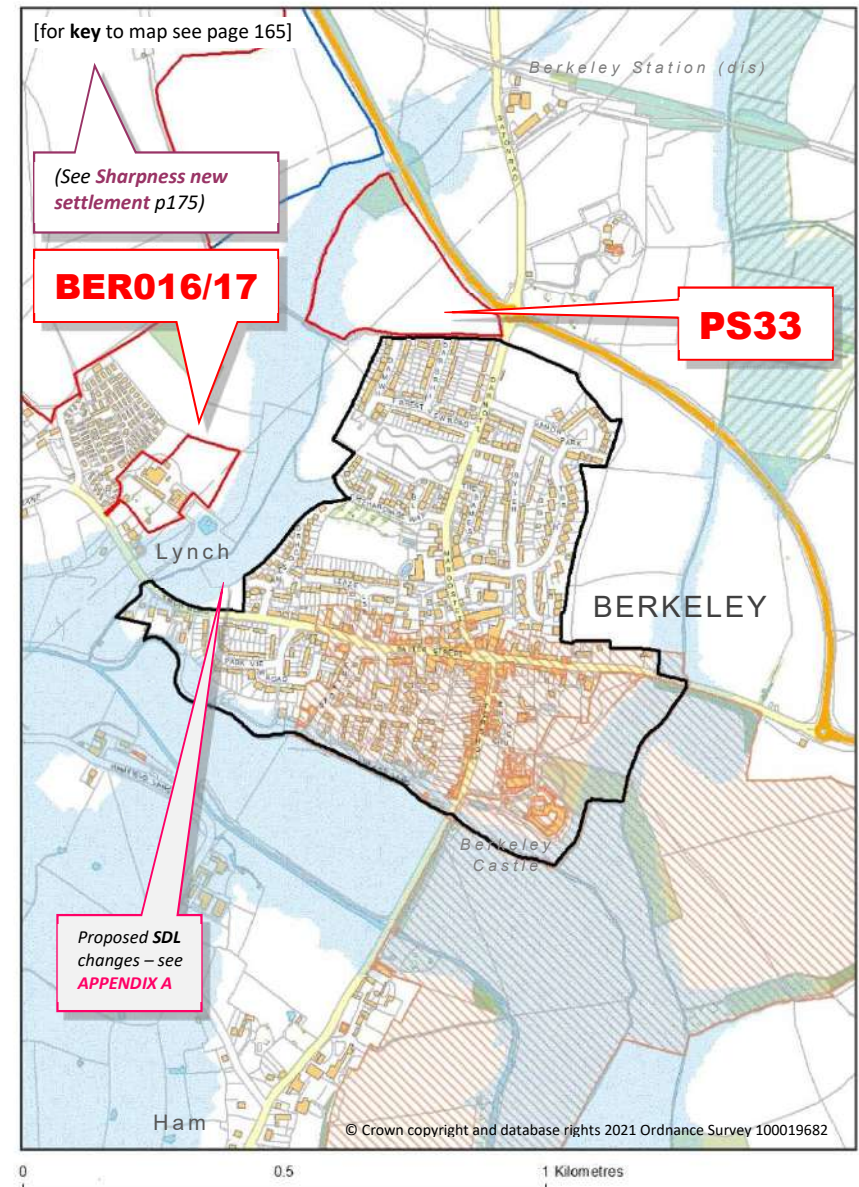
Development strategy

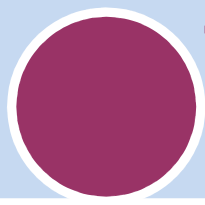
Berkeley is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the town's role and function as a strategic Local Service Centre.

PS33 Northwest of Berkeley

BER016/17 Land at Lynch Road





The Berkeley cluster | Our towns and villages

...Berkeley

PS33 allocation...

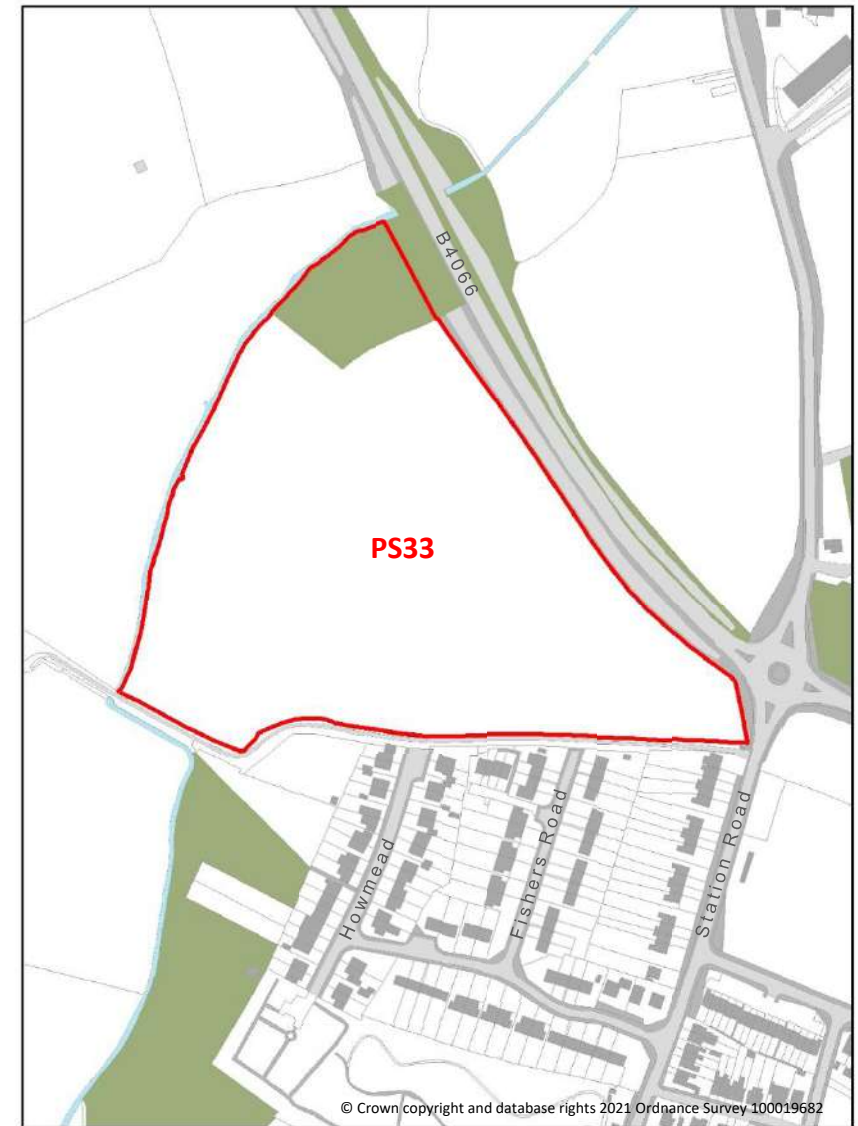
Local Sites Allocation Policy PS33 Northwest of Berkeley

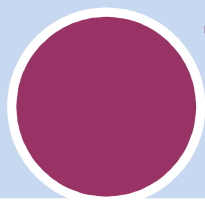
Land northwest of Berkeley, as identified on the policies map, is allocated for approximately 110 dwellings and associated open space uses and strategic landscaping along the northern and eastern boundaries. Development will include a new access from the B4066 and a landscaped park along the western boundary incorporating the existing watercourse. Particular issues to address include minimising landscape impacts, safeguarding and enhancing local biodiversity, the provision of new and enhanced footpath and cycle links to Berkeley and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinate manner.

3.5.6

Northwest of Berkeley

Land northwest of Berkeley has the potential to provide a sustainable extension to Berkeley. The site will provide a mix of tenures and types of housing, including affordable housing, reflecting local housing needs. Open space provision in accordance with local standards will be provided in accessible locations within the site, including along the western edge of the site where a landscaped park will include flood risk attenuation and enhancements to support local biodiversity particularly connections to The Fishers woodland north of the site. High quality and accessible walking and cycling routes within the site will link with and enhance where necessary the existing network.





Local Sites Allocation Policy BER016/17

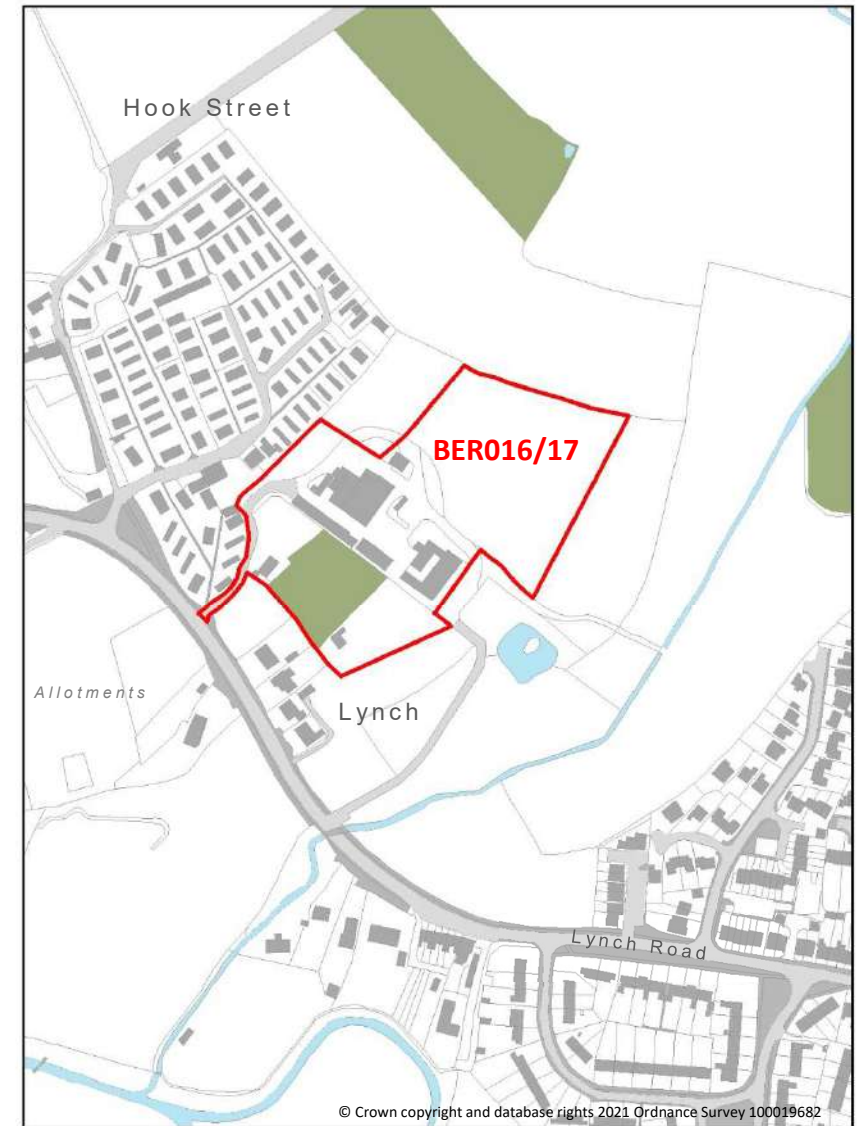
Land at Lynch Road, Berkeley

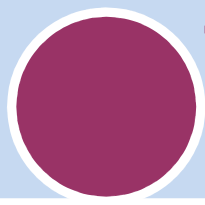
Land at Lynch Road, Berkeley, as identified on the policies map, is allocated for development comprising up to 60 dwellings and open space. Particular issues to address include the provision of structural landscaping to integrate the development into the landscape and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinate manner.

3.5.7

Land at Lynch Road

Land at Lynch Road, Berkeley has potential for additional housing and open space uses adjacent to the existing Berkeley Vale Park with access from Lynch Road. Development may involve the partial redevelopment of the existing Hook Street Farm complex or alternatively a smaller development on adjacent undeveloped land. Development will need to enhance existing trees and hedgerows to soften any potential local landscape impacts and ensure no adverse impacts on the adjacent watercourse and area subject to flooding.





The Berkeley cluster | Our towns and villages

...Newtown & Sharpness Docks

Planning constraints and designations

The principal physical constraint is the tidal floodplain to the west and southwest of the settlement.

The Conservation Area covers the Sharpness Old Dock and Sharpness canal to the north.

There are a few listed buildings within the Docks and within the surrounding rural area.

The Severn Estuary to the west is a SAC/SPA/RAMSAR site. The Sharpness Docks Key Wildlife Site lies between Sharpness Docks and Newtown.

There are protected open spaces within the settlement.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the southeast and east of the settlement. There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Newtown is a **medium/large sized** village, attached to the docks area of Sharpness.

Newtown & Sharpness has a **basic local retail role** (village shop), but the settlement offers a **good level of local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground. **Access to key services and**

Settlement role and function (contd...)

facilities elsewhere is **good**.

Sharpness principally has an **employment role** (although its residential and leisure functions are likely to grow), while Newtown's principal role is as a 'dormitory' settlement.

Development strategy

Newtown & Sharpness is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

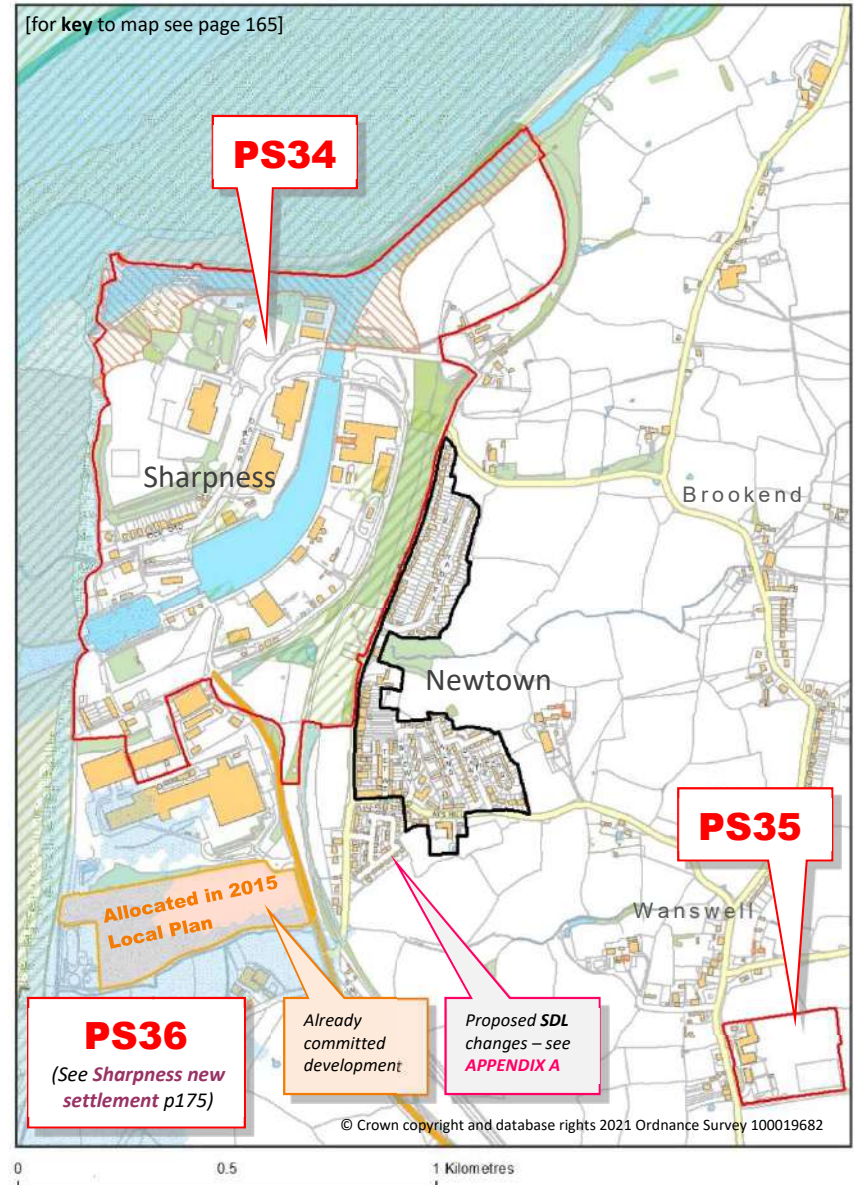
In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Newtown & Sharpness's role and function as an accessible settlement with local facilities.

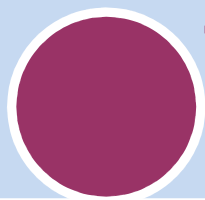
PS34 Sharpness Docks

PS35 Land at Focus School, Wanswell

PS36 Sharpness new settlement

The proposed strategic site allocation **PS36** is not envisaged as an extension to the existing settlement of Newtown & Sharpness, but as a distinct new **Tier 2** settlement in its own right. Further details of the proposed **Sharpness new settlement** are set out from page 175.





Sharpness Docks

3.5.8 A vision for the **Sharpness Docks Estate** has been prepared by the owners, the **Canal and River Trust**, a charitable trust. Whilst land to the south of the Docks is envisaged to remain a consolidated dock operation with opportunities to expand onto adjoining allocated land, the vision for the north of the Docks envisages a tourism-led mixed use development, benefiting existing communities and taking advantage of the marina, canal, heritage, natural environment and undeveloped land. The allocation of land for mixed uses in this area is specifically to achieve these objectives. The site comprises a number of parcels reflecting existing resources and historic activities, including the marina and land for new housing, a new camp and area for tourism development and amenity grounds.

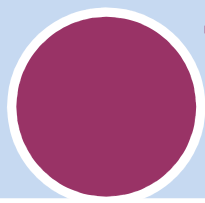
3.5.9 Development is envisaged:

- To recreate the camping function of the former Vindicatrix Camp, and to utilise the deep basin for water-based recreation and sports
- To recreate community, tourist and recreation uses on the site of the original Sharpness Pleasure Ground
- To improve and expand the marina, with additional facilities
- To deliver 300 houses and tourist accommodation, to support the facilities
- To improve public realm and bind the new residential areas to the existing communities at **Newtown** and within the Docks area.

3.5.10 The development must be laid out and designed in order to avoid adverse effects on the **Severn Estuary SAC/SPA/Ramsar** site. New residential units will be located such that the **Gloucester & Sharpness Ship Canal** separates them from the **SAC/SPA/Ramsar** site thus avoiding urban pressures such as fly tipping and cat predation. B Class employment will be located wholly to the south of the Estate to maximise its separation from the **SAC/SPA/Ramsar** site given the potential of this type of development to result in noise and other disturbance. The 'island site' at the north-west of the estate on which up to 50 dwellings, fixed camping and the hotel and holiday lodges will be situated must be delivered in such a way as to ensure that the hotel is adequately screened from the **SPA/Ramsar** site and that no direct access is possible onto the foreshore from the island.

3.5.11 To demonstrate no adverse effect, planning applications for Sharpness Docks must include:

- A visitor survey of the **Severn Estuary SAC/SPA/Ramsar** site within the vicinity of Sharpness Docks in order to inform an evaluation of what increase in recreational activity in the **SAC/SPA/Ramsar** site would result (from the presence of the hotel and campsite in addition to new housing), define management interventions required to ensure no adverse effect and form a basis for future monitoring;
- A management plan for protecting the natural environment (focussed on the interest features of the **SAC/SPA/Ramsar** site), particularly with regard to recreational pressure;

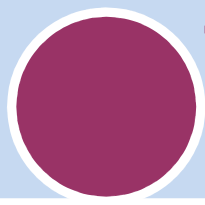


The Berkeley cluster | Our towns and villages

...Newtown & Sharpness Docks

- A non-breeding bird survey of the Sharpness Docks site in order to identify any parts of the site which currently constitute important habitat for the **SPA/Ramsar** site bird populations and set out any necessary mitigation;
 - An analysis of construction and operational noise within the **SAC/SPA/Ramsar** site due to the Sharpness Docks development compared to the current noise baseline and details of any mitigation measures (such as seasonal restrictions on some activities, damping of pile-hammers, or use of close-board fencing during construction) that will be deployed to ensure that disturbance of **SPA/Ramsar** site birds does not occur;
 - Careful lighting design, both with regard to security lighting during construction and permanent lighting during occupation, to ensure no increase in illumination of the **SAC/SPA/Ramsar** site. Lighting levels in the site should not exceed levels above the ILP classification E1 (Natural Lighting Zone that is intrinsically dark) for the Severn Estuary and its foreshore;
 - Details of potential mitigation measures, such as identifying and securing bird refuge areas within or close to the development area, and of potential on-site management (to mitigate both recreational pressure during the non-breeding period and incidences of fly tipping) that would be undertaken to ensure no adverse effect.
 - A sediment contamination assessment as part of the marina planning application; and
 - Landscaping to create appropriate visual and noise buffers between the development and the **SPA/Ramsar** site.
- 3.5.12 Wastewater and sewerage infrastructure at Sharpness has constraints beyond 2020 and the development will be expected to make contributions towards necessary improvements to the networks. The **Level 2 SFRA Addendum** for Sharpness and the Council's **Sequential Test** document both contain important flood risk advice for developing the site. Key aspects will be ensuring that development has safe access and egress in times of flood, locating development outside the floodplain and incorporating space for flood water to reduce flood risk.
- 3.5.13 Community provision associated with new residential development will include accessible natural greenspace and public outdoor playing space and contributions towards off-site education provision.
- 3.5.14 The intention is to achieve segregated access infrastructure, with access to Sharpness Docks South via the internal dock roads below and including the low level bridge only. Sharpness Docks North will be accessed via Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west. A new footway and pedestrian improvements will be provided along Oldminster Road, linking the development back to Newtown, and contributions will also be provided towards improving the frequency and quality of local bus services to connect the development and **Newtown** with **Berkeley** and **Dursley**.





The Berkeley cluster | Our towns and villages

...Newtown & Sharpness Docks

Strategic Site Allocation Policy PS34

Sharpness Docks

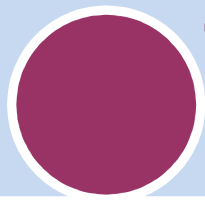
Development within the Sharpness Docks Estate, as identified on the policies map, will deliver, in accordance with an approved masterplan:

- a) In the Sharpness Docks South, dock uses and dock related industrial and distribution uses, including:
 1. Expansion land (7 hectares) for new development
 2. Vehicular access via the internal dock roads below / including the low level bridge
- b) In the Sharpness Docks North, a mix of tourism, leisure and recreational uses, supported by new housing development, including:
 1. Up to 300 dwellings, including 90 affordable dwellings, unless viability testing indicates otherwise
 2. Hotel, holiday lodges and fixed camping uses
 3. An expanded marina basin including ancillary retail and food and drink uses
 4. Tourism and recreational related facilities, including a community football pitch, community gardens, informal green space and equestrian development
 5. Landscaping incorporating existing hedgerows and trees
 6. Contributions towards education provision
 7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
 8. Adequate and timely contributions towards improvements to the wastewater and sewerage network in agreement with the relevant water companies
9. Cycle and pedestrian routes through the development, connecting with Oldminster Road and the Severn Way, including the restoration of the former railway bridge link and improvements to the high level swing bridge
10. Vehicular access from Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west, including safe access and egress during flood events
11. Traffic calming measures within the development and locality, as approved by the Highways Authority
12. Bus stops and shelters at appropriate locations to serve the new development
13. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Berkeley and Dursley
14. A sequential approach to site layout and flood risk, with more vulnerable development being located within Flood Zone 1.

The disused rail line will be protected, should it prove feasible to reinstate the Docks rail link.

Planning applications for Sharpness Docks must ensure no adverse effect will occur on the integrity of the Severn Estuary SAC/SPA/Ramsar site, otherwise planning permission will not be granted.





The Berkeley cluster | Our towns and villages

...Newtown & Sharpness Docks

Strategic Site Allocation PS34

Sharpness Docks

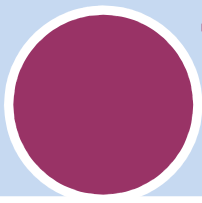
PS34 map ▼



The site map for **Sharpness Docks** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Landscaping, including green infrastructure
- Open space
- Hotel / camping
- Leisure uses
- Community uses
- Housing
- Employment / dock related uses
- Site boundary
- Stroud District boundary





The Berkeley cluster | Our towns and villages

...Newtown & Sharpness Docks

PS35 allocation...

Local Sites Allocation Policy PS35

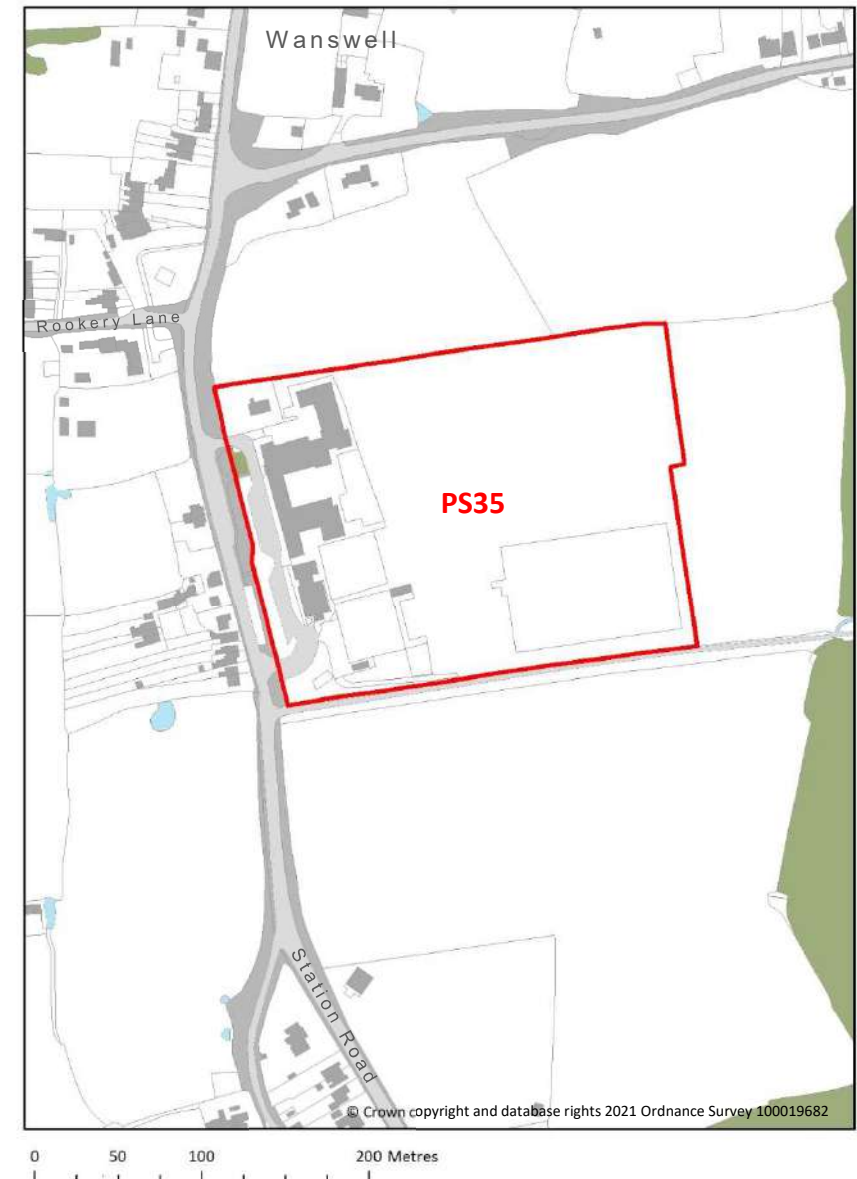
Land at Lynch Road, Berkeley

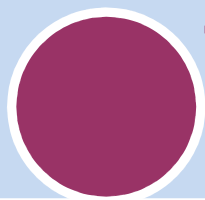
Land at Lynch Road, Berkeley, as identified on the policies map, is allocated for partial redevelopment comprising up to 70 dwellings and community use and open space, including the retention and enhancement of existing playing pitches and open space. Particular issues to address will include considering redevelopment within the context of the adjacent **PS36** new settlement to ensure that retained open space meets the specific recreation needs of the wider new community. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land at Focus School

3.5.15

Land at Focus School, Wanswell, has potential for partial redevelopment for housing and community and open space uses. The current Focus school (former Vale of Berkeley College) is intending to relocate to Bristol. There is an opportunity to redevelop the old school buildings for new housing whilst retaining and enhancing the playing fields and associated sports provision for the wider benefit of the planned adjacent **Sharpness new settlement**. Development should be restricted to the footprint of the school buildings and associated brownfield land with a strong frontage onto Station Road, with existing landscaping and planting enhanced for local biodiversity.





The Berkeley cluster| Creating a new settlement

... Sharpness new settlement

PS36 allocation...

Planning constraints and designations

The principal constraints and planning designations affecting the Newtown & Sharpness area are summarised on page 169.

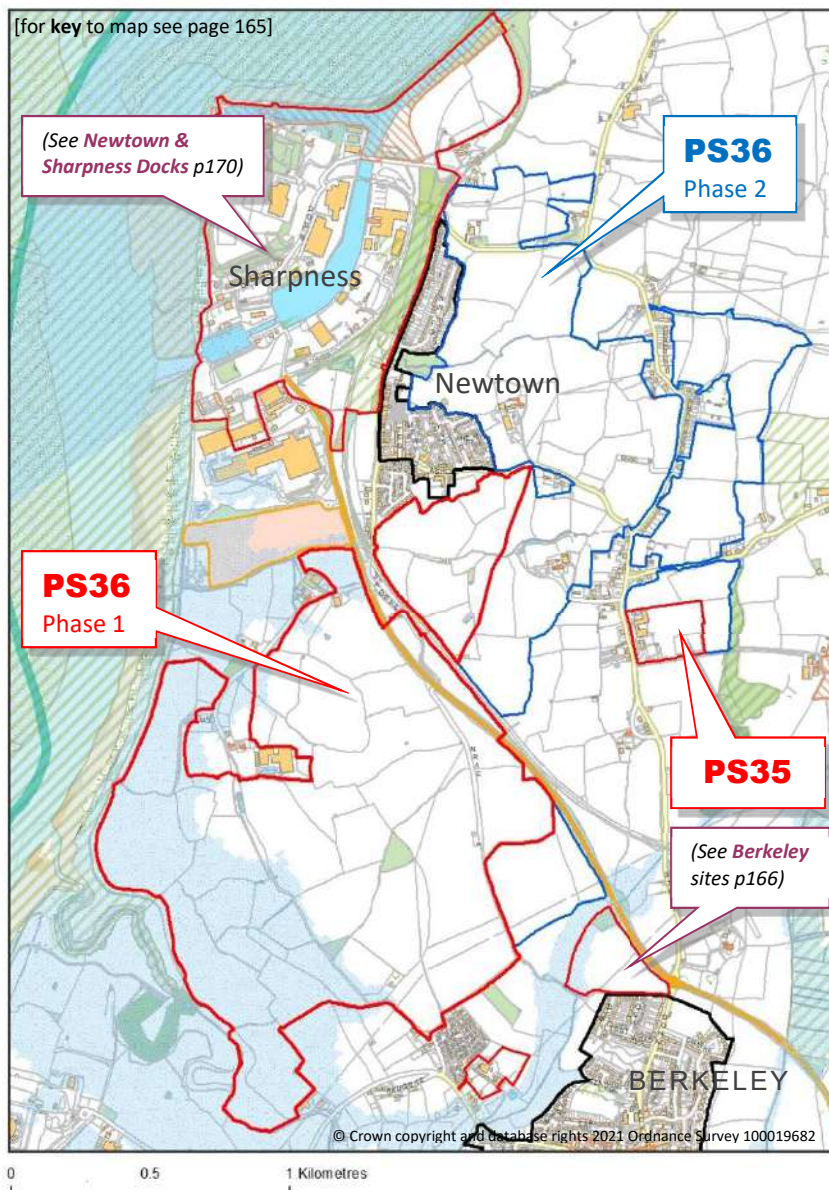
The area is not identified in the Local Plan as a settlement and it has no settlement development limits (SDL). An SDL may be defined through a future Local Plan review, once development is sufficiently advanced.

Landscape sensitivity

The landscape sensitivity around the existing settlement of Newtown & Sharpness is summarised on page 169; and around Berkeley on page 166.

Settlement role and function

The Local Plan anticipates that development at Sharpness will function as a new **Local Service Centre** once complete (**Tier 2**), with access to services and employment opportunities within the development itself, as well as in other settlements to which there is good access.



Land south and east of Newtown

- 3.5.16 Land at Sharpness is identified as a new garden community, which will deliver a high quality mixed use new settlement, including housing, employment, retail and community uses within a landscaped setting that meets the day to day needs of its residents.
- 3.5.17 Land at Sharpness is located to the south of **Newtown** and **Sharpness Docks**, and to the north of the historic town of **Berkeley**. The site is adjacent to the B4066 which connects to the A38 at Berkeley Heath and the Sharpness railway branchline, currently used for freight purposes.
- 3.5.18 The site comprises primarily agricultural land which will be developed to accommodate approximately 2,400 dwellings and 10 hectares of office, B2 and B8 employment land and a local centre comprising retail and new community

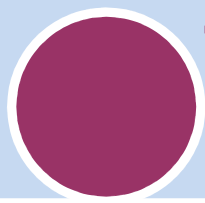


Local Plan site allocations



Potential site for further growth at Sharpness, beyond 2040





The Berkeley cluster| Creating a new settlement

... Sharpness new settlement

uses, primary schools and secondary schools, to meet the day to day needs of the new community. Phasing arrangements will be put in place to ensure that employment land and schools are developed and completed in parallel with housing land completions and that other community uses are provided in a timely manner.

3.5.19 The vision is that the new community will develop further beyond 2040 to deliver a total of approximately 5,000 dwellings and associated uses by 2050. Policy requirements relating to this second phase will be developed during the review of this Local Plan.

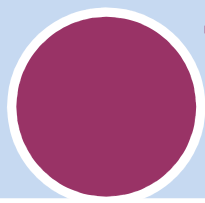
3.5.20 The new community will be designed within a comprehensive green infrastructure network which will provide multi-functional benefits, including the provision of public open space for both informal and formal recreation; enhancing local habitats to achieve gains to local biodiversity; and tree planting to achieve carbon capture. Structural landscaping around the boundaries of the development will address local landscape impacts and help to establish the identity and character of the new community.

3.5.21 Development is envisaged as a series of neighbourhoods with beautifully and imaginatively designed Net Zero Carbon homes built in accordance with locally defined design codes responding to the landscape and heritage context of the Berkeley Vale.

3.5.22 The site is located adjacent to the **Severn Estuary SAC/SPA/Ramsar** site. To ensure that the development will not have adverse effects on the integrity of the site, the following mitigation will be required:

- In excess of 8ha of new suitable alternative natural greenspace (SANG) per 1000 residents (after discounting for levels of current access), provided in addition to other greenspace requirements. This SANG will need to be phased so that there is high quality, fully functional SANG available prior to occupation. Funding for management of the SANG will be secured in-perpetuity.
- The aim of the SANG will be to provide open and attractive space for recreation, particularly dog walking, for local residents. As such it will provide for a range of routes of at least 2.5km where dogs can be off lead. SANG will be separate from the housing so that the visitor experience is of visiting open countryside. SANG will need to be easily accessible year-round, and in particular designed so that waterlogging and flooding will not restrict access or mean access is limited to narrow raised walkways or boardwalks.
- Development set back at least 400m from the **SPA/SAC** boundary.
- Provision of a 35ha nature reserve (additional to the SANG) adjacent to the **Severn Estuary SAC/SPA/Ramsar**, with no public access. This will provide wetland habitats including roost sites and feeding habitat for waterbirds. Funding for management of the nature reserve will be secured in-perpetuity.
- Diversion of the Severn Way to pass in land of the nature reserve, reducing disturbance risks to birds within the **Severn Estuary SPA**.
- Contribution to the wider mitigation scheme for the Severn Estuary.
- Carefully planned construction to ensure no disturbance to birds on functionally linked land including the nature reserve.





The Berkeley cluster| Creating a new settlement

... Sharpness new settlement

- An access and bird monitoring strategy (and programme of monitoring works) agreed with Natural England and the Council to accompany Phase I of the development. This will inform Phase II and check mitigation such as the SANG is working well.

3.5.23 The development is located near to areas subject to flooding and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor adjoining areas are at risk of flooding or exacerbating existing areas of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.

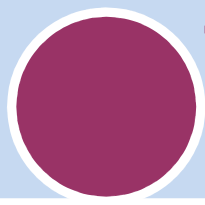
3.5.24 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The **STS** has identified a number of interventions for this site which should be imbedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

3.5.25 The development will prioritise walking, cycling and public transport over the use of the private car. In addition to the provision of high quality walking and cycling routes through the development and improvements permeability through the site, the development will provide direct and

attractive coach/bus services to key destinations including Bristol and Gloucester and contributions towards extending local bus services. The development will deliver a new railway station on the **Sharpness branch line** and provide contributions to support a regular passenger service to **Cam & Dursley** and **Gloucester** on the Bristol-Birmingham mainline. Vehicular access will be primarily from the B4066, with necessary highway improvements, including at Alkington Lane, consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

3.5.26 The development of a new community will require the production of a range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan. Key to delivering a new community according to **Garden City principles** will be ensuring that proposals are developed with strong community engagement and that governance arrangements ensure long term community ownership of land and the stewardship of assets for the benefit of the local community.





The Berkeley cluster | Creating a new settlement

... Sharpness new settlement

Strategic Site Allocation Policy PS36

Sharpness new settlement

Land south and east of Newtown and Sharpness, as identified on the policies map, is allocated for a new garden community comprising employment, residential, retail, community and open space uses and strategic green infrastructure and landscaping. Development will be an exemplar for achieving carbon neutral development by 2030 and will take place in accordance with Garden City Principles.

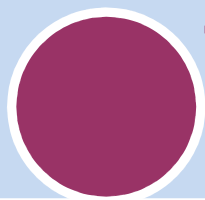
A range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan, to be approved by the District Council, will detail the way in which the new community, land uses and infrastructure will be developed in an integrated and coordinated manner.

These will address the following:

1. Approximately 2,400 dwellings by 2040 (5,000 by 2050 subject to Local Plan Review), including 720 affordable dwellings (30%), to address tenure, type and size of dwellings needed within the District and Berkeley Cluster areas;
2. 10 hectares of B1, B2 and B8 employment land and ancillary employment uses, to reflect the identified sectoral needs of the District and local area;
3. A 7FE primary school (incorporating early years' provision) and contributions towards the provision of a 4FE secondary school (+ 6 form) on a 10 ha site within the development;
4. A network of multifunctional Green Infrastructure throughout the development in accordance with Building with Nature standards and in excess of local provision standards to provide for public open space, including the provision of SANG with viewing platforms over the Severn Estuary and a diversion to the Severn Way, to absorb human recreational activity, particularly dog walking, away from the Estuary shoreline and accessible natural green space, including tree planting to achieve carbon capture and areas for community food production;
5. On site and, if necessary, off site work to mitigate and manage the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar site;
6. A managed new nature reserve, including a new high tide roost area to complement the existing roost site at Berkeley Pill and other measures to deliver a net gain to local biodiversity;
7. On-site community and sports built provision and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
8. A local centre, incorporating employment, local retail, surgery and other community uses to meet the needs of the development;
9. Structural landscaping buffers along boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
10. A positive strategy for mitigating flood risk including attenuating and disposing of surface water through sustainable drainage systems (SuDS) that can form part of the GI network;
11. Adequate and timely infrastructure including off-grid measures such as constructed wetlands to tackle wastewater generated by the development, in agreement with the relevant water company, and to address any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan;
12. Zero carbon energy generation to meet the needs of the community including small-medium wind turbines, solar farms and biomass production;
13. A bespoke and innovative layout, density and built form, centred on neighbourhoods with distinct characters which respond to the landscape and heritage context within the Berkeley Vale;

(contd.) ...





The Berkeley cluster | Creating a new settlement

... Sharpness new settlement

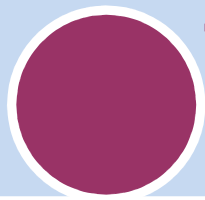
Strategic Site Allocation Policy PS36

Sharpness new settlement

... (contd.)

14. Ultrafast broadband to homes and businesses with top average speeds of 1Gbps;
15. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a series of walkable/cyclable neighbourhoods linked by direct and high-quality cycle and walking routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
16. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to employment, local centre, education and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to Berkeley GREEN, Newtown /Sharpness and Berkeley town centre and linking to the national cycle and canal networks;
17. Direct and attractive express coach/bus services to key destinations, including Bristol and Gloucester, delivered at an early stage and designed to be more attractive than the use of private car for comparable trips;
18. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance local bus service frequencies to key destinations including Berkeley, Cam and Dursley, Stonehouse and Stroud;
19. New railway station and enhancements to the Sharpness branch line and contributions to support a regular passenger service to Gloucester;
20. Electric vehicle charging points in accordance with local parking standards;
21. Measures to reduce car ownership, as well as car usage, including Mobility-as-a-Service (MaaS) systems to provide occasional access to vehicles, bike hire schemes and public transport vouchers/incentives;
22. Behavioural change measures to encourage sustainable travel through the implementation of a Travel Plan.
23. Primary vehicular access from the B4066, with a movement strategy put in place to avoid significant impacts upon existing local rural lanes to Breadstone and Gossington to the east and with necessary improvements to the existing highway network;
24. Any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan in this location;
25. Phasing arrangements to ensure that employment land is developed and occupied in parallel with housing land completions and retail and community provision is made in a timely manner.





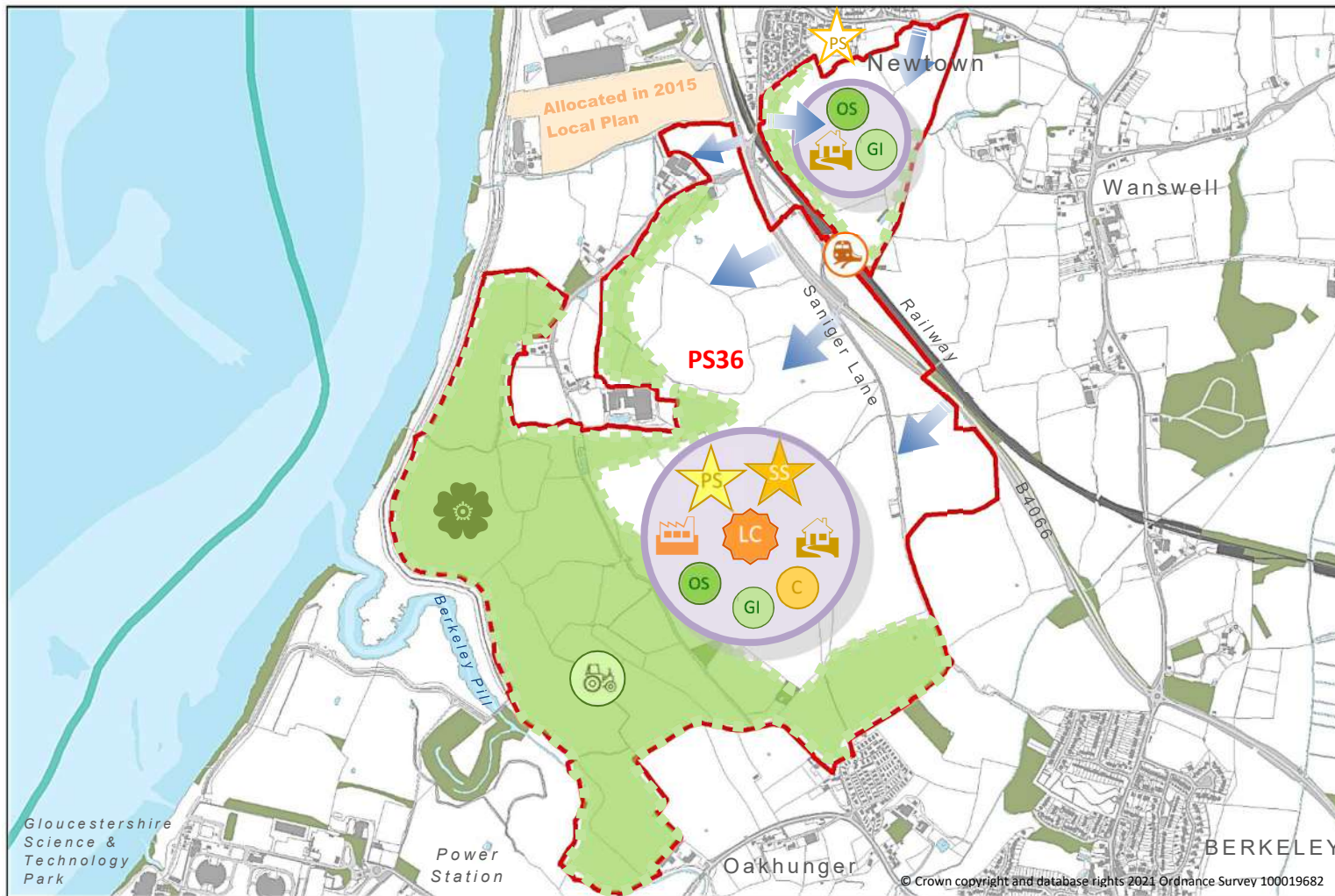
The Berkeley cluster | Creating a new settlement

... Sharpness new settlement

Strategic Site Allocation PS36

Sharpness new settlement

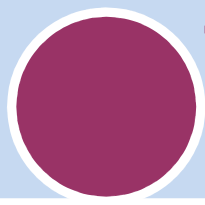
PS36 map ▼



The site map for a **new settlement at Sharpness** includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open spaces / food production areas including allotments and community orchards
- New primary school
- New secondary school
- Existing primary school
- New local centre, including shops, employment and community uses
- Community uses
- Housing / Employment
- Nature reserve
- New rail station
- PS36 Site boundary (Phase 1)
- Stroud District boundary





The Berkeley cluster | Our towns and villages

...Slimbridge

Planning constraints and designations

The principal physical constraint is the Severn floodplain, which lies to the north of the village and wraps around to the east and west (at approximately 0.4km – 1km distance).

The Severn Estuary (Ramsar, SPA, SAC) lies approximately 1.5km north of the settlement.

There are several listed buildings within the village, most clustered around the Church.

There is also a Scheduled moated site within the settlement, on its eastern edge.

There is protected outdoor play space adjoining the southwest settlement edge.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the southwest.

Landscape sensitivity indicates that there may be only some very limited opportunity for employment growth to the south, closest to the A38.

Settlement role and function

Slimbridge is a **medium-sized** village.

It has a **no retail role**, but the village offers a **basic level of local community services and facilities** (primary school and pre-school provision, post office, place of worship, village hall, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **poor**.

Slimbridge has **no significant employment role**: its principal role is as a 'dormitory'.

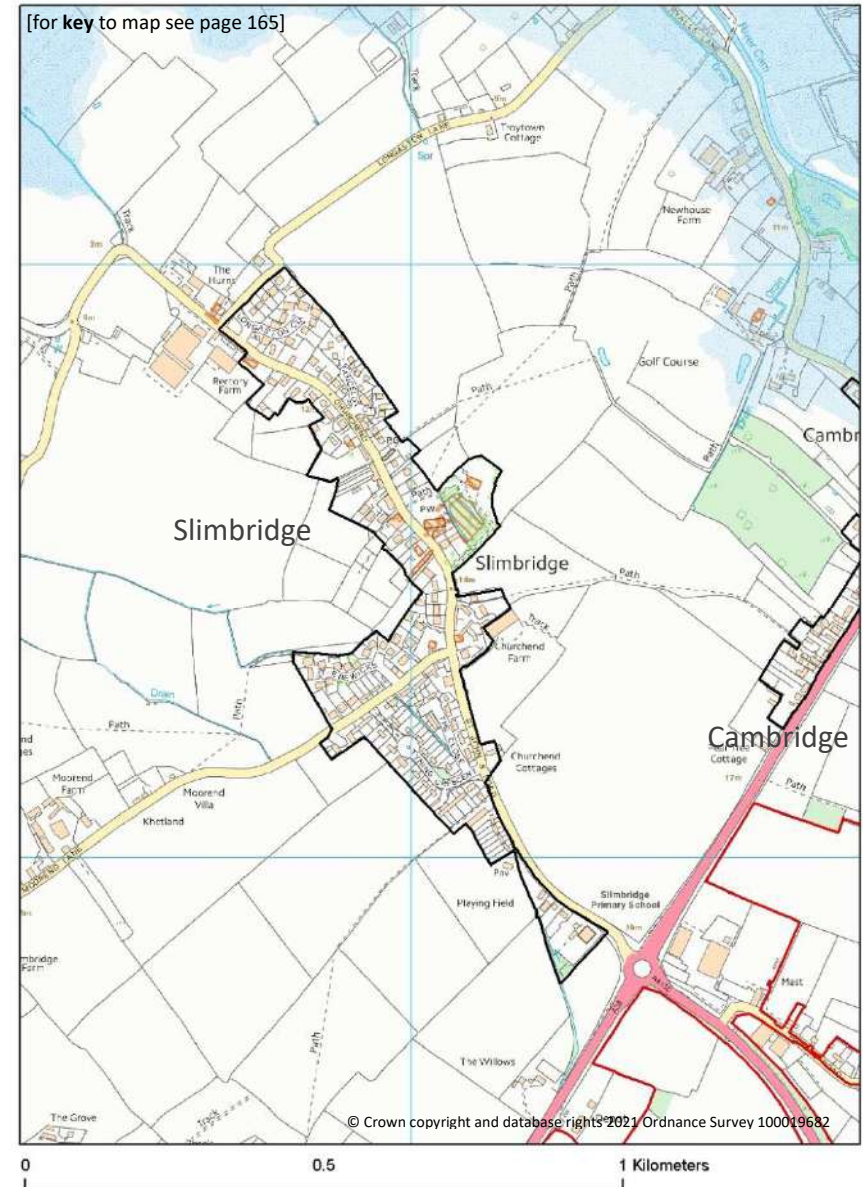
Development strategy

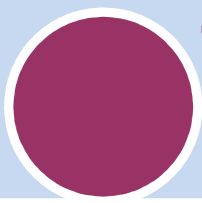
Slimbridge is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Slimbridge.

The proposed strategic site allocation **PS37** is not envisaged as an extension to the existing settlement of Slimbridge, but as a distinct new **Tier 3a** settlement in its own right. Further details of the proposed **Wisloe new settlement** are set out from page 182.





The Berkeley cluster | Creating a new settlement

...Wisloe new settlement

PS37 allocation...

Planning constraints and designations

The principal physical constraints are the floodplain on the north eastern edge of the area adjacent to Cambridge and the proximity to the M5 to the east.

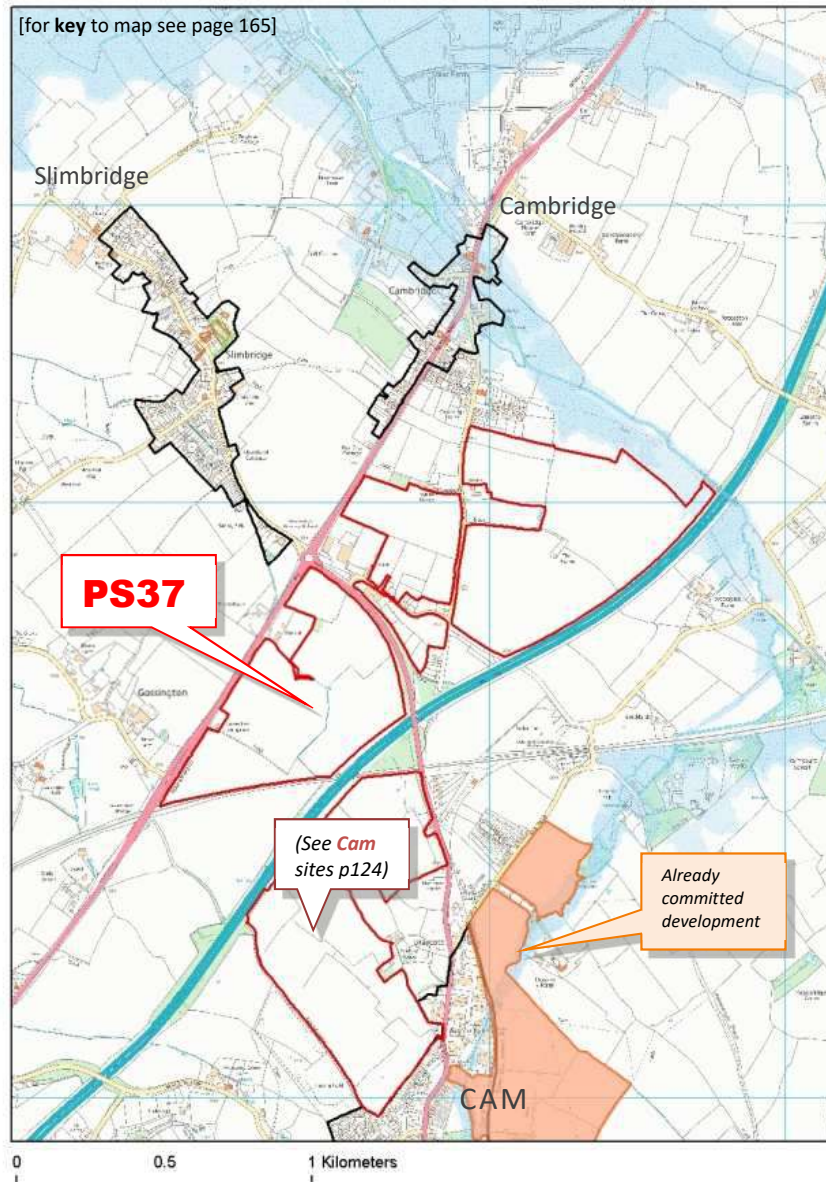
The Slimbridge football club ground (Thornhill Park) is a protected open space.

The area around Wisloe Road currently consists of an employment area, football ground, stables and scattered housing.

The area is not identified in the Local Plan as a settlement and it has no settlement development limits (SDL). An SDL may be defined through a future Local Plan review, once development is sufficiently advanced

Settlement role and function

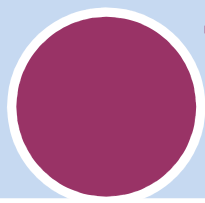
The Local Plan anticipates that development at Wisloe will function as a new **Accessible Settlement with Local Facilities** once complete (**Tier 3a**), with access to services, facilities and employment opportunities within the development itself, as well as in higher tier settlements to which there is good access.



Land at Wisloe

- 3.5.27 Land at Wisloe is identified as a new garden community, which will deliver a high quality mixed use new settlement, including housing, employment, retail and community uses within a landscaped setting that meets the day to day needs of its residents.
- 3.5.28 Land at Wisloe is located to the west of **Cam** and to the east of **Slimbridge**. The site is immediately adjacent to the A38 and A4135 and close to Cam & Dursley railway station on the Bristol-Birmingham railway line, within the parish of Slimbridge.
- 3.5.29 The site comprises 84 hectares of primarily agricultural land which will be developed to accommodate approximately 1,500 dwellings and 5 hectares of office, B2 and B8 employment land and a local centre comprising retail and new community uses, including a new primary school and surgery, to meet the day to day





The Berkeley cluster | Creating a new settlement

...Wisloe new settlement

needs of the new community. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions and community uses are provided in a timely manner.

3.5.30 The new community will be designed within a comprehensive green infrastructure network which will provide multi-functional benefits, including the provision of public open space for both informal and formal recreation; enhancing local habitats to achieve gains to local biodiversity; and tree planting to achieve carbon capture. Structural landscaping around the boundaries of the development will also protect views from the **Cotswolds AONB** escarpment, contribute to noise attenuation measures from the A38/M5 and prevent physical and visual coalescence with the neighbouring villages of **Cambridge**, **Slimbridge** and **Gossington**.

3.5.31 Development is envisaged as a series of neighbourhoods with beautifully and imaginatively designed Net Zero Carbon homes, built in accordance with locally defined design codes responding to the landscape and heritage context of the Berkeley Vale.

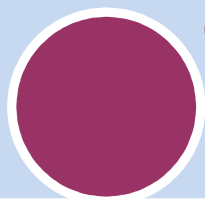
3.5.32 The site is located within the catchment of the **Severn Estuary SAC/SPA/Ramsar** site. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking to recreate at this sensitive location.

3.5.33 The north eastern edge of the site is located adjacent to a local watercourse and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.

3.5.34 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport. The **STS** has identified a number of interventions for this site which should be imbedded within the layout and design of the development and delivered at an early stage to ensure that sustainable transport enhancements are prioritised above the provision of additional highway capacity.

3.5.35 The development will prioritise walking, cycling and public transport over the use of the private car. In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will also be required towards sustainable transport measures on the A38 and A4135 sustainable transport corridors and towards extending local bus





The Berkeley cluster | Creating a new settlement

...Wisloe new settlement

services. The proximity of the site to Cam & Dursley rail station will lead to access improvements for sustainable modes to the station and enhancements of passenger facilities at the station. Vehicular access will be primarily from the A38 and potentially from the A4135, with necessary highway improvements consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

3.5.36 The development of a new community will require the production of a range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan. Key to delivering a new community according to **Garden City principles** will be ensuring that proposals are developed with strong community engagement and that governance arrangements ensure long term community ownership of land and the stewardship of assets for the benefit of the local community.

Strategic Site Allocation Policy PS37

Wisloe new settlement

Land at Wisloe (Slimbridge parish), as identified on the policies map, is allocated for a new garden community comprising employment, residential, retail, community and open space uses and strategic green infrastructure and landscaping. Development will be an exemplar for achieving carbon neutral development by 2030 and will take place in accordance with Garden City Principles.

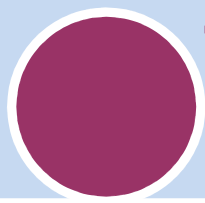
A range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan, to be approved by the District Council, will detail the way in which the new community, land uses and infrastructure will be developed in an integrated and coordinated manner.

These will address the following:

1. Approximately 1,500 dwellings including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the District and Berkeley Cluster areas;
2. Approximately 5 hectares of office, B2 and B8 employment land and ancillary employment uses, to reflect the identified sectoral needs of the District and local area;
3. A 3FE primary school (incorporating early years' provision) on a 2.8 ha site and contributions towards secondary school and further education provision;
4. A network of multifunctional Green Infrastructure throughout the development which reflects Building with Nature standards and local provision standards to provide for public open space and accessible natural green space, including tree planting to achieve carbon capture and other measures to deliver a net gain to local biodiversity;

(contd.) ...





The Berkeley cluster | Creating a new settlement

...Wisloe new settlement

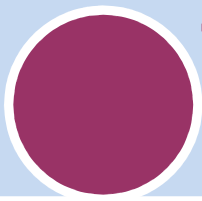
Strategic Site Allocation Policy PS37

Wisloe new settlement

... (contd.)

5. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar site;
6. On-site community and sports built provision and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
7. A local centre, incorporating local retail, surgery and community uses as required to meet the needs of the development;
8. Structural landscaping buffers to prevent physical and visual coalescence with neighbouring villages and along boundaries with the M5 and A38, with appropriate noise attenuation measures, incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
9. A positive strategy for attenuating and disposing of surface water through sustainable drainage systems (SuDS) that form part of the GI network;
10. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
11. Zero carbon energy generation to meet the needs of the community which may include small wind turbines, solar farms and biomass production;
12. A bespoke and innovative layout, density, built form and character which respond to the landscape and heritage context within the Berkeley Vale;
13. Ultrafast broadband to homes and businesses with top average speeds of 1Gbps;
14. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a neighbourhood linked by direct and high-quality cycle and walking routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
15. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary and contributions and support to achieve safe pedestrian and cycle accessibility between the site and facilities in Draycott, Lower Cam and Cam local centre, as well as to Cam and Dursley station and to link with the Cam and Dursley Greenway to the south and to NCR 41 to the north;
16. Contributions and support to sustainable transport measures on the A38 and A4135 sustainable transport corridors;
17. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and improved bus services and contributions to enhance bus service frequencies to key destinations including Cam and Dursley, Stonehouse and Stroud;
18. Access improvements to Cam and Dursley station for sustainable modes and contributions towards the enhancement of passenger facilities;
19. Electric vehicle charging points in accordance with local parking standards;
20. Measures to reduce car ownership, as well as car usage, including Mobility-as-a-Service (MaaS) systems to provide occasional access to vehicles, bike hire schemes and public transport vouchers/incentives;
21. Behavioural change measures to encourage sustainable travel through the implementation of a Travel Plan.
22. Primary vehicular access from the A38 and potentially from the A4135 and additional limited vehicular access from Dursley Road, with necessary improvements to the existing highway network;
23. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
24. Phasing arrangements to ensure that employment land is developed and occupied in parallel with housing land completions and retail and community provision is made in a timely manner.





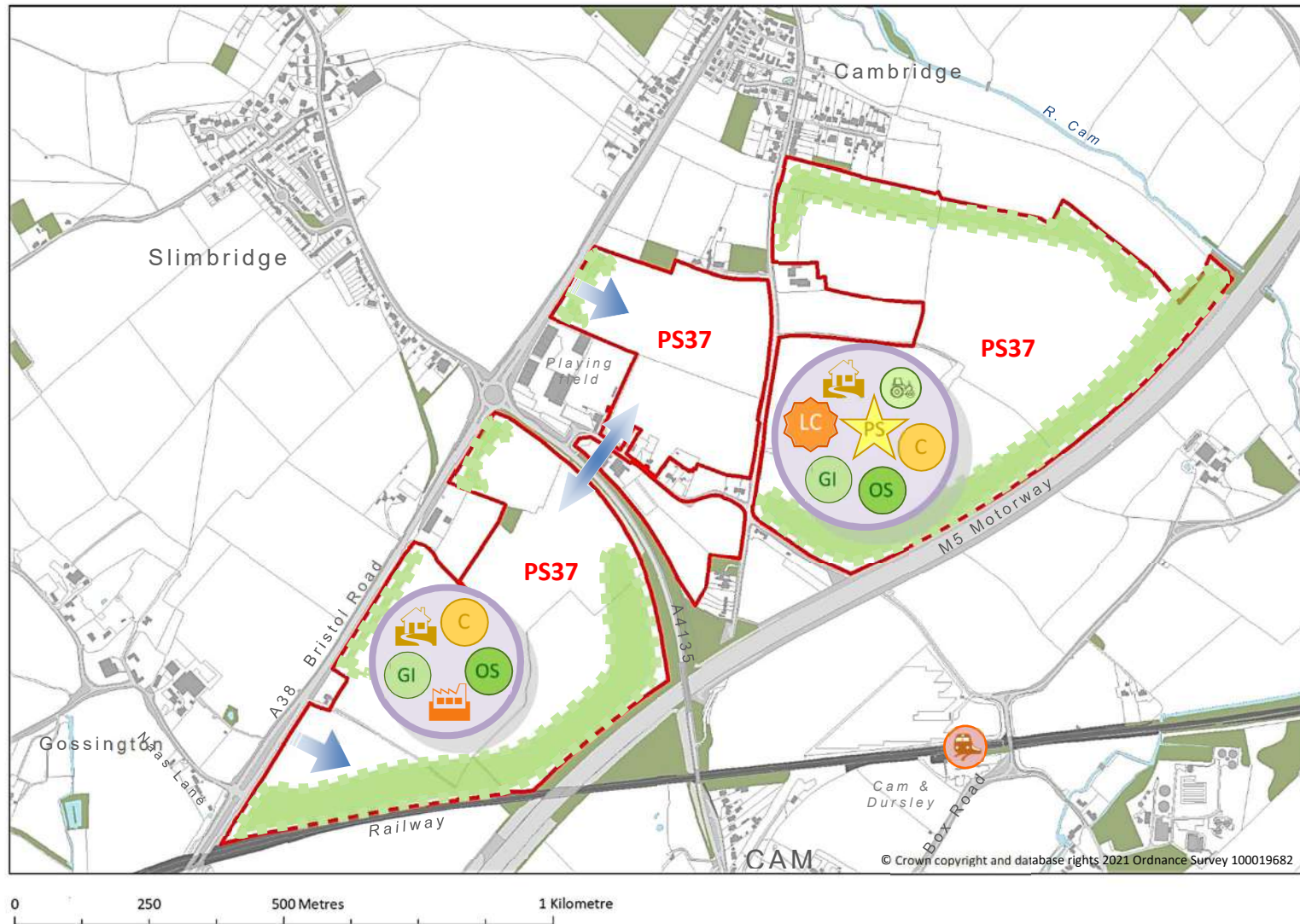
The Berkeley cluster | Creating a new settlement

...Wisloe new settlement

Strategic Site Allocation PS37

Wisloe new settlement

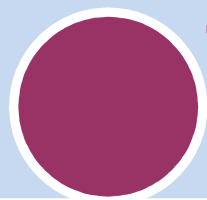
PS37 map ▼



The site map for a **new settlement at Wisloe** (outlined in red) includes the following indicative information:

- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open space(s) / food production areas including allotments and community orchards
- New primary school
- New local centre, including shops and community uses
- Community uses
- Existing rail station
- Site boundary
- Housing / Employment uses





The Berkeley cluster | Our towns and villages

...Cambridge, Newport, Stone

Tier 4a settlements in The Berkeley cluster

- Cambridge
- Newport

Settlement role and function

These **small/very small** settlements lack any retail role and provide only **minimal local services and facilities** themselves. However, **access to key services and facilities elsewhere is good**: these are relatively accessible settlements, which benefit from their proximity and/or connectivity to higher tier settlements. Their location on a key transport corridor (A38) offers potential to develop better public transport links to strategic facilities nearby. These villages have **no significant employment role** and both function as 'dormitory' settlements, to some extent.

These villages are relatively unconstrained by environment or topography, although both are affected by river floodplain.

Development strategy

Cambridge and Newport are **Tier 4a** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role, function and accessibility as accessible settlements with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Cambridge or Newport.

Tier 4b settlements in The Berkeley cluster

- Stone

Settlement role and function

This **small/very small** settlement provides **basic local services and facilities** for its community but has no retail facilities. The village has **fair access to key services and facilities elsewhere**, but generally lacks reasonable foot, cycle or bus connectivity to strategic facilities nearby, despite its location on a key transport corridor (A38). The village has **no significant employment role** and it functions as a 'dormitory' settlement, tending to look southward to Bristol / M5 J14.

Stone is relatively unconstrained by environment or topography, although there is river floodplain to the northeast and the west.

Development strategy

Stone is a **Tier 4b** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Stone's role and function as a settlement with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Stone.

Settlement development limits

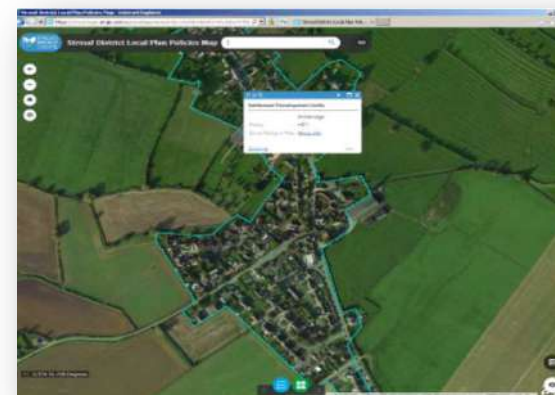
There are proposed changes to the settlement development limits of **Cambridge**. Please refer to **APPENDIX A**

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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2021 Ordnance Survey 100019682 | OS, Esri, HERE, Garmin





The strategy ...

“...Maintaining a distinctive rural way of life and strengthening the resilience of the area’s communities, built heritage and natural environment”

In the parishes of Arlingham, Fretherne-with-Saul, Frampton-on-Severn, Whitminster, Moreton Valence, Longney, Elmore.

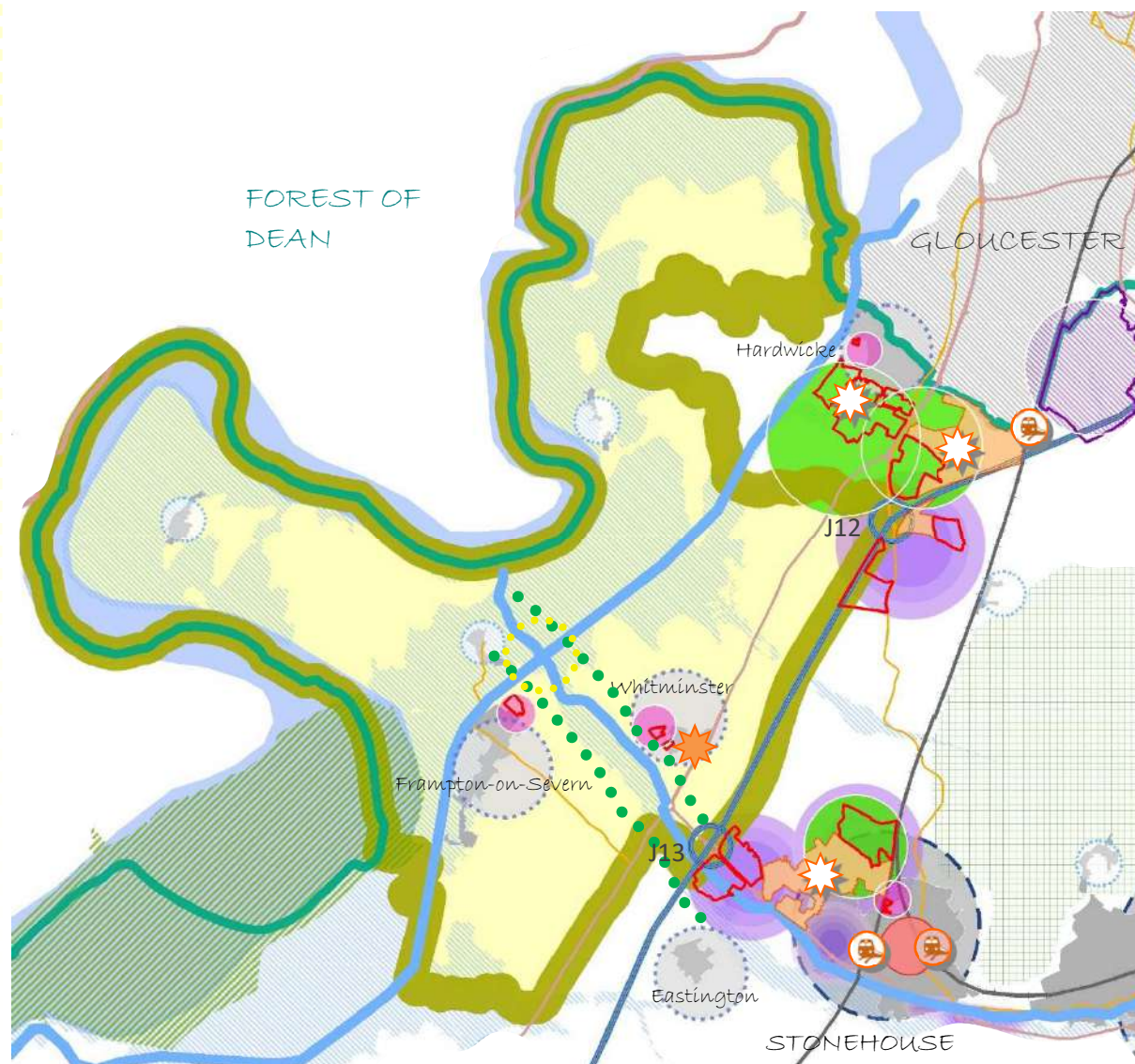
This area is characterised by relatively remote, small, rural communities. There are no Tier 1 or Tier 2 settlements here; however, **Whitminster** and **Frampton-on-Severn** both provide a range of local services and facilities.

The development strategy for this area includes some **local sites**, designed to meet local needs at the area’s more sustainable settlements.

As well as these site allocations, the Local Plan’s detailed **policy framework** will steer the type and quantity of development that will happen at defined settlements and in the countryside.

3.6.1

Map 10 ...Spatial “mini vision” for the parishes of the Severn Vale, up to 2040





Making Places | Shaping the future of the Severn Vale

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 3a – Accessible settlements with local facilities

- Frampton-on-Severn
- Whitminster

Tier 4b – Settlements with basic facilities

- Arlingham
- Longney
- Saul

Town Centres (CP12)



Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

Local Centres (CP12)



Existing / new centres with local services and facilities



Stroud District boundary



The parishes of the Severn Vale vision area



Conserving wildlife and natural estuarine habitats



A focus on local development to meet local needs (CP2 CP3)



Site allocations



Canal corridor conservation and restoration



Saul Junction: a gateway to the Cotswold Canals

Growth and development nearby:



Canal corridor conservation and regeneration



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 EI2)



Rail station



Safeguarded location for new railway station

3.6.2 ▶

Maintaining a distinctive rural way of life and strengthening the resilience of the area's communities, built heritage and natural environment ...

This area has a special character – its unique social and environmental distinctiveness relies partly on its relative isolation and its estuarine location. The relationship to the River Severn is a key aspect in local land use and management decisions. Whilst maintaining and improving public transport, accessibility and services will remain key aims for these communities, this part of the District will experience no 'strategic' growth or development during the plan period.

But villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities. Frampton on Severn and Whitminster will continue to be a focus for local service provision; while across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

Communities will also feel the environmental and economic benefits of the restored Stroudwater Navigation, including reinstatement of the "missing mile". Saul Junction will become an important visitor gateway to the Cotswold Canals and the wider Stroud District – part of a growing and ever improving network of walking, cycling and water-borne routes, which already includes the Gloucester & Sharpness Canal. The canals, like the river estuary, are a distinctive feature of this area, linking quite remote settlements together and bringing a variety of health and well-being benefits to both residents and visitors.

Conservation and management of the area's distinctive built heritage, precious estuarine landscape and habitats will remain high priorities, as will resilience to climate change and associated flood risk.





Making Places | Shaping the future of the Severn Vale

...What do we want for the future?

3.6.3 Where are we now?...

With much of this area falling within the functional floodplain of the Severn, it has a generally low lying open and flat landscape. The land is traversed by key north/south through-routes (M5, A38 and the Gloucester-Sharpness canal), but many communities lie a long way off any main road; there is generally poor transport connectivity between settlements and a high level of car dependence. The farming community is strong and holdings range from medium-scale dairy, arable and beef farms to family run smallholdings. The natural environment is high quality with sympathetically managed agricultural land, orchards, woodland and watercourses; the Severn Estuary and its margins offer an internationally important wildlife and habitat resource. Frampton-on-Severn has an exceptional built heritage, with a high number of listed buildings set around a very distinctive, long village green.

The hamlets and villages are few and relatively isolated, reflected in the relatively low population densities of these parishes, compared to many other parts of the District. The communities are active and have a strong sense of local identity. The area is becoming well known for day tourism for walkers, cyclists and horse-riders. There are no major employment areas within this cluster.

3.6.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are the key local issues and top priorities:

- Designing a new cycle way between Arlingham Passage and Newnham on Severn
- Ensuring adequate provision of affordable housing and opportunities for downsizing for local people
- Ensuring infrastructure is implemented in a timely manner to support development
- Supporting farm diversification schemes
- Ensuring adequate flood defences for the River Severn.
- Improving connectivity for A38 corridor communities
- Reinstatement of the Cotswold Canals “missing mile” and connection to the wider waterways network



Making Places | Shaping the future of the Severn Vale

...How are we going to get there?

3.6.5 Guiding principles for growth or development within the parishes of the Severn Vale:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within this cluster of Severn Vale parishes are expected to accord with the **Severn Vale Mini Vision** and to have regard to the following **Guiding Principles**:

1. This area will see no strategic development over the plan period: the district's strategic growth and development will be targeted outside the Severn floodplain, in order to minimize flood risk and ensure that the district's future growth is resilient to climate change.
2. Appropriate development will be supported to sustain or enhance the role, function and accessibility of Whitminster and Frampton-on-Severn as Tier 3a Accessible Settlements with Local Facilities. Tier 4 settlements, Arlingham, Longney and Saul, will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
3. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.
4. Focus on canal restoration and canal corridor conservation, including the "missing mile" of the Stroudwater Navigation and the creation of a 'gateway' to the Cotswold Canals at Saul Junction.
5. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Frampton on Severn, Saul and Arlingham, as well as the Industrial Heritage Conservation Area, which covers the Stroudwater Canal and River Frome corridor.
6. Protect and enhance high quality natural landscape and estuarine habitats, including the nationally and internationally protected sites.





Making Places | Shaping the future of the Severn Vale

...How are we going to get there?

Key to maps ▼

Settlement summaries

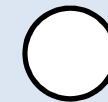
- p193 Frampton-on-Severn
- p195 Whitminster
- p198 Arlingham, Longney, Saul

Site allocations

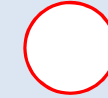
- PS44 Northwest of Whitminster Lane, Frampton
- PS45 Land west of Upton's Gardens, Whitminster
- PS46 Land west of School Lane, Whitminster

The following pages contain settlement summaries for each of the defined settlements in the Severn Vale cluster of parishes ([Core Policy CP3](#)).

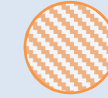
The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).



Settlement development limit
(settlement boundary)



Site allocations



Heritage designations (including
conservation areas, listed buildings,
scheduled monuments...)

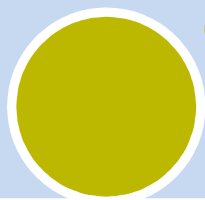


Natural environment constraints
(including key wildlife sites, ancient
woodland, SSSI, RAMSAR...)



Flood Zones 2 and 3





The Severn Vale | Our towns and villages

...Frampton on Severn

Planning constraints and designations

The principal physical constraints are the tidal floodplain to the west of the settlement and the floodplain to the north and east of the village along the River Frome.

The Frampton Conservation Area covers the centre of the village. The Industrial Heritage Conservation Area lies to the north and east of the settlement. There are numerous listed buildings within both conservation areas.

The Gloucester and Sharpness Canal Key Wildlife Site follows the canal to the west of the settlement and links to the River Frome Key Wildlife Site to the north and east of the village.

There are protected open spaces within and to the north west of the village.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the northeast. There may be some small opportunities to the southeast.

The preferred direction of employment growth in landscape terms is to the northeast.

Settlement role and function

Frampton is a **medium sized** village.

It has a **basic local retail role** (a village shop), but the village offers a **good**, diverse range of **local community services and facilities** (GP, primary school and pre-school provision, post office, place of worship, pubs, village hall and sports field/pitch, playground). **Access to key services and facilities** elsewhere is **very poor**.

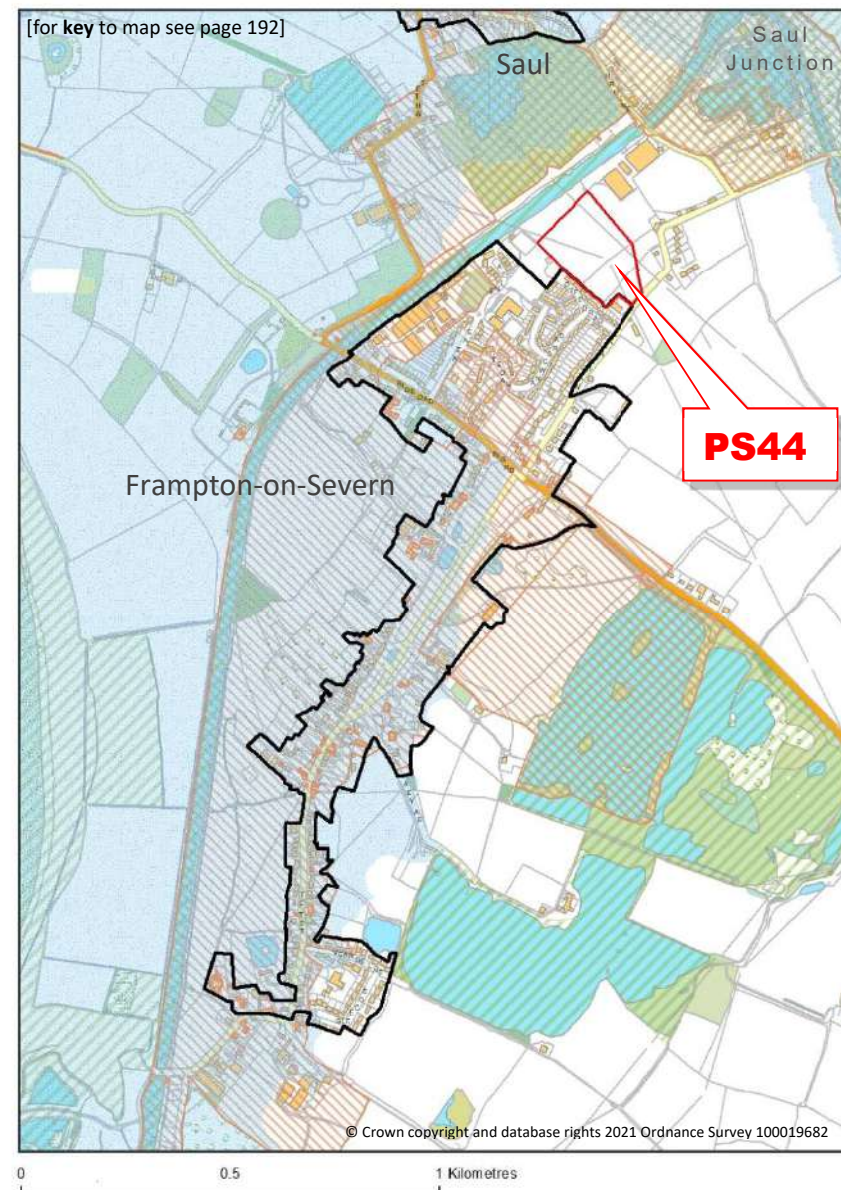
Frampton has an **employment role**, with a Key Employment Site in the village. Although it is a modest net importer of workers, its principal role is as a 'dormitory' settlement.

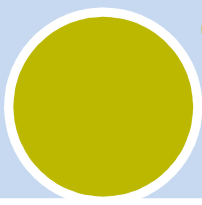
Development strategy

Frampton-on-Severn is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

PS44 Northwest of Whitminster Lane.





Local Sites Allocation Policy PS44

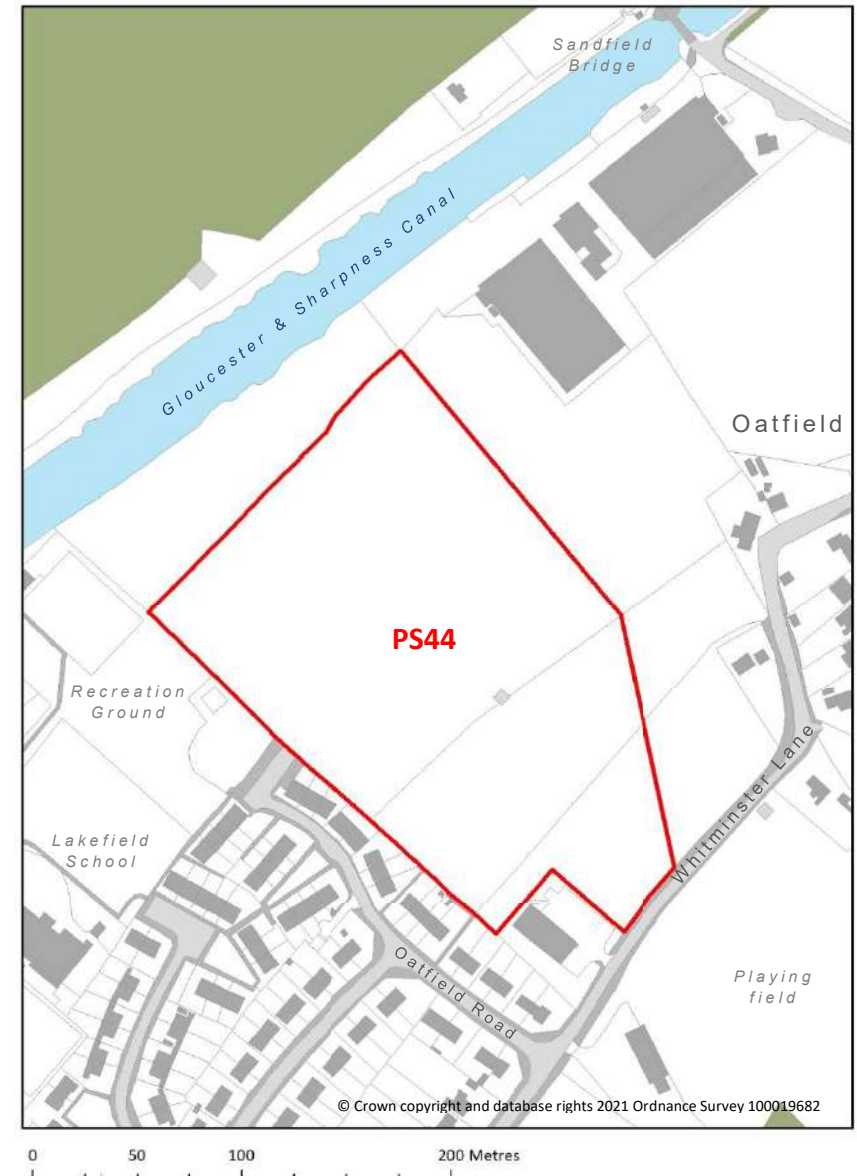
Northwest of Whitminster Lane

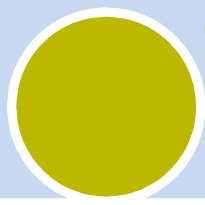
Land northwest of Whitminster Lane, as identified on the policies map, is allocated for a development comprising approximately 30 dwellings and open space uses. Particular issues to address include incorporating the existing Public Right of Way into the development, the proximity of the site to the Gloucester and Sharpness Canal and ensuring a high quality village edge to Frampton. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Northwest of Whitminster Lane, Frampton-on-Severn

3.6.6

Land northwest of Whitminster Lane has the potential to provide a sustainable extension to Frampton on Severn with access from Oatfield Road. Development will include the existing Public Right of Way linking Oatfield Road and Whitminster Lane as a high quality and accessible route linked with, and where appropriate enhancing, the existing walking and cycling network. The form and scale of development will respect the setting of the adjacent Canal and enhance this edge of settlement location, whilst retaining a visual gap between the village and outlying houses at Oatfield.





The Severn Vale | Our towns and villages

...Whitminster

Planning constraints and designations

There are no significant physical constraints.

There are a number of listed buildings within and to the north and southeast of the village.

The River Frome Key Wildlife Site abuts the village to the south west.

There are protected open spaces within and on the western edge of the settlement.

Landscape sensitivity

The preferred directions of housing growth in landscape terms are to the northeast and northwest.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Whitminster is a **medium-sized** village.

It has a **strong local retail role** with a range of local shops to serve the day-to-day needs of the community and surrounding area. In addition, some niche retail providers draw consumers here from a much wider catchment.

Settlement role and function (contd...)

Whitminster has a **basic** level of **local community services and facilities** (primary school, post office, pub, village hall/community centre, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **poor**.

Whitminster has a small but important **employment role** and is a net importer of workers. Its principal role is as a local service centre and 'dormitory' settlement though.

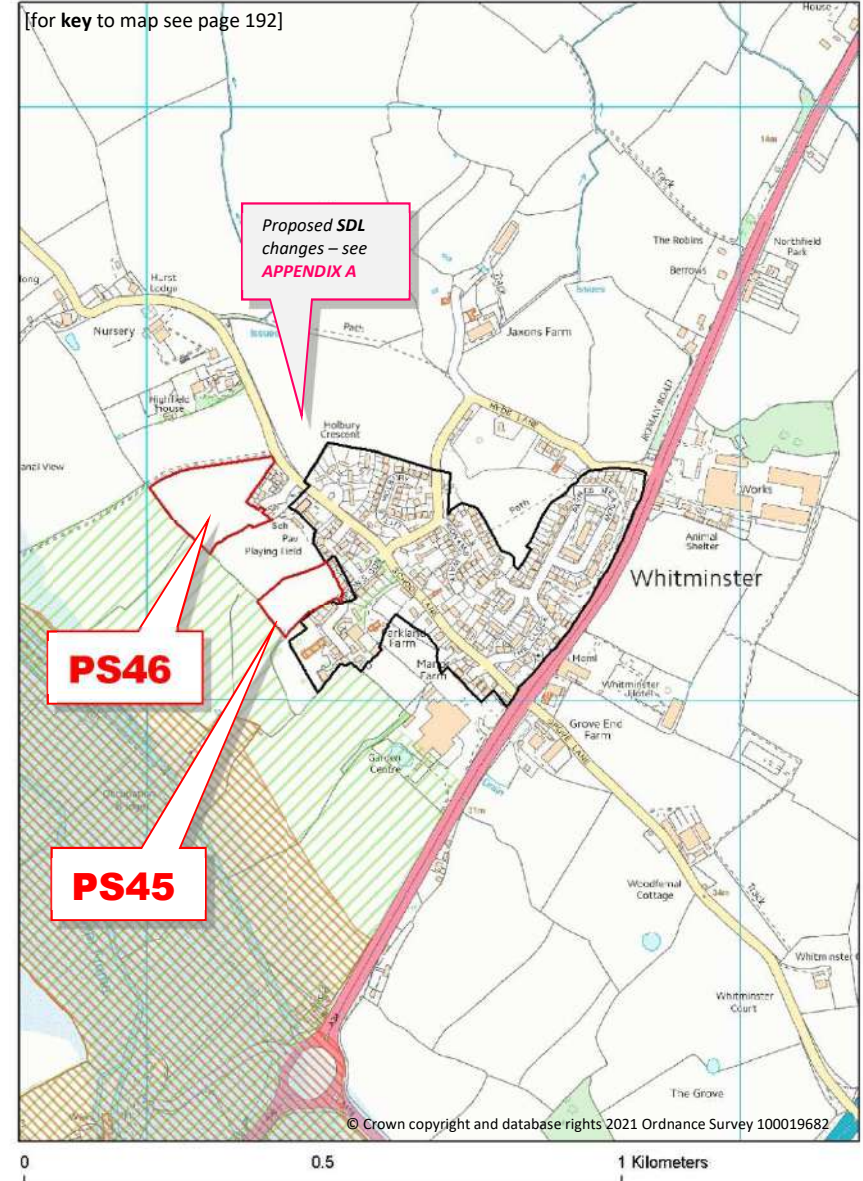
Development strategy

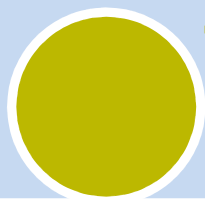
Whitminster is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

PS45 Land west of Upton's Gardens.

PS46 Land west of School Lane.



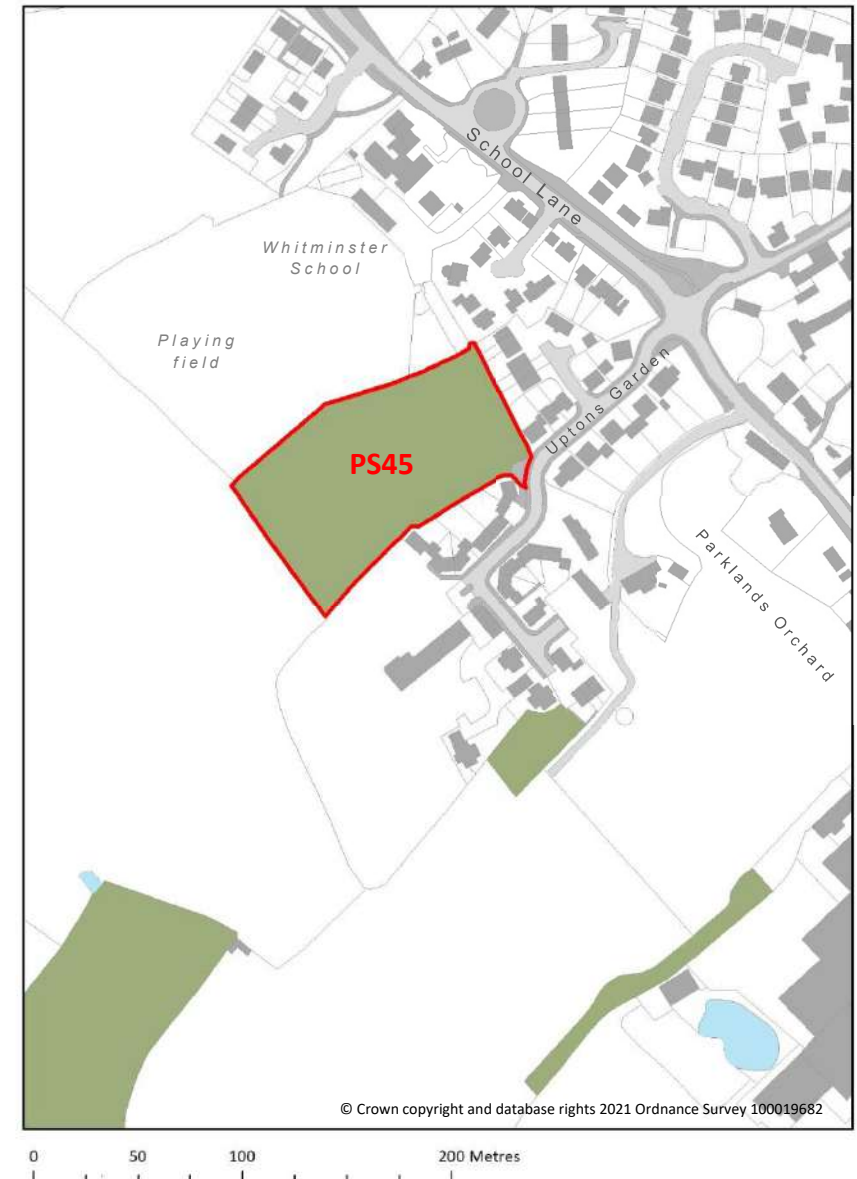


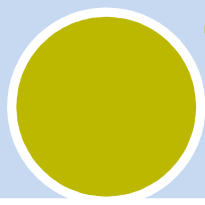
Local Sites Allocation Policy PS45 Land west of Upton's Garden, Whitminster

Land south of Whitminster Playing Field, as identified on the policies map, is allocated for a development of approximately 10 dwellings and open space uses and strategic landscaping. Particular issues to address include conserving and enhancing heritage assets through high quality design, retaining the western half of the site in open space uses, minimising landscape impacts and safeguarding and enhancing local biodiversity. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land west of Upton's Garden

3.6.7 Land south of Whitminster Playing Field has potential for additional housing on the eastern portion of the site whilst the western half of the site should be retained as accessible open space, to protect the setting of Parklands House to the south. Robust tree planting on the south western boundary will be required to screen development at the settlement edge. Development will include a new access onto Upton Gardens. Landscaping should also provide for the protection and enhancement of existing boundary trees and hedgerows within publicly accessible areas, to protect the mature landscape setting of heritage assets and safeguard and enhance local biodiversity.





Local Sites Allocation Policy PS46

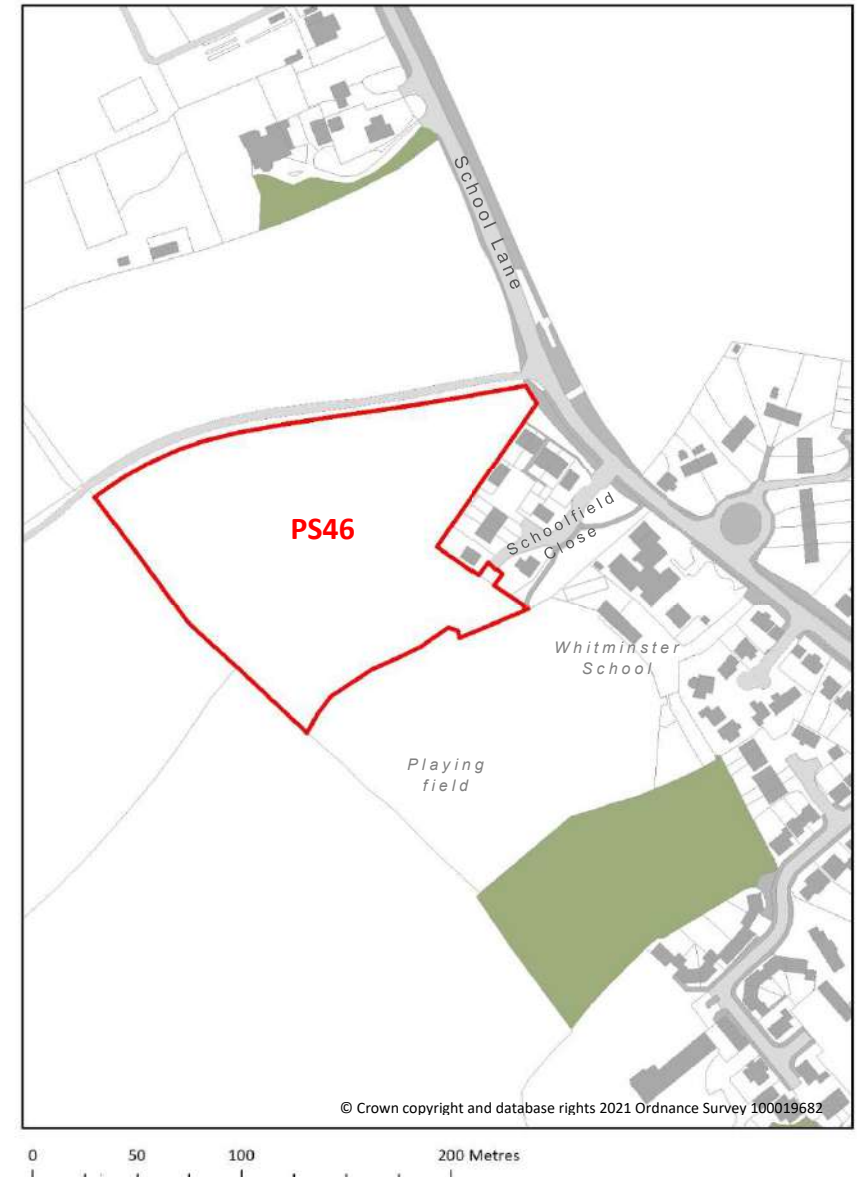
Land west of School Lane, Whitminster

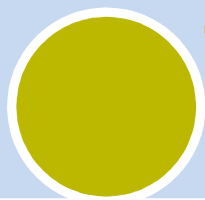
Land north of Whitminster Playing Field, as identified on the policies map, is allocated for a development comprising up to 40 dwellings and open space uses and strategic landscaping. Particular issues to address include minimising landscape impacts and integrating the Public Right of Way along the northern site boundary within landscaped open space. A Masterplan will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land west of School Lane

3.6.8

Land north of Whitminster Playing Field has the potential to provide a sustainable extension to Whitminster. Development will include a new access onto School Road. Strategic landscaping and robust tree planting will be required on the south western boundary to screen development at the settlement edge and the existing Public Right of Way to School Lane will be enhanced as a high quality and accessible route linked with the existing walking and cycling network.





The Severn Vale | Our towns and villages

...Arlingham, Longney, Saul

Tier 4b settlements in The Severn Vale

- Arlingham
- Longney
- Saul

Settlement role and function

These **small** and **very small** settlements provide **basic/minimal local services and facilities** for their communities and only Arlingham has any retail facility. These are remote, highly car-reliant and poorly connected settlements, with **very poor access to key services and facilities elsewhere**, including on foot, cycle or by bus. These villages have **no significant employment role** and they function as 'dormitory' settlements, to some extent, with a Gloucester / M5 focus.

These settlements are constrained by the Severn's tidal floodplain and, south of Saul, the Severn Estuary is protected by multiple environmental designations (SAC/SPA/Ramsar).

Development strategy

Arlingham, Longney and Saul are **Tier 4b** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role and function as settlements with basic facilities, and boosting community vitality and social sustainability.

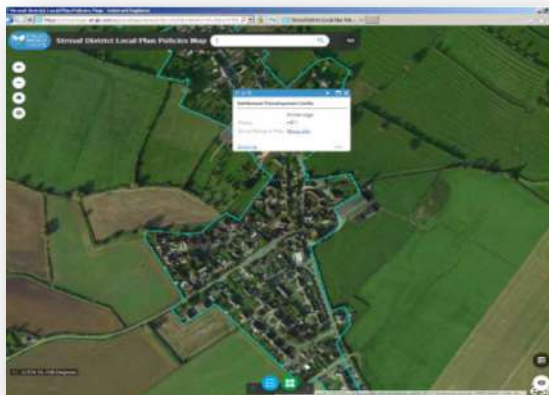
There are no site allocations at these settlements.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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Making Places | Shaping the future of The Wotton cluster

The strategy ...

“...Improving access to jobs, services and facilities in the south of the District, to boost local sustainability and community vitality”

In the parishes of Wotton-Under-Edge, Kingswood, Alderley, Hillesley & Tresham and North Nibley.

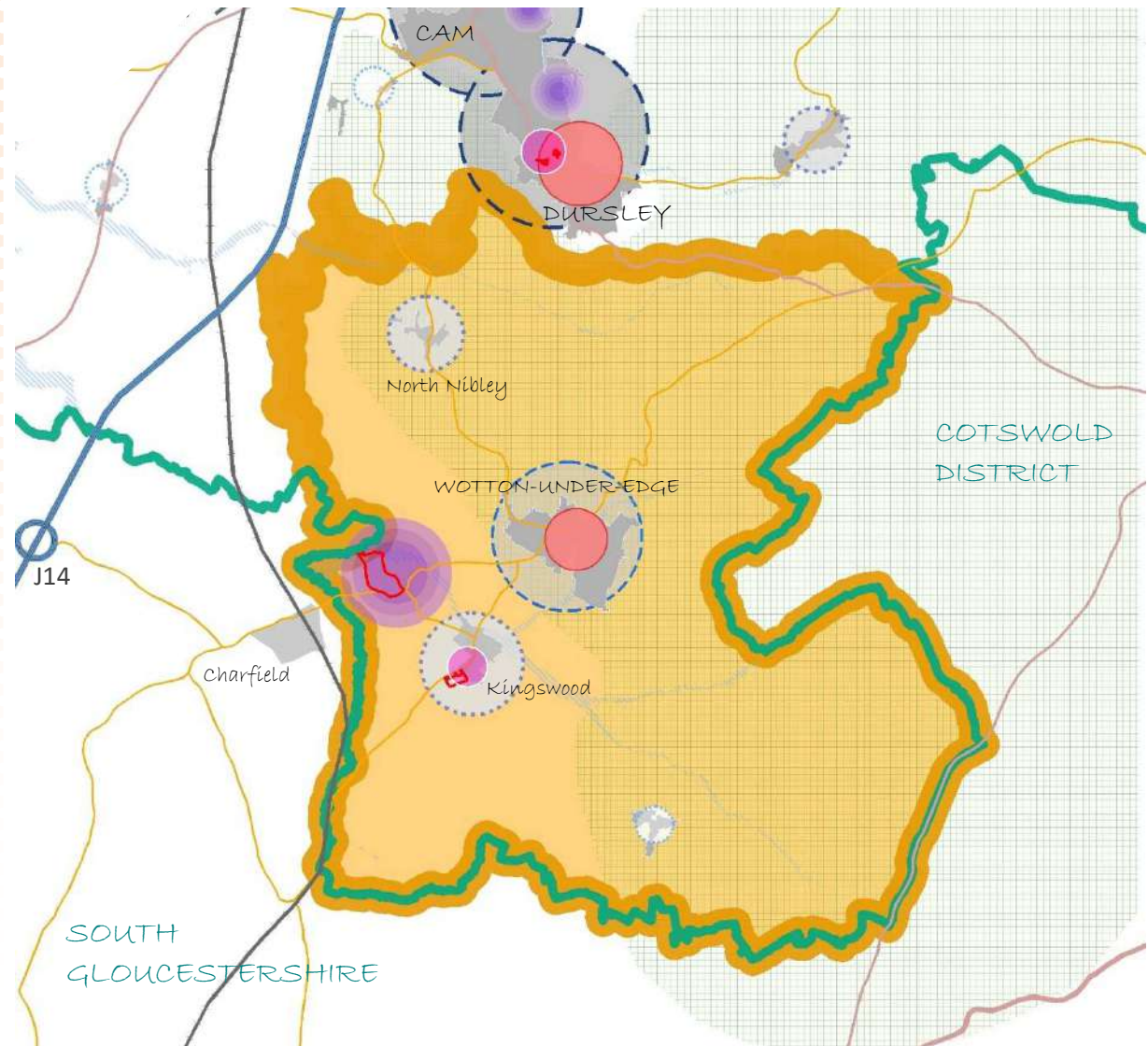
Wotton-Under-Edge is one of the District’s five town centres and a Tier 2 “Local Service Centre”. It has an important role as a local focus for strategic services and facilities, but there is limited opportunity for site allocations and strategic growth, due to landscape and environmental constraints, including the AONB designation.

The development strategy for this area includes **local site allocations** at **Kingswood**, including growth that will contribute to the **employment** offer in and around **Wotton-Under-Edge**.

As well as site allocations, the Local Plan’s detailed **policy framework** will steer the type and quantity of development that will happen at **Wotton-Under-Edge**, smaller defined settlements and in the countryside.

◀ 3.7.1

Map 11 ...Spatial vision for the parishes around Wotton, up to 2040





Making Places | Shaping the future of The Wotton cluster

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 2 – Local Service Centres

- Wotton-Under-Edge

Tier 3a – Accessible settlements with local facilities

- Kingswood

Tier 3b – Settlements with local facilities

- North Nibley

Tier 4b – Settlements with basic facilities

- Hillesley

Town Centres (CP12)

Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment



The parishes of the Wotton cluster vision area



Conserving and enhancing the Cotswolds AONB



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 EI2)



A focus on local development to meet local needs (CP2 CP3)



Site allocations

Growth and development nearby:



Locations for strategic housing and mixed-use growth (CP2)



Stroud District boundary

3.7.2 ►

Improving access to jobs, services and facilities in the south of the District, to boost local sustainability and community vitality ...

Lying at the southernmost tip of the District, the parishes around Wotton-Under-Edge naturally look southwards to Bristol and South Gloucestershire for many of their needs. A key aim for the plan period will be to improve opportunities for people to access jobs, services and facilities without having to travel long distances, but to improve public transport access to those services that cannot be met locally. The south of the District will benefit from the growth of employment at Cam, as well as the on-going revitalisation of Dursley and its town centre.

Wotton-Under-Edge itself will continue to capitalise on its character as an historic town set within a green and pleasant environment, benefitting from its proximity to the Cotswold Way. With commercial activity and local employment, Wotton meets the everyday needs of its surrounding rural communities, although its sensitive location in the landscape will prevent further outward growth. High Street vitality will be maintained, with a varied and well-used range of shops and services in its pretty town centre. This will be supported by strong community input into events, festivals and cultural and leisure facilities, such as the Picture House.

Kingswood is a thriving village within an attractive landscape setting which benefits from its proximity to Wotton-Under Edge and access to local employment boosted by pleasant and safe green walking and cycling links connecting Kingswood, Wotton under Edge and Charfield and other key local destinations. Smaller villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities.

Across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

Map 11 ...Spatial vision for the parishes around Wotton, up to 2040





Making Places | Shaping the future of The Wotton cluster

...What do we want for the future?

3.7.3 Where are we now?...

This is a largely rural area on the western escarpment of the Cotswolds, overlooking the Severn Vale. Wotton-under-Edge sits on a ledge below the Cotswold Escarpment and is crossed by the Cotswold Way national trail and Monarchs Way long distance path. The centre of the town (one of the District's former market towns, which grew as a wool and cloth-trading centre) is a Conservation Area and sits within the Cotswolds AONB.

Surrounding villages and hamlets look towards Wotton-under-Edge as a local service centre. Renishaw Ltd is a major employer, based just outside the village of Kingswood. Most working people commute to surrounding towns and cities (it is relatively close to Thornbury, Yate and Bristol), but the town itself is still commercially active. There are a good range of shops and services in the town including a local cinema and swimming pool.

3.7.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are key local issues and top priorities:

- Designing safe green walking and cycle routes and achieving a better public transport system
- Ensuring adequate provision of affordable housing and opportunities for downsizing for local people
- Preventing the loss of employment sites to housing, providing for low skilled job opportunities
- Maintaining and improving the vitality of Wotton High Street
- Reducing traffic congestion and improving traffic flow through Wotton under Edge
- Promoting tourism and accommodation opportunities
- Conserving and enhancing the natural beauty of the Cotswolds Area of Outstanding Natural Beauty.
- Addressing Kingswood School capacity issues



Making Places | Shaping the future of The Wotton cluster

...What do we want for the future?

3.7.5 Guiding principles for growth or development within the parishes around Wotton-Under-Edge:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within this cluster of parishes are expected to accord with the **Wotton Mini Vision** and to have regard to the following **Guiding Principles**:

1. Appropriate development, subject to recognising its environmental limits, will be supported to boost Wotton-Under-Edge's role as a Local Service Centre and a provider of strategic and local services to surrounding communities, aiming to sustain and improve high street vitality and the town's accessibility.
2. This area will see no strategic housing development over the plan period; but enhanced employment opportunities at Renishaws will help to facilitate new walking and cycling links between Wotton-Under Edge, Kingswood and Charfield within South Gloucestershire; and
3. Appropriate development will be supported to sustain and enhance Kingswood's role, function and accessibility as an Accessible Settlement with Local Facilities, within the Wotton locality.
4. Appropriate development will be supported to sustain North Nibley in its role as a Tier 3b Settlement with Local Facilities; Hillesley, a Tier 4 settlement, will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those that may be identified by the community through a Neighbourhood Plan
5. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.
6. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Wotton-Under-Edge, Kingswood and the small village of Alderley.
7. Conserve and enhance high quality natural landscape, including the AONB and its setting. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.





Making Places | Shaping the future of The Wotton cluster

...How are we going to get there?

Key to maps ▼

Settlement summaries

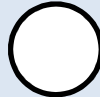
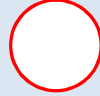
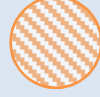



- p204 Kingswood
- p208 North Nibley
- p209 Wotton-Under-Edge
- p210 Hillesley

Site allocations

- PS38 South of Wickwar Road, Kingswood
- PS47 Land west of Renishaw New Mills

The following pages contain settlement summaries for each of the defined settlements in the Wotton cluster of parishes ([Core Policy CP3](#)).

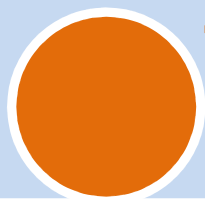
The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).

-  Settlement development limit (settlement boundary)
-  Site allocations
-  Heritage designations (including conservation areas, listed buildings, scheduled monuments...)
-  Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, RAMSAR...)
-  Flood Zones 2 and 3
-  The Cotswolds AONB



Nick Turner





The Wotton cluster| Our towns and villages

...Kingswood

Planning constraints and designations

The principal physical constraint is the floodplain to the north of the village along the Ozleworth Brook.

The Kingswood Conservation Area covers the centre of the village. There are a number of listed buildings within and to the north of the village.

Ozleworth Brook is identified as a Key Wildlife Site.

There are protected open spaces within and on the western edge of the settlement.

Landscape sensitivity

The preferred directions of housing growth in landscape terms are to the southwest and to the southeast.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Kingswood is a **medium sized** village.

It has a **basic local retail role** (a village shop), but the village offers a **good** level of **local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall and sports

Settlement role and function (contd...)

field/pitch). **Access to key services and facilities** elsewhere is **very good**.

Kingswood has an **employment role**: as well two Key Employment Sites within the village, nearby Renishaw acts as a notable employment 'hub' and the village is a net importer of workers. Its principal role is as a 'dormitory' settlement though.

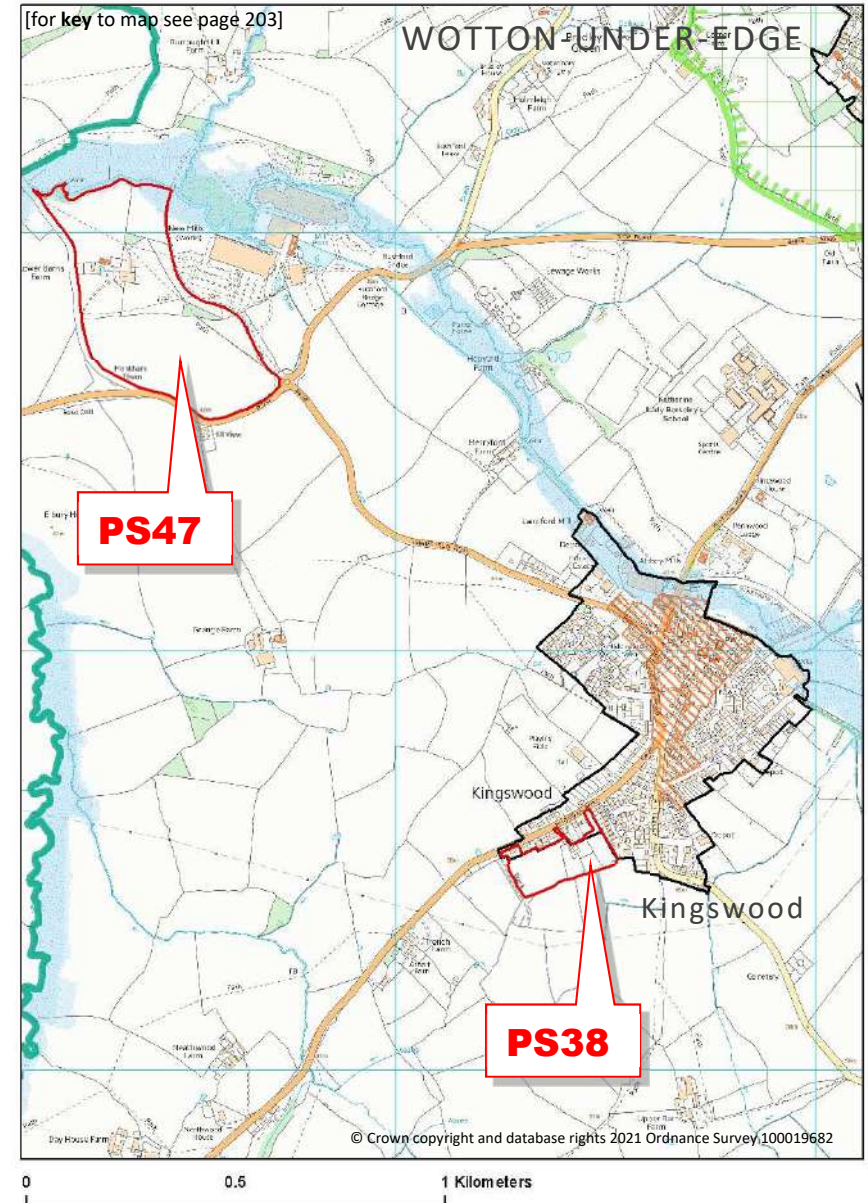
Development strategy

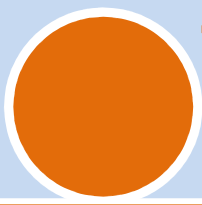
Kingswood is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and function as an accessible settlement with local facilities.

PS38 South of Wickwar Road

PS47 Land west of Renishaw New Mills.





The Wotton cluster| Our towns and villages

...Kingswood

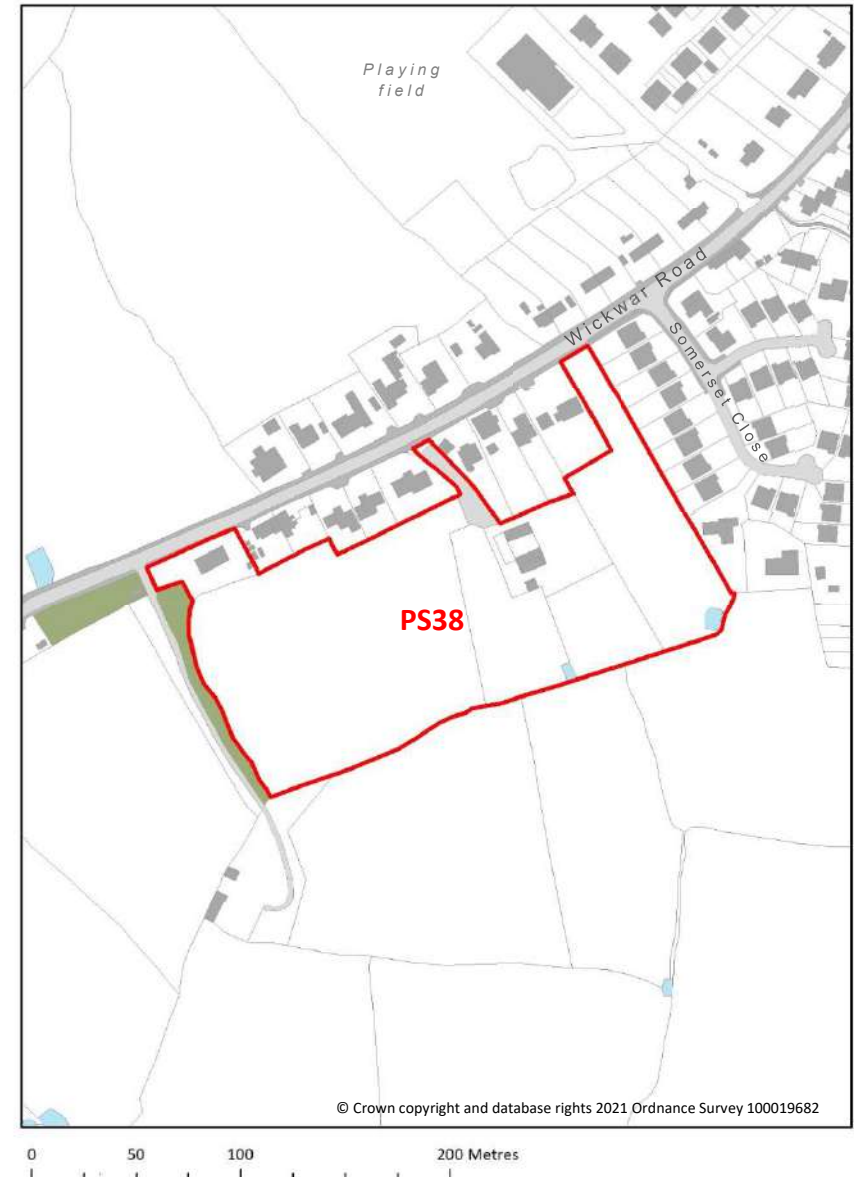
PS38 allocation...

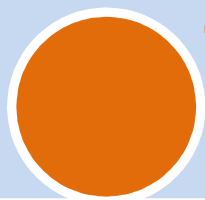
Local Sites Allocation Policy PS38 South of Wickwar Road, Kingswood

Land south of Wickwar Road, as identified on the policies map, is allocated for a development comprising 50 dwellings and open space uses and strategic landscaping. Particular issues to address include conserving and enhancing local biodiversity, integrating the development into the landscape setting and highway safety improvements to access services within the village. A Masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

South of Wickwar Road

3.7.6 Land south of Wickwar Road has the potential to provide a sustainable extension to Kingswood. Development will include a new access on to B4060 Wickwar Road. Development will retain and enhance existing trees and hedgerows to support local biodiversity and integrate the development into the landscape setting. High quality and accessible walking and cycling routes within the site will link with and enhance where necessary the existing network. Off-site highway improvements will be provided to facilitate safer, accessible pedestrian and cycle access to key destinations in the village.





Land west of Renishaw New Mills

- 3.7.7 Land west of Renishaw New Mills, located adjacent to the existing Renishaw New Mills global headquarters, is allocated for a mix of office, B2 and B8 uses, providing opportunities to extend and improve the employment offer at the existing Key Employment site particularly within the advanced manufacturing sector and associated uses. Access to be achieved from the existing Renishaw roundabout access on to the B4058. Development will need to involve sensitive re-use of, and minimise any potential negative impact upon, heritage assets and key views of and from the AONB and include strategic landscaping. Development will include delivery of sections of the Wotton – Charfield – Kingswood Greenway together with improved public transport provision at the main access and contributions towards the re-opening of Charfield Station to enhance sustainable transport access and improve connectivity of the site to the wider local area.

Employment Allocation Policy PS47

Land west of Renishaw New Mills

Land west of Renishaw New Mills (10 hectares), as identified on the policies map, is allocated as an extension to the key employment site EK17 Renishaw New Mills for office, B2 and B8 employment uses.

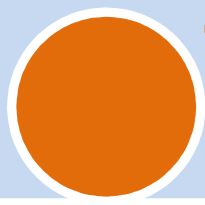
The high quality ‘campus’ style development will retain key open spaces to the immediate north and south of the farm group, re-use the farm buildings of heritage value and include new buildings sited so as to minimise any potential impact upon heritage assets and key views of and from the AONB.

Structural landscaping buffers will be provided at the southern tip of the site, along the B4058, and between development and Marlees Brook.

Development will include a positive strategy for attenuating and disposing of surface water through sustainable drainage systems (SuDS) and will not exacerbate existing flooding within the area.

Development will provide sustainable transport measures to link the site with Charfield, Kingswood and Wotton-under-Edge including contributions towards the completion of the Wotton – Charfield – Kingswood Greenway, enhancing local bus services and to the reopening of Charfield rail station.

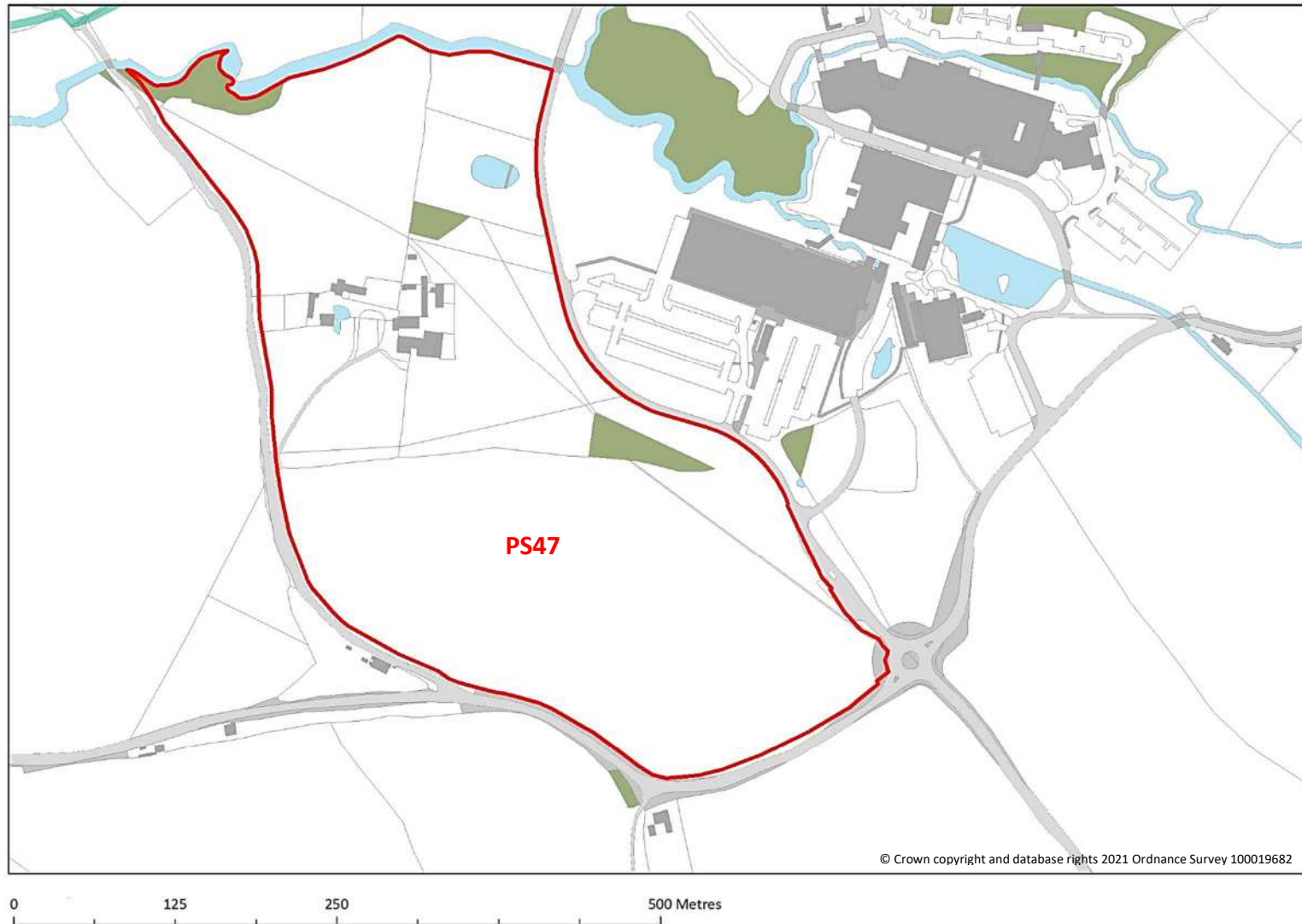
A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

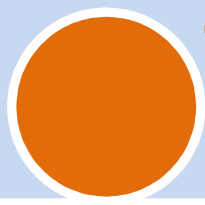


The Wotton cluster| Our towns and villages *...Kingswood*

Employment Allocation PS47

Land west of Renishaw New Mills





The Wotton cluster | Our towns and villages

...North Nibley

Planning constraints and designations

The principal physical constraint is the steep topography to the north (either side of New Road) and to the southeast (foot slopes of Nibley Knoll).

There are several listed buildings, mostly grouped along The Street and at the foot of Barrs Lane. Outside the settlement, the Grade II* listed Tyndale Monument on Nibley Knoll is a local landmark.

Nibley Knoll, to the immediate southeast of the village, has multiple designations: Site of Special Scientific Interest (SSSI) status, an extensive tree belt (TPOs) and two Key Wildlife Sites, linking to Ancient Woodland.

The village is entirely within and surrounded by the Cotswolds AONB.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the northeast, north of Innocks Estate.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Amongst Tier 3 settlements, North Nibley has one of the **smallest** populations.

It has a **basic local retail role** (a village shop), but the village offers a **good** level of **local community services and facilities** (primary school and pre-school provision, place of worship, pub, village hall, sports field/pitch and playground). **Access to key services and facilities** elsewhere is **good**.

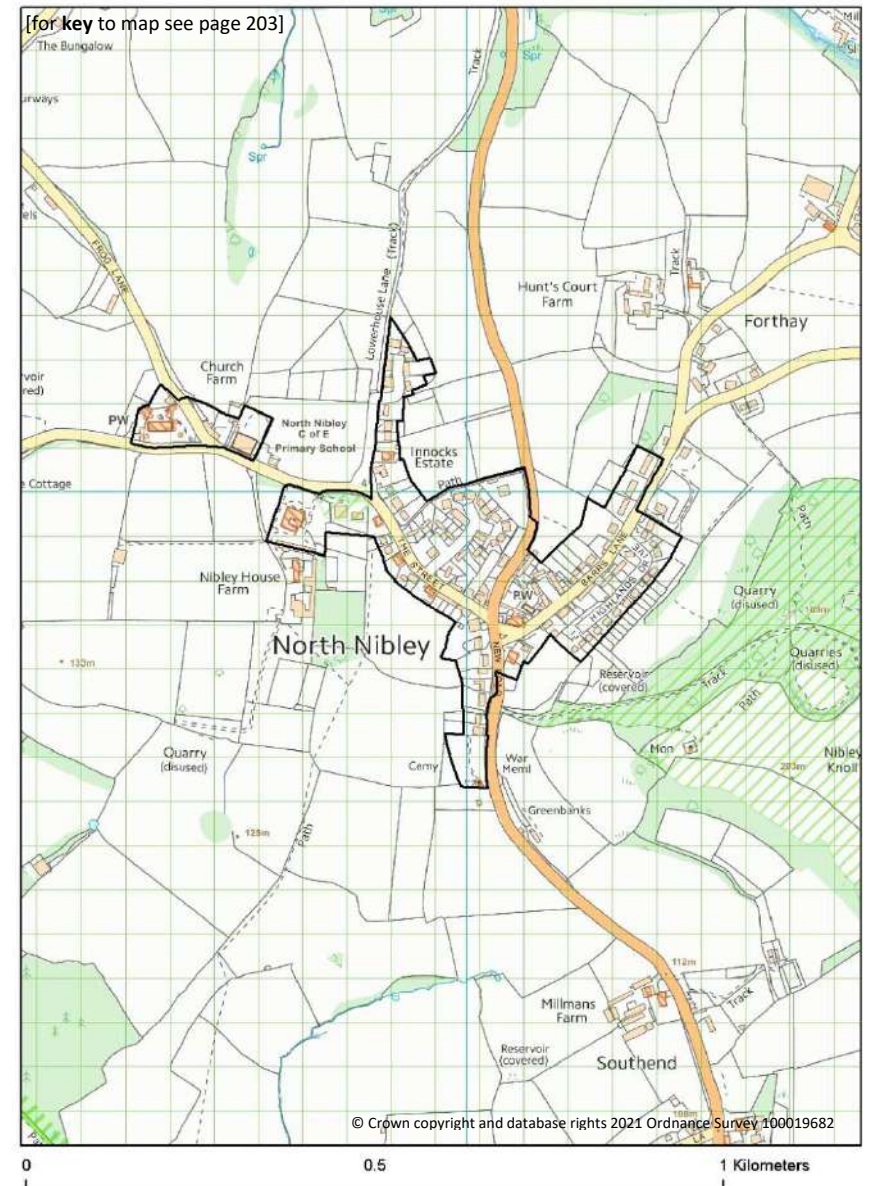
North Nibley has **no significant employment role**: its principal role is as a 'dormitory'.

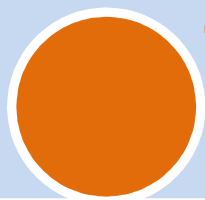
Development strategy

North Nibley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at North Nibley.





The Wotton cluster | Our towns and villages

...Wotton-under-Edge

Planning constraints and designations

The principal physical constraint is the floodplain through the centre of the settlement.

There are many listed buildings in the town centre.

There are three Key Wildlife Sites within close proximity to the settlement: Hentley Wood to the east; Conygre Wood & Westridge Wood (south) to the north. There is a swathe of land to the north covered by Coombe SSSI & Wotton SSSI.

The settlement is within the Cotswolds AONB.

Landscape sensitivity

The only land parcels with slightly less sensitivity in landscape terms are to the north east, north west and south (inner central).

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Wotton is a **very large** settlement, one of the District's historic market towns.

Wotton has a **strong 'strategic' retail role** as one of the District's 5 town centres, serving a wide catchment. It offers a **very good** level of **local community services and facilities** (GP, dentist and pharmacy, primary school and pre-school provision, post office, place of

Settlement role and function

worship, pub, town hall sports / playing fields and playground) and has an **important role** in providing a diverse range of **'strategic' services and facilities** to a wider catchment (bank, secondary school and 6th form, library, cinema, swimming pool and leisure centre). **Access to key services and facilities** here and elsewhere is **very good**.

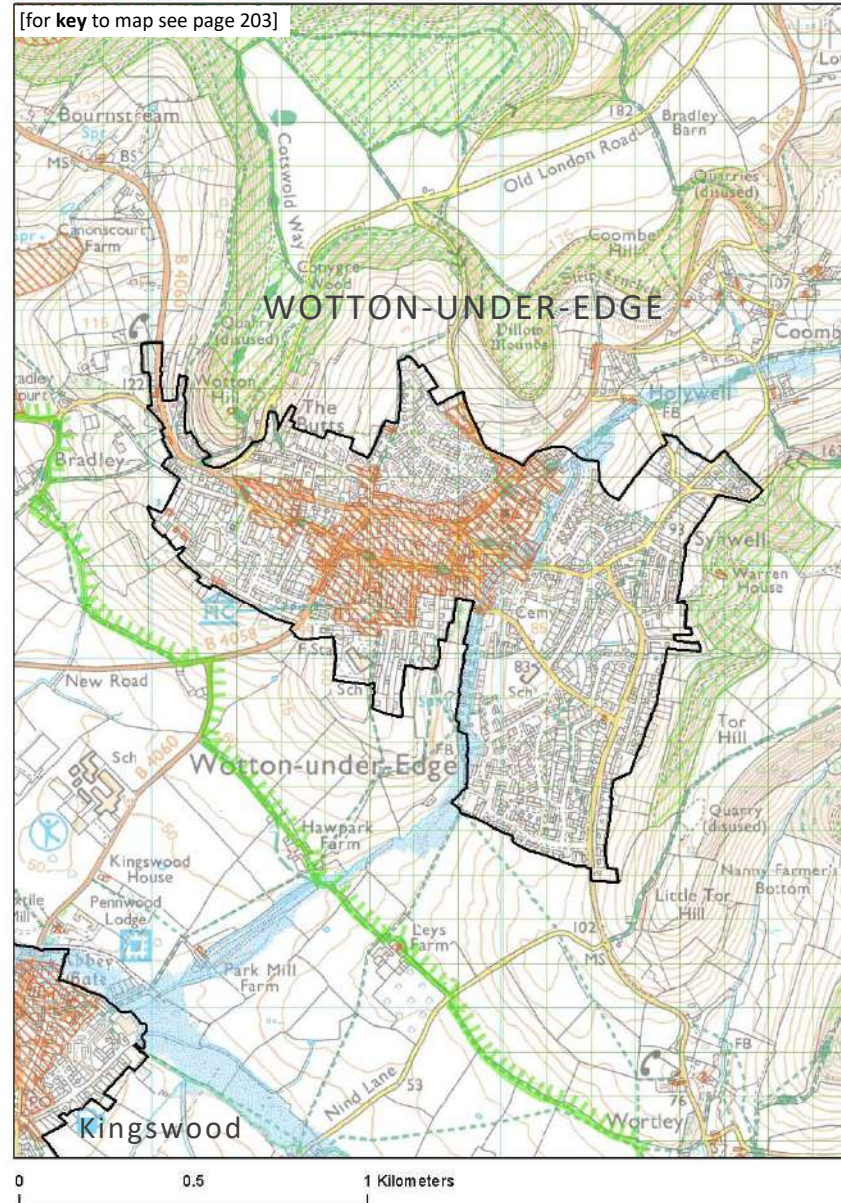
The town has a **significant employment role**, but it principally functions as a 'dormitory' settlement and local service centre.

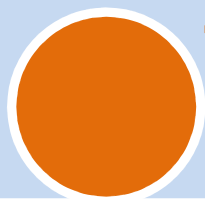
Development strategy

Wotton-Under-Edge is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the town's role and function as a strategic Local Service Centre.

There are no proposed site allocations for housing or employment growth, due to environmental constraints around Wotton-Under-Edge.





The Wotton cluster | Our towns and villages

...Hillesley

Tier 4b settlements in The Wotton cluster

- Hillesley

Settlement role and function

This **small/very small** settlement provides only **basic local services and facilities** for its community and has no retail facilities. Hillesley is highly car-reliant and poorly connected, with **poor access to key services and facilities elsewhere**, including on foot, cycle or by bus. The village has no significant employment role and it functions as a 'dormitory' settlement, tending to look southward to Bristol.

The Cotswolds AONB designation covers the village and surrounding land and it faces significant environmental constraints.

Development strategy

Hillesley is a **Tier 4b** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Hillesley's role and function as a settlement with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Hillesley.

Settlement development limits

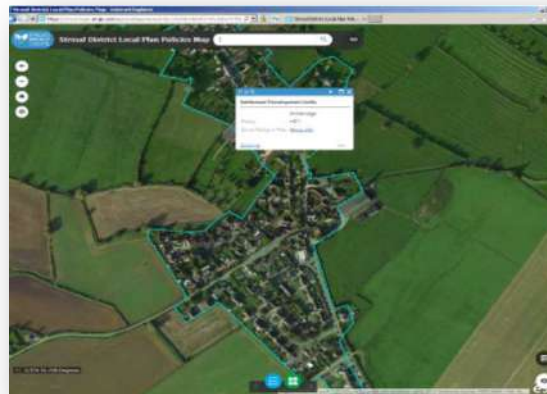
There are proposed changes to the settlement development limits of **Hillesley**. Please refer to **APPENDIX A**.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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“...Protecting and enhancing all the things that will make the Cotswolds a thriving and inclusive place to live, as well as a great place to visit”

Painswick, the largest village here, is the District's smallest Tier 2 "Local Service Centre". There are no major towns or larger strategic service providers in this part of the District, which is characterised by relatively remote, small, rural communities.

There is limited opportunity for site allocations, due to landscape and environmental constraints, including the AONB designation. The development strategy for this area includes a single **local site allocation** at **Painswick**, designed to meet local needs and help sustain the settlement's role and function.

As well as this site allocation, the Local Plan's detailed **policy framework** will steer the type and quantity of development that will happen at defined settlements and in the countryside.

◀ 3.8.1





Making Places | Shaping the future of The Cotswold cluster

...What do we want for the future?

Vision to 2040...

Settlement hierarchy (CP3):

Tier 2 – Local Service Centres

- Painswick

Tier 3b – Settlements with local facilities

- Bisley
- Miserden
- Oakridge Lynch

Tier 4b – Settlements with basic facilities

- Cranham
- Eastcombe
- Sheepscombe

Town Centres (CP12)



Local and strategic service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment



Stroud District boundary



The parishes of the Cotswold cluster vision area



Conserving and enhancing the Cotswolds AONB



A focus on local development to meet local needs (CP2 CP3)



Site allocations

Growth and development nearby:



Locations for strategic housing and mixed-use growth (CP2)



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 EI2)



Canal corridor conservation and regeneration



Canal corridor conservation

3.8.2 ▶

Protecting and enhancing all the things that will make the Cotswolds a thriving and inclusive place to live, as well as a great place to visit ...

A key goal for the future of this area will be to ease the tension between its role as a major tourist attraction and 'protected landscape' and its ability to function as a place where people can live and work. Rural businesses have a valued and supported role in providing local employment opportunities.

The popularity of the area with tourists presents real opportunities and will continue to play a major part in Stroud District's economy: the Cotswold 'brand' is an important draw for inward investment to the District. As such, the preservation and enhancement of the area's landscape, character and built heritage will be paramount.

Given the relative affluence of this area, high-end and high quality tourism and leisure products (including accommodation, attractions, events, eating and drinking places) are likely to find customers amongst the resident community as well as visitors. But inclusiveness, rather than exclusiveness, will be a goal – improving access for all to the countryside and facilities on offer.

At the heart of the area lies Painswick, "the Queen of the Cotswolds", which will continue to play an important role as a service provider for surrounding communities, as well as drawing in visitors. Some growth will reflect its role within the area, and will help to meet housing needs, maintain and improve the vitality of the town centre and support local services.

Although none of the smaller villages in this part of the District will see 'strategic' levels of growth, some may see small scale development, responding to locally-identified needs with a goal of boosting their ability to remain sustainable and thriving communities.





Making Places | Shaping the future of The Cotswold cluster

...What do we want for the future?

3.8.3 Where are we now?...

This cluster of parishes falls entirely within the Cotswolds Area of Outstanding Natural Beauty (AONB) and is predominantly rural. The largest settlement here is Painswick, which lies at the heart of these rural parishes.

The Cotswolds are world-renowned for their landscape and the pretty limestone villages that populate it. The area includes a number of popular tourist attractions including the Rococco Gardens, Painswick; the village of Slad and the Laurie Lee Wildlife Way; and the Garden at Miserden.

But, as with elsewhere in the District, rural life is changing with fewer people now working in the villages and residents commuting long distances to work. There has certainly been a decline in village services in modern times. Housing affordability is an issue – average house prices here are amongst the highest in the District. Owner-occupation levels are high compared to elsewhere in the District, while levels of social housing are very low. A very high proportion of residents are retirement aged.

The loss of traditional skills is perhaps the most significant issue for the future management of the landscape. The wooded landscape known collectively as the Cotswold Beechwoods around Cranham and Sheepscombe is recognised as being particularly vulnerable to recreational pressures.

3.8.4 Key issues and top priorities for the future...

Public consultation and our evidence base have told us that these are key local issues and top priorities:

- Creating resilient, rural, life-time communities, to enable people to live affordably and work in the area
- Maintaining and improving the vitality of Painswick town centre
- Ensuring adequate parking provision within the historic tourist town of Painswick
- Improving community transport schemes for use by an increasingly elderly population
- Conserving and enhancing the countryside and biodiversity.
- Conserving the Cotswolds Area of Outstanding Natural Beauty.
- Protection of the historic environment, specifically including archaeology and key open spaces within historic settlements
- Improvements to IT connectivity and infrastructure to support home working
- Ensuring adequate provision of smaller properties to allow for starter homes and opportunities for downsizing for local people





Making Places | Shaping the future of The Cotswold cluster

...How are we going to get there?

3.8.5 Guiding principles for growth or development within the Cotswold cluster of parishes:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within this cluster of Cotswold parishes are expected to accord with the **Cotswold Mini Vision** and to have regard to the following **Guiding Principles**:

1. This area will see no strategic development over the plan period.
2. Appropriate development will be supported to sustain Painswick in its role as a Local Service Centre, a provider of services and facilities to surrounding communities; and to enhance Painswick's secondary role as a destination town for visitors and tourists
3. Appropriate development will be supported to sustain Miserden, Bisley and Oakridge Lynch in their roles as Tier 3a and 3b Settlements with Local Facilities. As Tier 4 settlements, Eastcombe, Cranham and Sheepscombe will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those that may be identified by their communities through a Neighbourhood Plan
3. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.
4. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Painswick, Bisley, Miserden, Pitchcombe & Sheepscombe.
5. Conserve and enhance high quality and distinctive characteristics of the Cotswold AONB. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.



Making Places | Shaping the future of The Cotswold cluster

...How are we going to get there?

Key to maps ▼

Settlement summaries

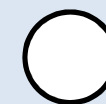
- p216 Bisley
- p217 Miserden
- p218 Oakridge Lynch
- p219 Painswick
- p220 Cranham, Eastcombe, Sheepscombe

Site allocations

- PS41** Washwell Fields, Painswick

The following pages contain settlement summaries for each of the defined settlements in the Cotswold cluster of parishes ([Core Policy CP3](#)).

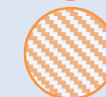
The summaries and accompanying maps identify key constraints and designations in and around each settlement, and show the location, scale and extent of any site allocations ([Core Policy CP2](#)).



Settlement development limit
(settlement boundary)



Site allocations



Heritage designations (including
conservation areas, listed buildings,
scheduled monuments...)



Natural environment constraints
(including key wildlife sites, ancient
woodland, SSSI, RAMSAR...)



Flood Zones 2 and 3

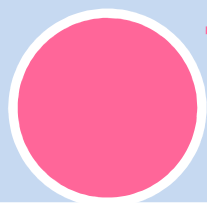


The Cotswolds AONB



Martin Fry





The Cotswold cluster | Our towns and villages

...Bisley

Planning constraints and designations

The Bisley Conservation Area covers the southern half of the village and extends further to the south, into countryside. There are numerous listed buildings, concentrated within central and southern parts of the settlement.

The extensive designated Historic Park and Garden of Lypiatt Park lies 500m west of the settlement.

Bisley is entirely within the Cotswolds AONB.

There is protected outdoor play space adjoining the east side of the settlement (off Van De Breen Street).

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the northeast.

Landscape sensitivity indicates that there may be only a very limited opportunity for small scale employment use to the north of the village (south of existing commercial premises).

Settlement role and function

Bisley is a **medium-sized** village with a compact form.

It has a **basic local retail role** (a village shop), but the village offers a **good range of local community services and facilities** (primary school and pre-school provision, post office, place of worship, pubs, village hall, sports field/pitch and playground). However, **access to key services and facilities** elsewhere is **poor**.

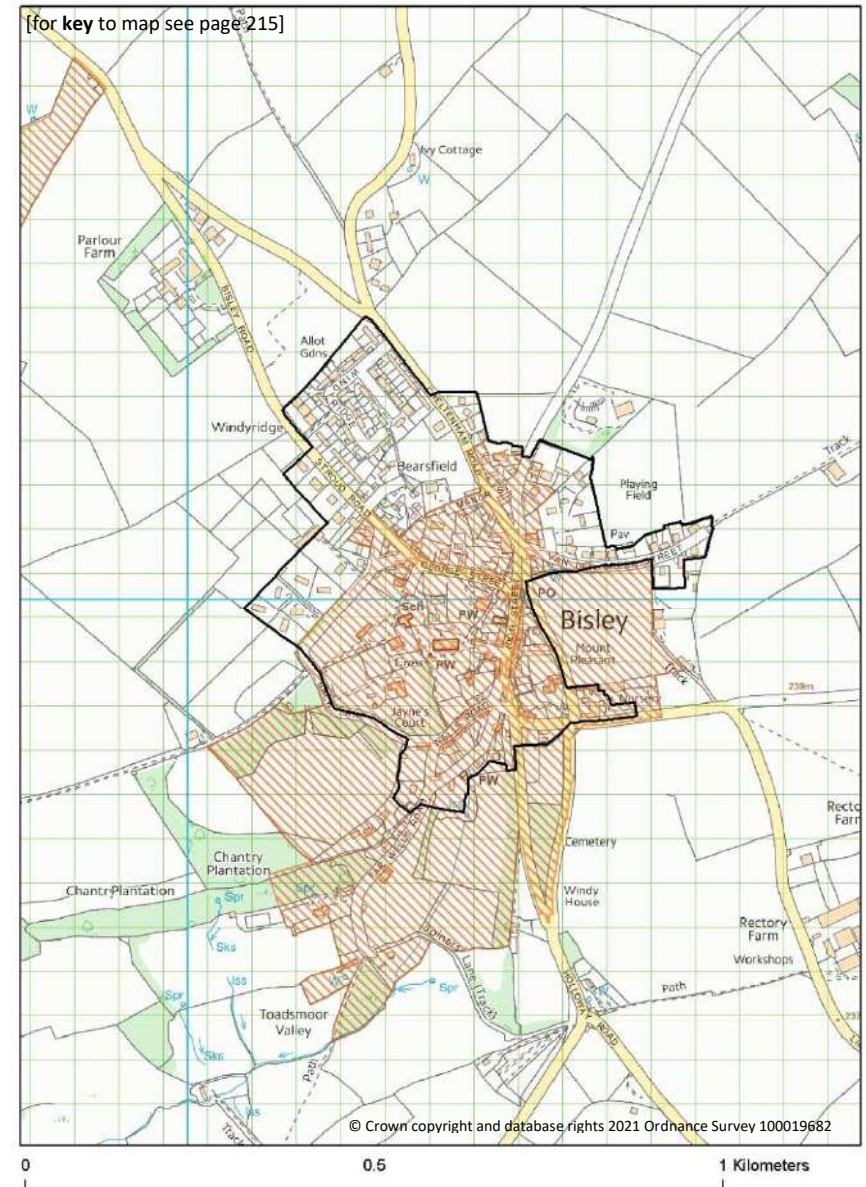
Bisley has **no significant employment role**: its principal role is as a 'dormitory' settlement.

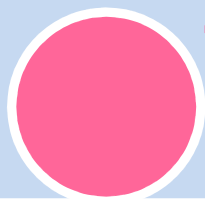
Development strategy

Bisley is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Bisley.





The Cotswold cluster| Our towns and villages

...Miserden

Planning constraints and designations

The steeply sloping topography to the immediate north/east of the village is the principal physical constraint.

The Miserden Conservation Area covers almost the entire village and seamlessly adjoins the garden grounds and parkland of Miserden House to the north and east, which is a registered historic park and garden. The village contains a high density of listed buildings. Miserden Park motte and bailey castle SAM lies some 500m to the north east; a long barrow SAM lies 360m to the west.

The village and surrounding countryside is entirely within the Cotswolds AONB.

Landscape sensitivity

The village is not currently a defined settlement and was therefore not included in the Stroud District Landscape Sensitivity Assessment (which focused on land surrounding the District's existing settlements).

There is no identified preferred direction of housing or employment growth in landscape terms.

Settlement role and function

Miserden is the **smallest** of all Tier 3 settlements, but has a level of functionality comparable with others in this tier.

The settlement has a **basic local retail role**, (a village shop) and offers a **good** range of **local community services and facilities** (post office, primary school and pre-school, place of worship, pub, village hall, sports pitch/playing field). However, **access to key services and facilities** elsewhere is **very poor**.

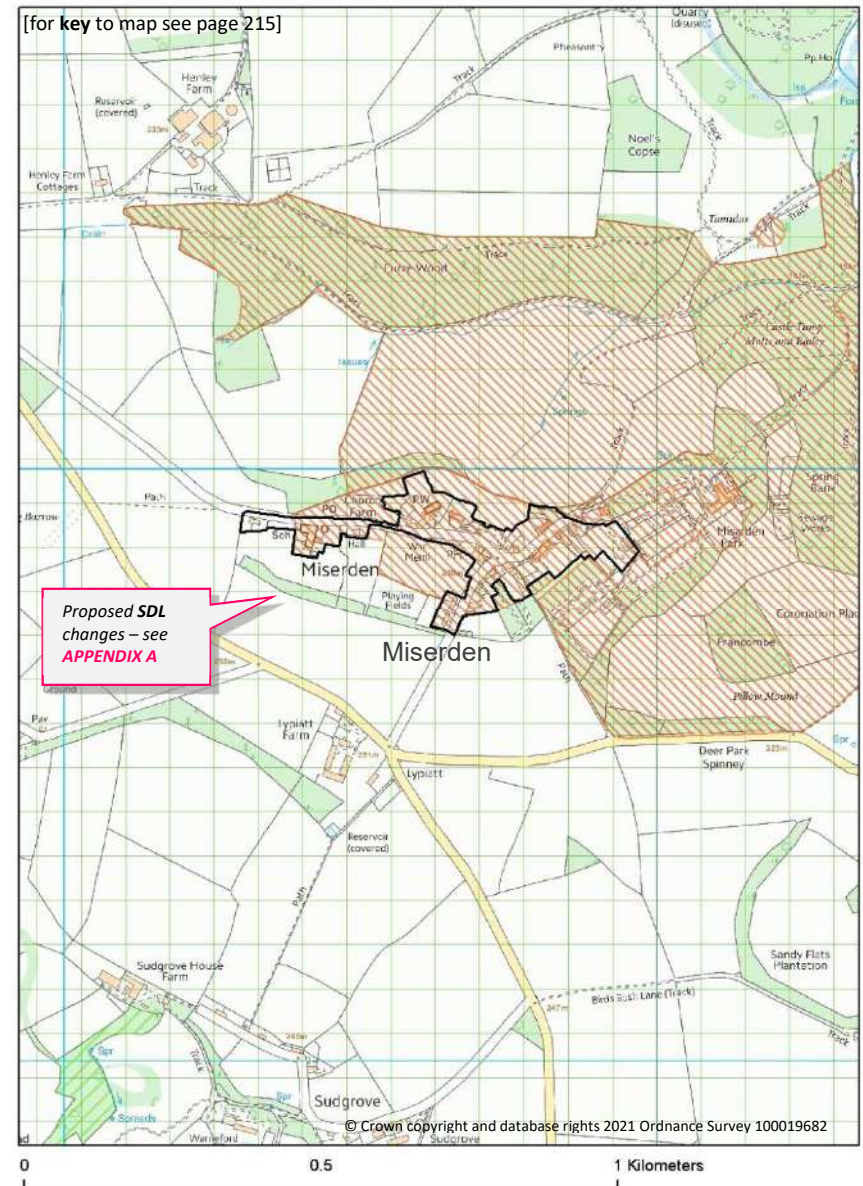
Miserden has **no significant employment role**: its principal role is as a 'dormitory' settlement.

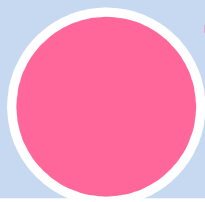
Development strategy

Miserden is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Miserden.





The Cotswold cluster | Our towns and villages

...Oakridge Lynch

Planning constraints and designations

Physical constraints include the steep topography on the valley sides to the south and west and woods to the south.

There are a number of listed buildings within the village.

Strawberry Banks Site of Special Scientific Interest (SSSI) lies beyond the western edge of the village. The Oakridge Recreation Ground Key Wildlife Site (KWS) is on the eastern edge of the village. The Valley, Moley and Great Moley KWS is beyond the village to the south.

The Cotswolds AONB designation covers all of the village and surrounding land.

There is protected outdoor play space adjoining the east side of the village.

Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the north of The Crescent.

The landscape parcels around the settlement are all considered to be of high sensitivity to employment uses and do not offer any opportunity for employment allocation in terms of landscape and visual factors.

Settlement role and function

Amongst Tier 3 settlements, Oakridge Lynch has one of the **smallest** populations and a compact area.

It has a **basic local retail role** (a village shop) and offers a **basic level of local community services and facilities** (primary school, post office, place of worship, pub, village hall, sports field/pitch and playground). **Access to key services and facilities elsewhere is poor.**

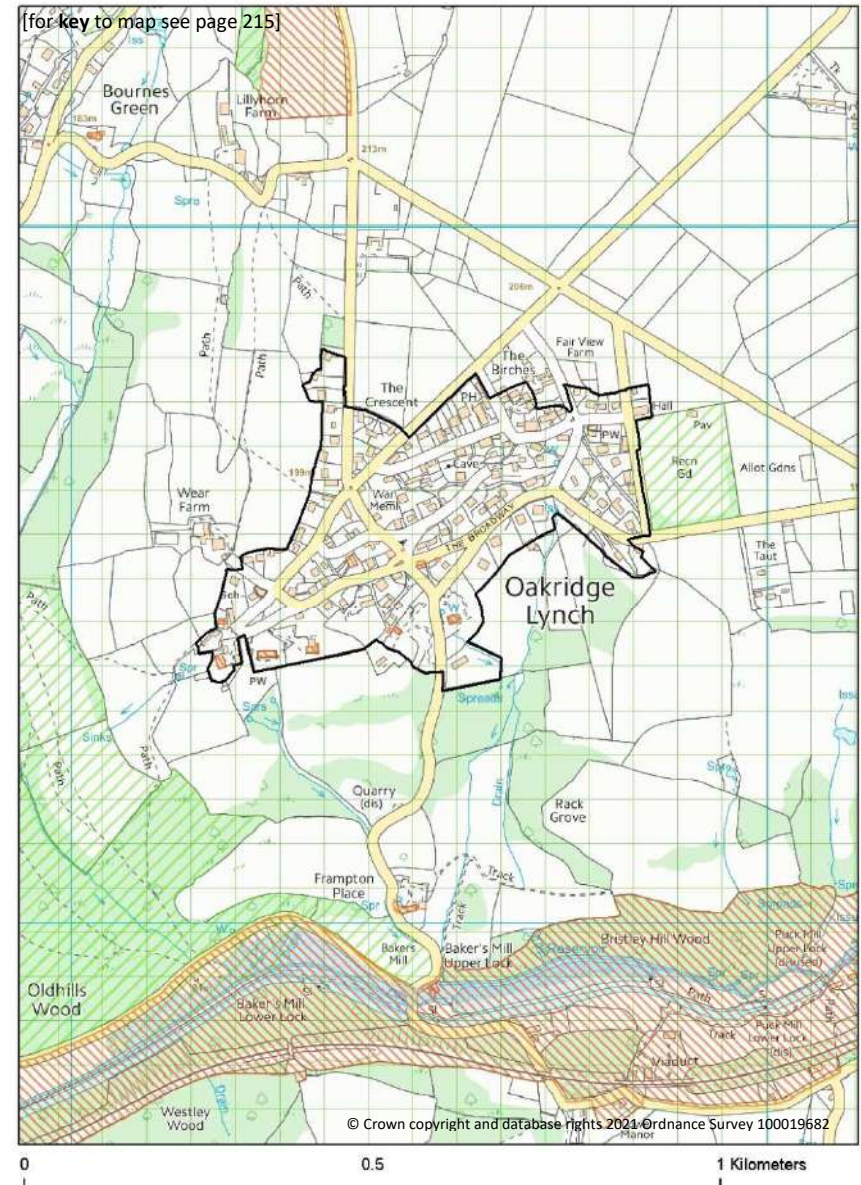
Oakridge Lynch has **no significant employment role**: its principal role is as a 'dormitory' settlement.

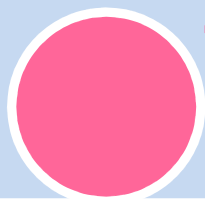
Development strategy

Oakridge Lynch is a **Tier 3b** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

Limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role, function and accessibility as a settlement with local facilities.

There are no site allocations at Oakridge Lynch.





The Cotswold cluster| Our towns and villages

...Painswick

Planning constraints and designations

The Painswick Stream floodplain is a physical constraint to the south and south east of the settlement.

The Painswick Conservation Area covers most of the town. Gyde House Conservation Area lies to the north and the Rococo Garden at Painswick House, to the north west, is a registered historic park and garden. The town contains a significant number of listed buildings.

Bulls Cross/Frith Wood Site of Special Scientific Interest (SSSI) lies beyond the village to the east. The Cotswolds Beechwoods SSSI/SAC lies beyond to the north. The town contains a number of TPOs.

The Cotswolds AONB designation covers all of the town and surroundings.

There are protected open spaces with the settlement.

Landscape sensitivity

Landscape sensitivity indicates that there is only limited potential within or on the north edge of the town for housing growth.

There is no identified preferred direction of employment growth in landscape terms.

Settlement role and function

Painswick is a **large** village, formerly one of the District's historic market towns. The settlement has an important but vulnerable **local retail role**, with a small range of local

Settlement role and function (contd...)

shops to serve the day-to-day needs of surrounding villages and hamlets.

It offers a **very good**, diverse range of **local community services and facilities** (GP and pharmacy, part-time post office, primary school and pre-school, place of worship, pubs, village hall/community centre, sports/playing fields and playground) and has a **very limited role in providing 'strategic' services and facilities** to a wider catchment (a library). **Access to key services and facilities** here and elsewhere is **good**.

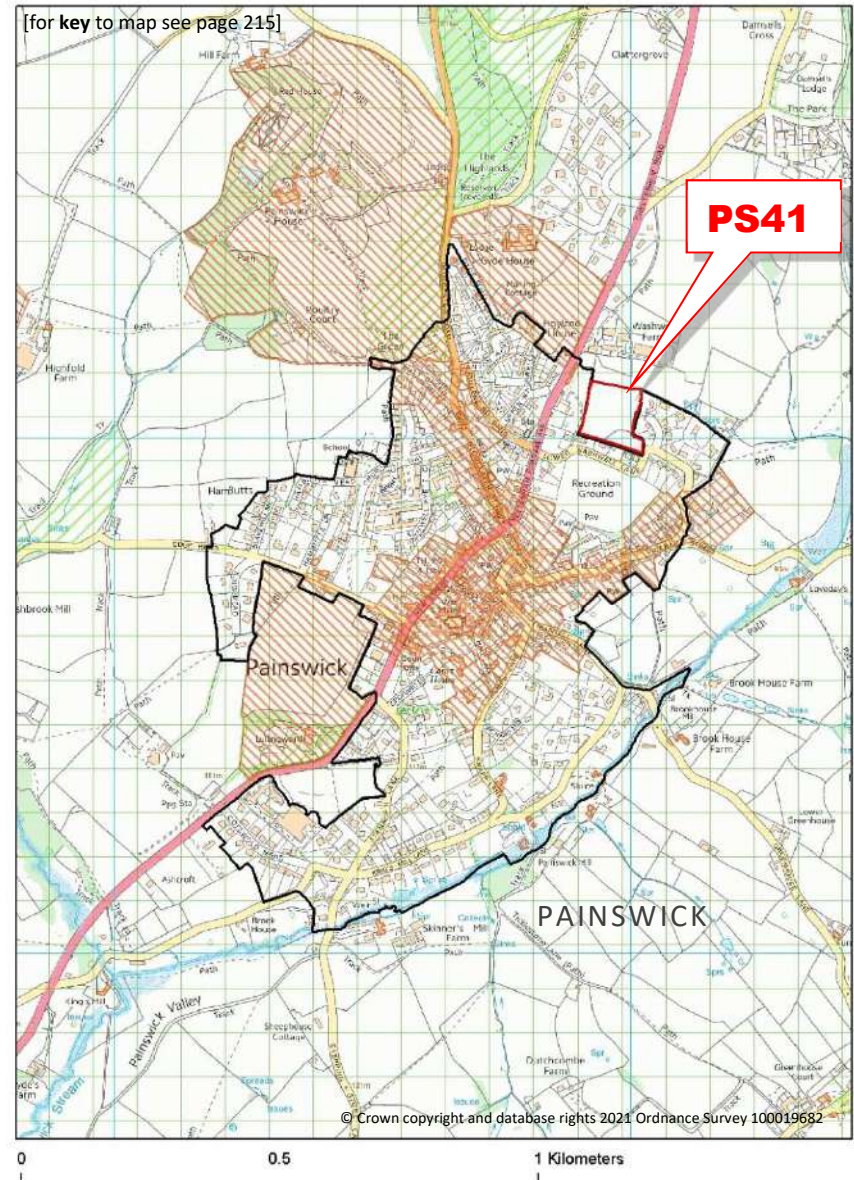
Painswick has only a **small employment role**: its principal role is as a 'dormitory' settlement and local service centre, with an additional tourism and leisure draw.

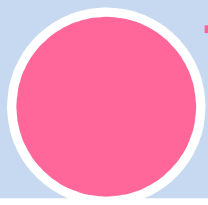
Development strategy

Painswick is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Painswick's role and function as a Local Service Centre.

PS41 Washwell Fields.





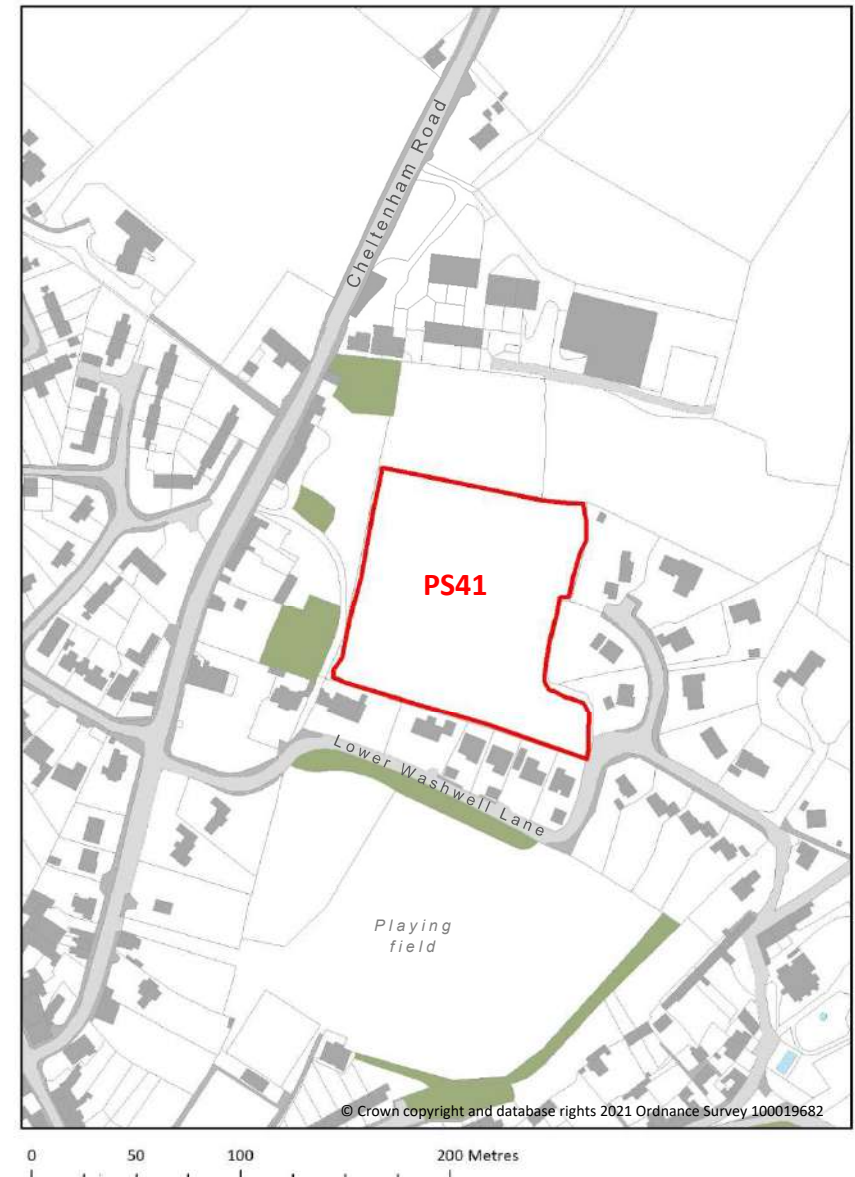
Local Sites Allocation Policy PS41

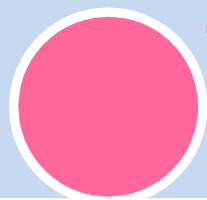
Washwell Fields, Painswick

Land at Washwell Fields, as identified on the policies map, is allocated for a development comprising up to 20 dwellings and open space uses. Affordable housing will be for those with a local connection to address local housing needs within the AONB. Particular issues to address include conserving heritage interests and their setting, addressing potential ecological and landscape impacts and achieving an appropriate access. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinate manner.

Washwell Fields

- 3.8.6 Land at Washwell Fields, Painswick has potential for additional housing, including affordable housing to meet local needs and open space. Development will require a suitable vehicular access onto Lower Washwell Lane and a high quality design and appropriate scale to ensure a good relationship with heritage properties along Cheltenham Road. Mature landscape features should be retained on-site and additional planting made to address potential landscape and ecological impacts.





The Cotswold cluster| Our towns and villages

... Eastcombe, Cranham, Sheepscombe

Tier 4a settlements in The Cotswold cluster

- Eastcombe

Settlement role and function

This **small/very small** settlement provides only **basic local services and facilities** itself, but Eastcombe has **good access to key services and facilities** elsewhere: this is a relatively accessible settlement, which benefits from proximity and connectivity to higher tier settlements. In particular, Eastcombe has a close functional relationship with adjoining settlements in Chalford parish (in the **Stroud Valleys**). However, the road infrastructure in and around these settlements is very constrained. Eastcombe has no significant employment role and functions principally as a 'dormitory' settlement.

The Cotswolds AONB designation covers Eastcombe and surrounding land, and the village faces significant environmental constraints.

Development strategy

Eastcombe is a **Tier 4a** settlement and has Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Eastcombe's role, function and accessibility as an accessible settlement with basic facilities, and boosting community vitality and social sustainability.

There are no site allocations at Eastcombe.

Tier 4b settlements in The Cotswold cluster

- Cranham
- Sheepscombe

Settlement role and function

These are **small/very small** settlements and neither has any retail facilities. While Cranham provides only **basic local services and facilities** for its community, Sheepscombe is relatively **strong** in this respect, compared to other Tier 4b settlements. However, these settlements are both remote, highly car-reliant and very poorly connected, with **very poor** foot, cycle or bus **access to key services and facilities elsewhere**. Neither village has a significant employment role; they both have a 'dormitory' function to some extent.

The Cotswolds AONB designation covers these villages and surrounding land, and they both face significant environmental constraints.

Development strategy

Cranham and Sheepscombe are **Tier 4b** settlements and have Settlement Development Limits (SDL).

Very limited infill and re-development to meet specific local needs may be permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing their role and function as a settlement with basic facilities, and boosting community vitality and social sustainability.

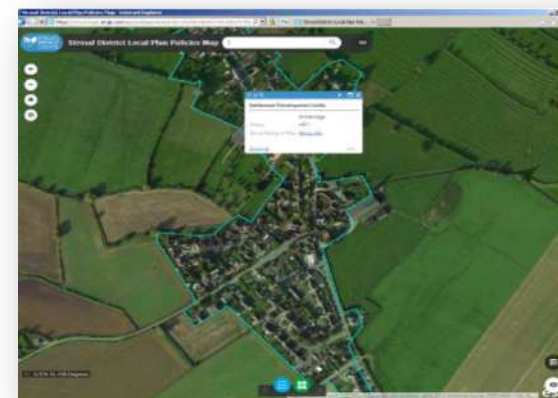
There are no site allocations at Cranham or Sheepscombe.

▼ Where can I see the settlement boundaries?

Settlement development limits are defined on the current Local Plan maps. You can access these and an interactive online mapping tool via our local plan web page:



www.stroud.gov.uk/localplan



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4.



4. Homes and communities

Delivering the District's housing target with a range of dwelling sizes, types and tenures, delivering more affordable homes and achieving mixed and balanced places, which have access to services and amenities that meet local needs and help build sustainable communities.



Core Policies

- 4.1 These policies sit at the heart of the Plan. They are the principal means of delivering the Plan's strategic objective of nurturing accessible, healthy and inclusive communities across the District (**SO1, SO1a**), as well as meeting the District's housing needs in the most sustainable way.

Achieving healthy and inclusive communities

Core Policy CP7: Inclusive communities ►

- 4.2 Communities will only be sustainable where they are fully inclusive and deliver the necessary standards of services and facilities. Development proposals should contribute towards meeting the needs of all sections of the community and help to encourage social cohesion.
- 4.3 The Council recognises that household size and associated needs vary across social and ethnic groups. The Council recognises that addressing the needs of young people includes those in the care of the County Council due to their vulnerability. Some of the issues in planning for changes in the demography of the District are set out in the evidence base accompanying the Local Plan.
- 4.4 **Core Policy CP7** will apply to all major housing developments of 10 dwellings or more (or an outline application for residential development on a site of 0.5 hectares or larger) and the development of community facilities, including development for health (such as preventative social care and community support services), education, play and leisure or culture together with libraries, village/community halls, religious buildings and burial sites.
- 4.5 The Council will expect major development to provide or contribute to a Community Development Officer, to help communities to establish and improve the quality of life in their local area. They often act as a link between communities and a range of other local authority and voluntary sector providers. They can work with individuals, families and whole communities to empower them to identify their assets, needs, opportunities, rights and responsibilities; to plan what they want to achieve and take appropriate action; and to develop activities and services to generate aspiration and confidence.
- 4.6 In implementing this policy, the Council will consider viability and deliverability aspects in accordance with national advice.



Core Policy CP7

Inclusive communities

To ensure that new housing development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) in the District, developers will need to clearly demonstrate how major housing development will contribute to meeting identified long term needs in those communities the development relates to. Proposals will need to demonstrate how the following needs have been taken into account:

1. An ageing population, particularly in terms of design, accessibility, health and wellbeing service co-ordination
2. Children, young people and families
3. People with special needs, including those with a physical, sensory or learning disability, dementia, or problems accessing services and
4. The specific identified needs of minority groups in the District.

Core Policy DCP2: Supporting older people and people with mobility issues ►

- 4.8 Stroud District has an ageing population; the number of people aged 65 and over is estimated to increase by 12,227 over the Plan period. As the population ages, the occurrence of long-term health conditions is likely to increase, creating complex geographies of need and demand on various services. The prevalence of specific conditions, including physical disabilities, sensory impairments and dementia can trigger the need for specific types of housing. Poor and unsuitable housing is estimated to cost the NHS at least £600 million per year.
- 4.9 Gloucestershire County Council is moving away from the commissioning of traditional residential and nursing homes towards increasing the use of housing with care. Working closely with the District Council, the aim is to provide a range of accommodation for people to help them remain independent and lead fulfilling lives.
- 4.10 Housing with care will not be suitable for everyone; a range of housing options are required. Homeshare, Co-housing and Shared Lives are gaining traction in Gloucestershire, all of which provide a viable, affordable housing solution to support people to maintain independence. Sheltered housing (or Independent Living) and general needs provision delivered by community housing trusts or through self build or cohousing projects provide further opportunities to meet needs and reduce demand on health and social care services. Providing for more two bedroom dwellings and bungalows as part of the on-site market mix in major developments can also assist in improving housing options for older people.
- 4.11 By aligning commissioning models of care with new housing developments where homes are built to accessible building regulation standards, housing



and care solutions for older, frail or disabled households can be delivered as part of mainstream housing.

4.12 In order to allow older people and those people with mobility problems, to live at home for as long as possible, changes have been made to building regulations providing for optional standards relating to adaptable and accessible homes. Based on the projected household growth and the changing demographics of the area, the **Local Housing Needs Assessment (LHNA)** has established the future need for adapted housing. The evidence supports the need for 67% of all housing to meet M4(2) Category 2 requirements and 8% of all housing to meet M4(3) Category 3 requirements (adaptable for market, adapted for affordable housing). The evidence also supports the need for a target of at least 25% or more of specialist housing for older people to meet M4(3) Category 3 requirements; and all specialist housing for older people should meet M4(2) Category 2 requirements.

4.13 These requirements should be designed into the development at the planning application stage but will be implemented through building regulations. The Council will take account of site-specific factors in applying the requirement and where the requirement would render the development unviable.

* NEW * Core Policy DCP2

Supporting Older People and People with Mobility Issues

There is an overall modelled demand of 3,091 older person homes for the Plan period, split between 2,811 sheltered housing and 280 extra care.

The development of specialist older person housing will be supported within both the owner occupied and rented sectors in accessible locations.

Major housing developments will be expected to provide for a range of house types, including two bedroom dwellings and bungalows, which many older people find desirable and suitable to live in as they age and which will release larger properties which will then be available to families.

Initiatives and developments will also be supported which:

1. Enable older people to live independently in their own home;
2. Increase the range of available housing options with care and support services in accessible locations;
3. Promote active lifestyles;
4. Increase older people's engagement in community life, including through "hubs".

To support an ageing population and the specific needs of people with mobility problems, 67% of both market and affordable homes market homes should be accessible and adaptable by meeting requirement M4(2) Category 2 of the Building Regulations and 8% of both market and affordable homes should be to M4(3) Category 3 of the Building Regulations. At least 25% of specialist housing for older people should meet M4(3) Category 3 requirements and all specialist housing for older people should meet M4(2) Category 2 requirements.



New housing development

Core Policy CP8: New housing development ►

- 4.14 The Council has produced a new **Local Housing Needs Assessment (LHNA)**, with adjoining Gloucestershire authorities, which identifies the needs for market and affordable housing in the District for the Plan period. It is important that new housing meets the needs of different groups in the community as identified in the LHNA in terms of different types, tenures and sizes.
- 4.15 This Plan establishes a settlement hierarchy (**Core Policy CP3**) to guide development to sustainable and accessible locations. The layout of new housing development should support accessibility by bus, pedestrian and cycle routes to key services and facilities and where possible enhance and extend existing routes to create a connected network for public transport and multi-user active travel modes.
- 4.16 As set out in other proposed policies, developments will be expected to contribute to community infrastructure, including transport.
- 4.17 Good design is also an important requirement to ensure that development respects the local landscape and/or townscape, contributes to a low carbon future and supports more active and healthier lifestyles.
- 4.18 An application for major housing development is defined as:
- an application for 10 dwellings or more; or
 - an outline application for residential development on a site of 0.5 hectares or larger

Core Policy CP8

New housing development

New housing development must be well designed to address local housing needs, incorporating a range of different types, tenures and sizes of housing, to create mixed communities. New developments must take account of the District's housing needs, as set out in the Local Housing Needs Assessment. In particular, on major sites, the expectation will be that the range of types, tenures and sizes should reflect the housing needs identified for that Parish Cluster area.

Residential development proposals will need to:

1. Be built at an appropriate density that is acceptable in townscape, local environment, character and amenity terms
2. Have a layout that supports accessibility by bus, bicycle and foot to shopping and employment opportunities, key services and community facilities or contribute towards provision of new sustainable transport infrastructure to serve the area
3. Have a design, layout, access, parking, landscaping and community facilities that are appropriate to the site and its surroundings
4. Use sustainable construction techniques and provide renewable or low carbon energy sources in association with the proposed development and
5. Be designed and built in ways consistent with cutting greenhouse gas emissions and adapting to climate change and its consequences.

Major residential development proposals will be expected to enhance biodiversity on site and, where appropriate, through a network of multi-functional green spaces, which support the natural and ecological processes.



Affordable housing

Core Policy CP9: Affordable housing ►

- 4.19 It is important that new residential development meets the identified housing needs in the District. This means providing the right mix of dwelling sizes and tenures, including affordable housing. The Council undertakes **Local Housing Needs Assessments** which evidence the need for affordable housing as well as for market housing. Affordable housing is defined as social rented, affordable rented or other routes to affordable home ownership, as defined in national policy, provided to eligible households whose needs are not met by the market.
- 4.20 The latest **Gloucestershire Local Housing Needs Assessment (LHNA)**, published in August 2020 identified an overall unadjusted need for affordable housing of 424 dwellings per annum after taking into account the committed supply. In terms of tenure, the LHNA indicated that the majority of need for affordable housing is for affordable or social rented properties. However, viability evidence indicates that a tenure split of 50% affordable rent and 50% affordable home ownership tenure would be viable for the majority of sites. There is a requirement in the **NPPF** on major sites for at least 10% of the 30% affordable housing requirement to be available for affordable home ownership, subject to criteria and exemptions.
- 4.21 Affordability is expected to worsen over the next 20 years increasing the impetus for a greater supply of affordable housing within the District. The Council believes that both the very high level of housing need and the limited supply of land for housing justify a low threshold for affordable housing provision. Therefore, the Council will require at least 30% of dwellings to be affordable in all housing, including extra care, schemes meeting the size threshold set out in the policy, unless unusually high costs associated with the development of the site, or the realisation of other planning objectives which take priority, make this not viable.
- 4.22 Other than in exceptional circumstances, affordable housing should be provided on site. This provision should be well integrated with the wider site and indistinguishable by either design or location from the market housing.
- 4.23 The Council has a council house development programme which aims to provide 111 new council dwellings over the period 2020 to 2024.
- 4.24 The Council will prepare a **Supplementary Planning Document** to provide more detail of how this policy will be implemented.



Core Policy CP9

Affordable housing

There is an overall unadjusted need for affordable housing of 424 dwellings per annum.

Planning permission will be granted for residential (including extra care) development providing an appropriate density that is acceptable in townscape, local environment, character and amenity terms, dwelling types, tenures and sizes seamlessly integrated with existing development or proposed mixed-use development. Affordable housing should broadly reflect the sizes and types that meet the proven needs of people who are not able to compete in the general housing market as well as reflecting the dwelling sizes and design in the proposed development.

Within the Cotswolds Area of Outstanding Natural Beauty or the designated rural areas of Alderley, Alkington, Amberley, Arlingham, Bisley with Lypiatt, Brookthorpe with Whaddon, Coaley, Cranham, Eastington, Frampton on Severn, Fretherne with Saul, Frocester, Ham and Stone, Hamfallow, Harescombe, Haresfield, Hillesley and Tresham, Hinton, Horsley, Kingswood, Longney and Epney, Miserden, Moreton Valance, North Nibley, Nympsfield, Painswick, Pitchcombe, Slimbridge, Standish, Stinchcombe, Uley and Whitminster, sites capable of providing 4 or more dwellings (net) will be required to provide at least 30% affordable housing.

In all other areas, sites capable of providing 10 or more dwellings (net), or covering a site area of 0.5 hectares or more, will be required to provide at least 30% affordable housing

The Council will negotiate the tenure, size and type of affordable units on a site by site basis, having regard to housing needs, site specifics and other factors.



Gypsies, Travellers and Travelling Showpeople

Core Policy CP10: Gypsy, traveller and travelling showpeople sites ►

- 4.25 Gypsies and Travellers have lived in Britain for at least 500 years and probably longer. Many Gypsies and Travellers continue to pursue an active itinerant lifestyle and are generally self-employed people. However, increasingly communities are becoming more settled. Travelling Showpeople are business people who have traditionally been involved in holding fairs and circuses for many hundreds of years.
- 4.26 The **Housing Act 2004** requires local authorities to take account of the needs of travelling people and to create strategies to meet those needs. National policy requires local planning authorities to identify and if necessary allocate sufficient sites to meet the needs of these groups within their local plans.
- 4.27 An updated **Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment** for Gloucestershire was published in 2017 to reflect new national definitions. There is a need for up to 7 additional pitches and 8 to 12 plots to meet the identified needs of Gypsies & Travellers and Travelling Showpeople, respectively, to 2031. Planning permissions have been granted for 16 pitches which will meet Gypsy and Traveller quantitative needs during the plan period but further provision for Travelling Showpeople is required. A new assessment is expected to be published in 2021.
- 4.28 A large proportion of future need arises from the growth of existing families resident within the District. The proposed approach towards meeting remaining needs not satisfied by existing permissions is to seek to meet needs where they arise. A sequential approach towards future provision will provide for the intensification and then extension of existing suitable sites before new sites are sought. Criteria are identified to guide development to appropriate locations if new sites are required.
- 4.29 The District Council will work actively with communities, the County Council and neighbouring authorities to assess and address community needs, any cross boundary requirements and matters of community cohesion.

Core Policy CP10

Gypsy, Traveller and Travelling Showpeople sites

The Council will safeguard existing authorised sites for Gypsy, Traveller and Travelling Showpeople uses provided there remains a need for these uses within the District.

A locally set target of up to 7 additional pitches is identified to meet Gypsy and Traveller residential needs from 2016 to 2031. A locally set target of 8 to 12 additional plots is also identified to meet Travelling Showpeople residential needs from 2016 to 2031.

The Council will ensure that a five years' supply of specific deliverable sites is maintained throughout the lifetime of the Local Plan by adopting the following sequential approach:

1. First preference will be to include additional pitches /plots within the boundaries of existing suitable sites
2. Second preference will be to extend existing suitable sites
3. Only where a sufficient supply of additional pitches or plots cannot be achieved through sustainable development at the above locations should new sites be identified.

If the need cannot be met at any existing suitable site the following location criteria will apply:

- A. The proposal will not have an adverse impact on neighbouring residential amenity or other land uses
- B. The site has safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network
- C. The site is situated in a suitable location in terms of local amenities and services including schools, shops, health services, libraries and other community facilities

- D. The site is capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage
- E. The site will enable vehicle movements, parking and servicing to take place, having regard to the number of pitches/plots and their requirements as well as enabling access for service and emergency vehicles
- F. The site is not situated within an unacceptable flood risk area.



Delivery Policies

4.30 These policies add detail to the interpretation and application of the Plan's development strategy and Core Policies.

Residential development at defined settlements and on strategic development sites:

***NEW* Delivery Policy DHC1**

Meeting housing need within defined settlements

At all settlements with defined settlement development limits, permission will be granted for residential development or redevelopment within those defined settlement development limits, subject to the satisfaction of detailed criteria defined for meeting housing need at settlements.

4.31 Our towns and villages provide a range of services and facilities to support new residential development. Small sites within settlements can make an important contribution to meeting future needs and maintaining a vibrant community.

4.32 Settlement development limits have been carefully defined around our towns and villages and are shown on the Policies Map. They are essential to the application of many of the Plan's policies and seek to achieve the following:-

- To direct development to appropriate and sustainable locations across the District;
- To protect the countryside from isolated and inappropriate development;
- To ensure that new development is sympathetic in scale and location to the form and character of our settlements; and
- To prevent the uncontrolled expansion of settlements and potential coalescence.

4.33 However, not all land within these defined settlement development limits may be suitable for further development. For example, the inappropriate development of residential gardens where development would cause harm to the local area. It is therefore important that criteria are established to guide development within defined settlement development limits. Policy **HC1** (page 237) identifies criteria to be considered.

***NEW* Delivery Policy DHC2**

Sustainable rural communities

In order to maintain the social sustainability of smaller rural settlements, small housing schemes of up to 9 dwellings will be supported outside settlement development limits at designated Tier 3b and Tier 4 settlements, providing all of the following criteria are met:

1. the proposed housing will consist of types, tenures and sizes that seek to address existing demographic imbalances in the local population and/or specific housing needs identified in a parish housing needs survey
2. the site adjoins settlement development limits or would fill in an otherwise built up frontage close to settlement development limits in a



manner that would be in accordance with the settlement pattern, the local environment, character and landscape setting of the settlement

3. the proposal is included within a Neighbourhood Development Plan or is supported by the relevant parish council
4. the proposal would not lead to a cumulative increase of more than 10% of the settlement housing stock as at 2020
5. the proposal satisfies the detailed criteria defined for meeting housing need at settlements.

For schemes of 4 or more dwellings, where 30% affordable housing is required, the affordable dwellings will be made available for those in need with a strong local connection. Appropriate legal agreements will be entered into to ensure that such dwellings will remain available as affordable housing for local need, with the necessary management of the scheme in place.

4.34 At smaller settlements where it may not be possible to identify small sites for development within settlement development limits, some limited extensions may be appropriate if they are to meet specific housing needs identified through parish housing needs surveys or through detailed demographic analysis of the local population. For example, some villages have seen a long term decline in population and an increase in the elderly profile, significantly in excess of District levels.

4.35 In the interests of social sustainability and maintaining a viable and active local community, some small scale market and affordable homes, including homes for older local people wishing to move into more suitable accommodation, will help to address changing local housing needs and support a more varied future population in these rural communities. Subject to local need, self-build, live-work and build to rent properties may form part of the market mix.

4.36 It is essential that such small scale developments are located and designed to reflect the settlement pattern, local design vernacular and to respect the landscape setting of the settlement. To avoid sporadic growth beyond the edge of our settlements it is important that the site adjoins settlement development limits or would fill in an otherwise built up frontage close to settlement development limits. Sensitive redevelopment of brownfield sites in particular will be supported adjacent to settlements. Detailed considerations are set out within the criteria for Policy HC1 below.

4.37 In order to maintain the distinct character and appearance of these smaller settlements, it is essential that this policy is subject to active management and control. Proposals must have the support of the local communities concerned and cumulative change through a series of small scale developments should be limited to an increase of no more than 10% of the settlement housing stock within defined settlement limits at the start of this Plan period.

Delivery Policy HC2

Providing new homes above shops in our town centres

Proposals to use the upper floors above shops and offices in identified town and local centres for residential use (three units or more) will be permitted where this does not threaten the continued ground floor commercial use or the vitality of the town centre or create amenity or parking problems.

4.38 Within many of our town centres, there is a significant amount of vacant or under-used space above shops. Where conversion of such space requires planning permission, the Council will positively encourage a scheme, provided that the buildings to be converted are suitable for that



purpose and the conversion itself will not lead to harm. Repopulation of our town centres can contribute to their vitality and viability.

4.39 The advantages of conversions are:

- They can contribute to urban regeneration.
- They can help restore buildings that are listed and in Conservation Areas.
- They can reduce pressure for housing on greenfield sites.
- Buildings suitable for conversion are in more sustainable locations, i.e. close to facilities and public transport links.
- They can lead to a greater variety of accommodation available with improved living conditions.

Delivery Policy HC3

Self-build and custom-build housing provision

The Council supports the provision of self-build and custom-build dwellings within settlement development limits and adjacent to settlement development limits, subject to satisfying all relevant policy criteria. In addition, at strategic sites allocated within this Local Plan and in addition to the affordable housing component, a minimum of 2% of the dwellings shall be provided as plots suitable for self- or custom-build in order to meet Government aspirations to increase self build developments, subject to appropriate demand being demonstrated. In determining the nature and scale of any provision, the Council will have regard to site-specific circumstances and local demand.

All schemes will:

1. be individually designed and bespoke to that household, employing innovative approaches throughout that cater for changing lifetime needs
2. provide appropriate linkages to infrastructure and day to day facilities
3. Include a design framework, submitted with the full or reserved matters planning application for the wider site, to inform detailed design of the individual units, where more than one self-build unit is proposed
4. satisfy the detailed criteria defined for meeting housing need at settlements.

At strategic sites, development briefs will set out how the self-build plots will be delivered and integrated into the wider scheme.

4.40 This policy is intended as a mechanism for supporting self-build development in appropriate locations, as sought in national policy. The Council maintains a local register of self-builders who wish to acquire a suitable plot of land to build their own home to evidence demand. The Council will also consider other evidence of local demand. The policy seeks to ensure that a genuinely innovative design approach and a high sustainable construction standard is achieved.

4.41 The Council supports the provision of self-build and custom-build dwellings within settlement development limits and on suitable sites adjacent to settlement development limits, as set out in policies **DHC2** and **HC4**, subject to all relevant policy criteria being satisfied.

4.42 A self-build scheme should be genuinely innovative in its use of materials, methods of construction or its contribution to protecting and enhancing the environment, so helping to raise standards of design more generally in rural areas. The value of such a building will be found in its reflection of the highest standards in contemporary architecture, the significant



enhancement of its immediate setting and its sensitivity to the defining characteristics of the local area. Where more than one dwelling is proposed, opportunities for pooled renewable energy generation facilities should be utilised.

4.43 On allocated strategic sites, the development brief will set out how the self-build plots will be delivered and a design framework should be agreed with the Council prior to the submission of individual applications. The design framework shall set out how a coherent design approach for the development of the site will be achieved. The design framework could take the form of design coding or a detailed design brief with which subsequent applications for the individual self-build dwellings should accord.

4.44 The District Council has joined a **Self Build Partnership** with South Gloucestershire Council, to provide guidance and support for communities and developers to enable the delivery of self build plots. The Council will also investigate opportunities for self-build and custom-build housing on Council owned land. A **Supplementary Planning Document** will be produced to support the delivery of self build and custom dwellings.

Delivery Policy HC4

Local housing need (exception sites)

Planning permission may be granted for affordable housing, including entry level homes, and single plot self-build or custom build affordable dwellings on sites well related to existing settlements. Such sites should be located close to, or adjoining, an accessible settlement with local facilities ('Third Tier') or above in terms of the Plan settlement hierarchy, unless specific local need and environmental considerations indicate that provision should

be met at fourth tier settlements. The Council shall meet local affordable housing need, where:

1. the Council is satisfied that there is a clearly evidenced local need, which cannot be readily met elsewhere in the locality, for the number and type of housing proposed. Occupants will be required to evidence their need for affordable housing and their connection to the relevant parish.
2. the site is accessible to a range of local services, such as shops, primary schools, healthcare and public transport
3. appropriate legal agreements are entered into to ensure that such dwellings will remain available as affordable housing for local need in perpetuity, with the necessary management of the scheme in place
4. the proposal satisfies the detailed criteria defined for meeting housing need at settlements
5. the design quality and gross internal floor area of affordable dwellings shall comply with the latest recommended standards used by Homes England where applicable.
6. Single plot self-build or custom-build affordable dwellings shall be limited to a maximum GIA of 100m². Permitted development rights will be removed from these properties to prevent this maximum being breached.

The Council will consider the inclusion of some market housing on affordable housing sites proposed under this policy where this is required to make the scheme viable. Robust proof will be required to ensure that the level of market housing is the minimum required in viability terms to deliver the affordable housing, including consideration of whether Government grant availability could reduce or negate the necessity for market housing. The inclusion of some market housing for cross-subsidy will not apply to self-build or custom build affordable homes.



4.45 An exception site is one that would not usually secure planning permission for market housing. In rural parts of the District, there are particular difficulties in securing an adequate supply of affordable housing for local needs. The Council's local housing needs 'exceptions' policy is an integral part of the corporate approach to meeting housing needs in our rural areas. However, national policy states that entry level exception sites should not be permitted in Areas of Outstanding Natural Beauty.

4.46 Rural exception sites should only be used for affordable housing in perpetuity. This policy seeks to address the needs of the local community by accommodating households who have a strong local connection either by current or recent past residency or via an existing family or employment connection. Preference will be given to those with a strong local connection to the parish, followed by those with a strong local connection to the adjoining parishes, then to the Stroud District as a whole. A **Local Housing Needs Survey (LHNS)** produced either by the Parish Council or by a housing provider using a methodology agreed by the District Council provides evidence of the extent and nature of local housing need for affordable housing sites. For single self-build and custom build affordable projects the applicants will need to provide evidence of their need for such a plot by providing information on income and local connection. Entry-level exception sites must meet a proven unmet need for first time buyer or renter properties.

4.47 National policy suggests that local planning authorities should consider whether allowing some market housing on affordable housing exception sites would facilitate the provision of significant additional affordable housing to meet local needs. In response, the Council will consider proposals where a majority of affordable homes are cross-subsidised by the provision of a minority of market housing, subject to the production of a detailed viability study demonstrating the requirement for this cross-

subsidy. Although the policy would not preclude any developer carrying out a suitable scheme with appropriate covenants on the land or legal agreements, the Council will require the properties to be managed by a Registered Provider.

4.48 Particular importance is given to sustainability considerations including the location of a site in relation to an existing settlement and local services, the scale of development proposed, the impact on the character of surrounding development, the landscape and countryside, as well as other planning criteria. National policy states that entry level exception sites should not be larger than one hectare in size or exceed 5% of the size of the existing settlement. Where only a small number of dwellings are proposed, and other suitable sites are not available in the Parish, the requirement to have reasonable accessibility to local services could be outweighed by an identified pressing need for affordable housing.

4.49 The Council will prepare a Supplementary Planning Document to provide more detail of how this policy will be implemented.

***NEW* Delivery Policy DHC3**

Live-work development

Live-work development will be supported subject to the following criteria being met:

1. the site is located within or adjoining settlement development limits and would not result in the loss of part of a key employment site or another existing employment site which is suitable for continued business use
2. the work element is not ancillary to the dwelling and is physically distinct from the residential accommodation with a separate access.



3. the residential floorspace of the live-work unit shall be occupied only by a person solely or mainly employed, or last employed in the business occupying the business floorspace of that unit, or by a widow or widower of such a person, or any resident dependants.
4. servicing arrangements should be appropriate to the scale of the use proposed and located so as to minimise impacts on residential accommodation.
5. the residential element should meet the normal standards for housing development
6. the residential element satisfies the detailed criteria defined for meeting housing need at settlements.

The business floorspace of the live-work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use.

4.50 National policy encourages flexible working practices, such as the integration of residential and commercial uses within the same unit. Live-work units can have a part to play in the rural economy.

4.51 Any live-work proposal will need to be considered on its own merits, rather than as a residential or employment proposal. Live-work units are emphatically not dwellings where someone works from home. That is why they are sui generis. The rationale includes the stimulation of rural employment opportunities, not just the removal of one person's journey to work. Otherwise dwellings in the countryside could be allowed for anyone who agreed to work from home and yet would still potentially generate partners' trips to work, school run, shopping trips and all the other journeys associated with residential dwellings. As such units will need to consider their impacts such as noise, smell, frequency of visitors on potential neighbours and the environment.

4.52 The workspace element has to be more than ancillary to the dwelling. Consequently, a live-work unit must establish why it has to be located where it is. It should not generate significant visitor movements. The Council will expect to apply the following principles to live-work units:

- the business floorspace of the live-work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use;
- the residential floorspace of the live-work unit shall not be occupied other than by a person solely or mainly employed, or last employed in the business occupying the business floorspace of that unit, a widow or widower of such a person, or any resident dependants.

Detailed criteria for new housing developments:

Delivery Policy HC1

Detailed criteria for new housing developments

Housing development within settlement development limits, and other limited housing development specifically allowed for by other policies in the Plan at locations outside of settlement development limits, will be permitted providing all the following criteria are met:

1. the proposed housing is of a scale, density, layout and design that is compatible with the character, appearance and amenity of the part of the settlement in which it would be located and the density proposed is at as high a level as is acceptable, in terms of townscape, street scene and amenity



2. where appropriate schemes should include a variety of dwelling types and sizes, which meet identified local needs
3. on edge of settlement sites, the proposal would not appear as an intrusion into the countryside, would be sympathetic in scale and location to the form and character of the settlement, would not lead to coalescence with other hamlets or settlements and would retain a sense of transition between the open countryside and the existing settlement's core
4. it would not cause the loss of, or damage to, any open space or PROW which is important to the character of the settlement unless the benefits of doing so outweigh the harm
5. it would not result in the loss or degradation of locally valued habitat which supports wildlife and would lead to biodiversity net gain
6. any natural or built features on the site that are worthy of retention are incorporated into the scheme
7. an appropriate area of private amenity space is provided for the occupiers of each dwelling house. Where other types of residential accommodation are proposed, an appropriate level of amenity space to serve the scheme as a whole is provided
8. it is not subject to any other over-riding environmental or other material planning constraint
9. it will have a layout, safe access and parking appropriate to the site and its surroundings and will, where possible, improve local access to walking and cycling routes.

The redevelopment of suitable brownfield land within settlement development limits for housing, including the remediation of contaminated land, is particularly supported.

and landscaping addresses social and environmental concerns as well as visual and functional ones.

4.54 More detailed information on materials used locally, the character of development across the District and broad design guidelines can be sourced currently from a variety of adopted documents such as **Neighbourhood Plans, Community or Parish Design Statements** as well as national best practice guidance. All will provide a context to any proposed development. These should be taken into account when designing developments to ensure that local characteristics are enhanced and local distinctiveness promoted through design. Compatibility with the character of an area does not require slavish pastiche or replication of standard designs. Innovation and contemporary design features can help to raise the design quality of an area where there is no strong local distinctiveness. **Design and Access Statements** should indicate how relevant policy has been reflected in a proposed development. The Council will review its **Residential Design Guide** to provide an up to date Supplementary Planning Document.

4.55 Compliance with the criteria in this policy will contribute to the achievement of sustainable forms of development. Natural and built features will be considered on a site by site basis and their merit will also be the subject of other policy considerations in this Plan.

4.56 The Council recognises that on smaller schemes capable of less than 4 units it may not be appropriate to have a mix of dwelling types, particularly in the context of criterion 2 of the Policy.

4.53 Good design and landscaping are essential to ensure that new development is successfully integrated into its local context. Good design



Community-led housing schemes:

***NEW* Delivery Policy DHC4**

Community-led housing

The Council supports the development of housing schemes that are initiated by local communities. These may include schemes involving affordable housing, co-housing, community self-build or housing for people with specific needs such as older people or those with disabilities. They may also include, as part of the proposal, community buildings, recreational areas, space for growing food or for supporting wildlife.

The Council will support innovative design, particularly where these contribute to the Council's ambition to deliver carbon neutral development.

While there are a number of types of community group or organisation that may be appropriate to promote development proposals, the Council will expect that the proposal has been initiated by a legitimate local community group which is able to demonstrate that it has a democratic structure, is not for profit, is controlled by the local community and has appropriate policies and procedures in place. However, given that development projects can be complex and time consuming to deliver, community groups may wish to consider partnering with organisations such as housing associations, landowners and agents.

Community-led organisations would also be suitable as a means of delivering affordable housing on rural exception sites.

specific grant funding to support these types of projects can be made available by central government.

- 4.58 Community land trusts are legal entities set up by communities to provide assets such as allotments or affordable housing. Co-housing is a form of housing that promotes a sense of community by providing communal areas such as dining halls. Housing co-operatives are controlled and managed by residents, and self-help housing usually refers to projects bringing empty properties back into use, often using volunteers or trainees.
- 4.59 The **Localism Act** allows for certain community organisations to bring forward a **Community Right to Build Order (CRTBO)** which permits smaller-scale development on a specific site without the need for planning permission, subject to a community referendum. Nailsworth Community Land Trust was one of the first in the county to achieve a CRTBO, which resulted in a new development of affordable homes at Lawnside in Nailsworth.

- 4.57 Community led housing is a growing movement of communities taking action to develop housing projects that provide decent and affordable homes. Community-led housing can include development (newbuild or refurbishment) by community land trusts, housing co-operatives, self-help housing or cohousing initiatives. From time to time,



Other forms of residential development:

Delivery Policy HC5

Replacement dwellings

The replacement of dwelling houses outside defined settlement development limits will only be permitted where all the following criteria are met:

1. the residential use has not been abandoned
2. the building is not a designated or non-designated heritage asset
3. the scale, form and footprint of the replacement dwelling is smaller than, or of a similar size to the existing dwelling (including any extensions). A minor enlargement of the replacement may be permitted, but only to allow the dwelling to achieve a basic living standard or to deliver exceptional sustainable construction standards and where the design does not detract from the character and appearance of the area
4. the replacement dwelling is located on or overlaps the footprint of the existing dwelling, unless relocation elsewhere within the existing residential curtilage would have positive flood management, landscape or biodiversity benefits, and the design does not detract from the character or appearance of its surroundings
5. the existing dwelling is not a caravan or mobile home.

- 4.60 The erection of replacement dwellings and extensions to existing houses can individually, and cumulatively over a period of years, have an adverse impact both on the character of individual properties and the surrounding countryside. The replacement of small rural dwellings with larger houses can radically change the character of an area to one of a more suburban

nature and also reduce the supply of the smaller rural dwellings. To help protect the character of Stroud's countryside, extensions and replacements of dwellings need to be controlled in terms of scale and design.

- 4.61 This policy aims to give protection to traditional smaller properties in the countryside, therefore helping to meet the objective of providing appropriate housing for the needs of the population. The **Local Housing Needs Assessment (LHNA)** will continue to be used to monitor the housing market need and demand.
- 4.62 In determining what constitutes "similar size", account will be taken of the extent to which the dwelling has been previously extended, or could be extended under permitted development rights. For the purposes of this policy, "original" is defined as the dwelling as it was built, or as it existed on the 1st July 1948.
- 4.63 Provision of replacement dwellings provides an opportunity to include flood resistant or resilience measures into the design of replacement dwellings in existing flood risk areas. In some instances, there may be an opportunity to re-site the dwelling within the existing residential curtilage to reduce flood risk or to achieve landscape or biodiversity benefits.
- 4.64 Where replacement dwellings are approved, planning conditions may also be imposed to remove permitted development rights so that control can be exercised over the future form of the building.
- 4.65 The law defines both 'mobile home' and 'caravan' as *"any structure designed or adapted for human habitation which is capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted"*. The connection of mains water / electricity /



sewerage, or the addition of cosmetic skirts that do not fix the structure to the ground, do not prevent it from coming within the definition.

Delivery Policy HC6

Residential sub-division of dwellings

In considering proposals for the sub-division of existing dwellings into two or more self-contained residential units the Council will have regard to:

1. the provision of adequate vehicular access, car parking, amenity space and facilities for cycle and refuse storage
2. the adequacy of the internal accommodation relative to the intensity of occupation envisaged and the impact upon any neighbouring residential or other units, including privacy, loss of daylight and overbearing effect
3. the likely impact on the character and appearance of the immediate neighbourhood of the design, scale, form and footprint of any proposed extension or alteration
4. no significant new extension should be made to any dwelling located outside defined settlement development limits: minor extension may be permitted only where essential in order for the new units to achieve basic living standards
5. the sustainability of the new development based around the site location and its relationship to the Plan's settlement hierarchy, including accessibility to shops, services and facilities
6. the need to minimise built form through the conversion of any existing outbuildings.

houses into multiple occupation and the use of first floor premises over shops and offices, as flats, can have benefits. These may include the retention and improved maintenance of a previously under-utilised building and the provision of small units of accommodation.

- 4.67 The conversion of houses into self-contained units of accommodation should only be undertaken with care and should have regard to the amenities of the neighbouring occupiers and the character of the area, whether rural or urban. Attention will be drawn to the provision of a satisfactory standard of parking space within the site curtilage for the increased number of residents and to prevent any potential obstruction of the highway caused by residents parking on the roadside by necessity.
- 4.68 In the rural areas, residential sub-divisions will be discouraged owing to their relative isolation away from services. Proposals must meet the additional criteria of not requiring any further significant extensions or additions to the original building in order to undertake the conversion. The building when subdivided should appear almost identical to its pre-conversion form and any alterations deemed to be necessary must be appropriate in character to the locality. This principle is consistent with the objective of development restraint in the countryside and will prevent the urbanising effect of unrestricted alterations.
- 4.69 Planning conditions may also be imposed to remove permitted development rights, so that control can be exercised over the future form of the building.

- 4.66 The Council will encourage the full and effective use of land in appropriate locations within existing urban areas. In particular, the conversion of



Delivery Policy HC7

Annexes for dependents or carers

Permission will be granted for the creation of an annexe where there is a clear justification for a dependant or full-time carer. The following criteria must be satisfied:

1. the annexe is linked to the main dwelling by an internal door or doors
2. the annexe is readily convertible into an extension to the main dwelling when no longer required for family health circumstances.

Permission may be granted to convert an existing outbuilding within the curtilage of a dwellinghouse to a self-contained annexe where it is not possible to attach the outbuilding to the main house. Any such permission will require a condition to ensure that a new dwelling is not created in an unsustainable location. Any outbuilding to be converted must be closely related to the main dwelling and have shared access arrangements, parking and amenity (garden) space.

4.70 A residential annex is taken to be accommodation that is ancillary to the main dwelling, which lies within the residential curtilage; and it must be used for this purpose. The resident of the annex should be clearly associated with the occupants of the principal dwelling house e.g. dependent relatives or domestic staff working for the residents of the principal dwelling. It is acknowledged that an extension of the house or conversion of an outbuilding may provide an opportunity to accommodate others within the curtilage of the main dwelling, whilst giving them some degree of independence.

4.71 However, the annex should form part of the same “planning unit” by sharing the same access, parking area and garden. A planning unit usually comprises the unit of accommodation, i.e. the residential unit and its

surroundings. This is because the Council would wish to avoid the annex becoming a self-contained dwelling, separate and apart from the original dwelling house, particularly where located in open countryside. Consequently, the Council may attach a legal agreement to prevent this occurring.

4.72 If the applicants’ wish is to separate off part of their curtilage to form a new planning unit, then there may be an acceptable way of doing so within defined settlement limits – this should be discussed with planning officers and several other policies in this Plan will be relevant (particularly HC8). But policy HC7 is designed principally to address the creation of a residential annex *outside* a defined settlement and in open countryside, where new dwellings are not usually permitted.

4.73 The layout, design and physical relationship between the house and the proposed annex will be important considerations for the Council in deciding such planning applications, as will the size and scale of the accommodation to be provided. It is unlikely that a large annex would receive permission if its size is out of proportion to its intended use. As a guide, the scale should be such that the annex could be used as a part of the main dwelling once the dependency need has ceased.

4.74 Existing detached buildings within the curtilage of a dwelling house, such as stables, coach-houses, garages etc, can be used as annexes as long as they do not become a separate self-contained unit and thus a separate planning unit (primary residential accommodation). They should not have separate boundary demarcation and amenity space should be shared.



Extending your home

Delivery Policy HC8

Extensions to dwellings

Permission will be granted for the extension or alteration of residential properties, and for erection of outbuildings incidental to the enjoyment of the dwelling, provided all the following criteria are met:

1. the plot size of the existing property is large enough to accommodate the extension or outbuilding without resulting in a cramped or overdeveloped site
2. the height, scale, form and design of the extension or outbuilding is subservient to the original dwelling, and is in keeping with the scale and character of the original dwelling (taking into account any cumulative additions), and the site's wider setting and location
3. following construction of the extension, or outbuilding, sufficient space is available for the parking of cars, in line with the Council's Parking Standards, in a way that does not detract from the character and appearance of the area
4. the proposed construction meets sustainability requirements for new build dwellings and appropriate additional opportunities to enhance the sustainability and energy efficiency of the existing dwelling or unit are taken, including the use of permeable paving.

- 4.75 The extension of existing dwellings is often an effective means of improving the housing stock. The Council is committed to allowing people to improve and extend their property, but will seek a high standard of design, which complements the scale and style of the house to be

extended and others nearby. Four main principles should be followed, to achieve a well designed home extension:

- Respect the appearance of the site and local area;
- Ensure the extension does not adversely affect your neighbours' amenities, including parking;
- Avoid potential impact on local community socio-economic needs, including housing mix; and
- Minimise the impact on the environment, taking account of accessibility and other sustainability considerations.

- 4.76 Guidance to help applicants to determine what may be acceptable can be found in adopted **Parish or Community Design Statements, Conservation Area Statements and Neighbourhood Plans**. Good design and use of quality materials may sometimes seem expensive but in many cases will reduce maintenance costs and increase the value of property.

Planning for healthy communities:

NEW Delivery Policy DHC5

Wellbeing and healthy communities

Stroud District Council will seek to improve the health and wellbeing of local communities by supporting proposals that include design measures to encourage healthier lifestyles and sustainable neighbourhoods, proportionate to the scale of a development proposal. Any potential demonstrable adverse impact of proposals on the health and wellbeing of existing or new communities will need to be mitigated in an appropriate manner.



Proposals on strategic allocation sites should include a robust Health Impact Assessment (HIA) identifying how the design, detailed land uses and layout will contribute to encouraging healthier lifestyles and will mitigate any identified adverse impacts.

Major development proposals should demonstrate that they have had regard to the following:

1. Provide access to healthy, fresh and locally produced food including through the provision of allotments and community orchards
2. Provide layouts that support the mental and physical wellbeing of residents and encourage healthy, safe and active lifestyles (including for those with disabilities) including through a network of multi-functional green infrastructure and safe, off-road multi-user tracks for walking/cycling/riding/mobility scooters
3. Provide convenient sustainable access to local health care facilities.

Proposals for the multi-use and co-location of health facilities with other services and facilities will be supported.

This puts you at greater risk of high blood pressure, heart disease, type two diabetes, depression and some cancers.

4.79 Health Impact Assessment (HIA) provides the framework to support the creation of healthy communities and embed opportunities for healthy lifestyles, physical activity and social interaction, accessible to all, in the design of new development.

4.80 The co-location of health facilities with other community services and facilities, including the provision of accessible and Changing Places toilets at key strategic community locations, will be supported to help tackle identified health inequalities and promote wider accessibility within the local community. The layout and design of new developments can also help to support healthy lifestyles through increasing space for growing food, facilitating multi-functional space and promoting social 'hubs' and community interaction.

4.77 Gloucestershire is generally a healthy county, but not everyone experiences good health and wellbeing and this is influenced by a wide range of factors, including our environment. **Gloucestershire Joint Health and Wellbeing Strategy** supports the **Vision 2050** ambition of Gloucestershire as a place where everyone can live well, be healthy and thrive and sets priorities for tackling health inequalities and addressing the wider determinants of health and wellbeing in our local communities including physical activity, mental wellbeing, social isolation and loneliness and healthy lifestyles.

4.78 Active Gloucestershire identifies one in five people in Gloucestershire is inactive and a third don't move enough to benefit their health. You are more likely to be inactive if you are older, on a low income or are disabled.

***NEW* Delivery Policy DHC6**

Protection of existing open spaces and built and indoor sports facilities

Development proposals shall not involve the whole or partial loss or, devaluation of, or loss of accessibility to, open space within settlements, or of outdoor recreation facilities, playing fields or allotments within or relating to settlements, or of built and indoor sports facilities unless:

1. a robust assessment of open space and sports provision, using the quantity and access standards for open space and indoor / built sports facilities set out in this Local Plan, has identified a surplus in the catchment area to meet both current and future needs, and full consideration has been given to all functions that open space and indoor / built sports facilities can perform, having regard to the existing deficiencies within the local area;



2. any replacement facility (or enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quantity, quality, availability and/or accessibility of open space or sport and recreational opportunities.

There should be no harm to spaces or built facilities which:

- A. contribute to the distinctive form, character and setting of a settlement
- B. create focal points within the built up area
- C. provide the setting for important buildings or scheduled ancient monuments, or are themselves of historic or cultural value
- D. form part of an area of value for wildlife, sport or recreation, including areas forming part of a 'green corridor'.

Local communities through Neighbourhood Development Plans shall designate Local Green Spaces which are of importance to them and are of particular local significance.

4.81 Open space, sport and recreation are important for our quality of life. Sports facilities and outdoor green spaces help us to enjoy more active and healthy lives, whilst also making our local areas more attractive places to live. Maintaining and enhancing recreation opportunities will contribute to opportunities for pursuing healthier lifestyle and improving our local places.

4.82 The current network of open spaces and recreation facilities within Stroud's towns and villages makes a significant contribution to their character and attractiveness. Open space takes many forms including parks, village greens, play areas, sports pitches, allotments, undeveloped parcels of land, semi-natural areas and substantial private gardens. Many provide important recreational and sporting facilities and whatever their size, function and accessibility they all contribute to local amenity and biodiversity. Built facilities, from local sports clubs and community centres

to major leisure centres, also provide a focus for the wider social health and wellbeing of communities. It is important to prevent the loss of open space and built facilities where this would harm their important recreation functions or the character of a settlement or the visual or biodiversity quality of the locality.

4.83 The Council has completed a comprehensive audit of recreation provision across the District which is set out in the Stroud District **Open Space, Green Infrastructure, Sport and Recreation Study**. Having regard to existing provision, local views through surveys and stakeholder engagement and national best practice, this major study has recommended defining new local minimum standards for play, recreation space and built and indoor sports facilities and incorporating these within the Local Plan. The Study has used the Local Plan's 'parish clusters' set out in Chapter 3 to assess provision across the District.

4.84 The Council will have regard to the **Open Space, Green Infrastructure, Sport and Recreation Study** when determining whether development proposals which may affect existing open space and built and indoor sports facilities are acceptable. Applicants are expected to supplement this Study with additional robust assessment work to satisfy the policy criteria if a replacement facility is proposed, to demonstrate the net benefit to the community in terms of recreation opportunities from their proposals.



NEW Delivery Policy DHC7

Provision of new open space and built and indoor sports facilities

New residential development shall be accompanied with additional accessible recreational and natural green space, and built and indoor sports facilities, proportionate to the scale of development. This will be provided in accordance with the following quantity and access standards:

Topic / typology (open space)	Quantity standard	Access standard
Allotments	0.35 ha/1000 population	720m (15 minutes walk time) for parishes with over 1000 people
Community Orchards	0.15 ha/1000 population for new provision only	720m (15 minutes walk time)
Amenity Green Space	0.40 ha/1000 population (sites > 0.15ha)	600m (12-13 minutes walk time)
Parks and Recreation Grounds	1.20 ha/1000 population	600m (12-13 minutes walk time). For parishes with less than 1000 people this could be met by an amenity green space.
Childrens Play Space	0.06 ha/1000 population	480m (10 minutes walk time) for parishes with over 500 people)
Youth Play Space	0.06 ha/1000 population	720m (15 minutes walk time) for parishes with over 1000 people
Natural Green Space (ANGSt)	1.0ha/1000 population for new provision	960m (20 minutes' walk time)
Playing Pitches and Outdoor Sports Facilities (PPS)	0.7ha/1000 population	

Total open space for new provision	3.92ha/1000	
Topic / typology (built facilities)	Quantity standard	Access standard
Indoor swimming pools	9.75 sq.m waterspace/1000 persons	
Sports halls	0.27 courts/1000 persons	
Health & Fitness Suites	6.3 health & fitness stations/ 1000 persons	
Small community hall	1:1,800 people (or 0.55 halls/ 1000 persons)	

Provision should be made on-site where possible and link well with any existing green infrastructure features in the local area and with the wider green infrastructure network. Where the achievement of these standards is unrealistic or inappropriate within the boundaries of the development site, a financial contribution will be secured through a legal agreement or Community Infrastructure Levy in lieu of on-site provision. Where new provision is made, appropriate measures will be sought to ensure the future satisfactory maintenance and management of the open space or facility.

Where application of the standards would deliver a significant surplus in the local area, requirements could be varied, in agreement with the developer, to provide another form of open space to help address a deficiency in the existing provision.

- 4.85 More people than ever before are participating in both organised and informal recreation activities and there is an increasing awareness of the importance recreation facilities play in the life of the community. The



demand for additional recreation facilities is likely to grow because of greater participation in leisure and increase in the overall population size.

4.86 The Council's **Open Space, Green Infrastructure, Sport and Recreation Study** (2019) identifies new quantity, quality and accessibility minimum standards of provision for the District. Many areas of the District are currently deficient against these standards. New residential development will add to the demand for recreation facilities in an area and needs to be provided in step with new housing.

4.87 Of particular concern in Stroud District is the need to ensure that adequate outdoor playing space for children is provided in association with new residential developments, and that appropriate contributions are made to the provision of larger areas of youth and adult play space which serves the new development. Wherever possible, the provision of outdoor playing space should be made on-site as an integral part of the development. It should be of an appropriate type to serve the needs of the development, and in a location well related to the proposed residential properties. The detailed requirements of any outdoor playing space provision will vary between sites and depend upon the needs of the residential development proposed and the level of existing recreational provision.

4.88 Natural greenspaces are very important to our quality of life. They provide a wide range of benefits for people and the environment. Access to natural greenspaces for fresh air, exercise and quiet contemplation has benefits for both physical and mental health. Natural England Research provides good evidence of reductions in levels of heart disease, obesity and depression where people live close to greenspaces. In addition to their potential ecological value, greenspaces also help us adapt to changes in climate through their role in reducing the risk of flooding, and by

cooling the local environment. Where trees are present they also act as filters for air pollution. Therefore, the Council places emphasis on providing natural and semi-natural open space at the levels set out in the policy; and on providing space that is of high quality, both for biodiversity and as a multifunctional resource for communities. As such the planting will primarily be native species and provide an opportunity to create linked networks of natural spaces. Sites should be easily accessible, welcoming, well maintained and managed, should provide ecosystem services (e.g. urban cooling and shading, flood water retention, carbon storage, climate change alleviation) and should provide a real increase in the quality of life for those living nearby.

4.89 The Council will produce a **Supplementary Planning Document** to provide information on how policies for protecting and enhancing existing open space and recreation provision and for the provision of new facilities will be implemented.



5



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5. Economy and infrastructure

Supporting economic growth by delivering a range and mix of employment uses, sites and types in the most appropriate location for the particular use, supported by and integrated with housing and other community infrastructure.



Core Policies

- 5.1 These policies sit at the heart of the Plan. They are the principal means of delivering the Plan's strategic objectives in relation to economic growth, jobs and infrastructure throughout the District (**SO2, SO3, SO4**).

Economic growth and strategic employment needs

Core Policy CP11: New employment development ►

- 5.2 The Council promotes and supports job growth in the District not only through provision of opportunities in the traditional employment land use categories of business use, general industrial use and storage/distribution use and “*Sui Generis*” industrial uses, but also in tourism, retailing, health care, education and leisure facilities. These are significant employment generators and are important to the functioning of the District's economy.
- 5.3 Consultants completed an **Employment Land Review (ELR)** in March 2021 for the Council. This takes the employment land requirements, set out in the **Gloucestershire Economic Needs Assessment (ENA)** which is detailed in **Chapter 2.6 Local economy and jobs**, and identifies a supply of suitable land to meet the needs of the District to 2040. The employment strategy for Stroud provides for new growth, protects key employment sites whilst allowing regeneration opportunities on poorly performing sites.
- 5.4 It is important to ensure that strategic housing growth is coupled with the delivery of significant employment development of the right type to help improve self-containment of communities. Policies for employment development in the Local Plan will have regard to both strategic and local business needs, and will aim to facilitate a flexible supply of land moving towards a low carbon economy. They will aim to both increase the number of jobs available locally that are currently lower than the number of available workers and provide for jobs that more readily match the broad skills of the workforce. Too few jobs and provision for a lower skill base are factors that have led to considerable movement of higher skilled workers out of the District to other places of employment. The District already has a reputation for advanced engineering, green technologies and creative skills that should be built upon. Further sites in locations that are accessible to the existing and proposed labour supply are proposed, but with a focus on urban areas in order to help reduce out-commuting from the District.
- 5.5 Stroud is predominantly a rural district however, and it is recognised that employment growth will also take place away from traditional business parks and industrial estates – for example through the diversification of the rural economy, and the growth of leisure and tourism and increase in home working. Appropriate proposals to make provision for jobs in these areas will be supported. Opportunities for industrial symbiosis will be sought. This is the interaction and association between various companies and industries in which by-products and waste materials can form the raw materials and resources for other industry. Encouragement of these principles will contribute to a more sustainable, circular economy.



5.6 The District contains a number of key employment sites that provide a good range of premises for existing and new businesses. The **ELR** has assessed the role of these employment sites and has recommended that these are protected as they form the basis for the Council's employment role. However, some employment sites are relatively run down, under-used and would benefit from regeneration. The area requires more jobs and the more intensive use of much of this land for higher density employment development, coupled where appropriate with enabling development and environmental improvements, complements the overall strategy for growth.

Core Policy CP11

New employment development

New employment development will be provided through a range of sites and premises across the District. Strategic employment sites will be allocated, mixed use developments encouraged and the expansion of existing businesses and rural diversification supported. Employment sites will be provided in order to increase the range and choice of sites available and to address the self-containment of settlements in terms of homes / jobs balance. Small work places, live-work units and facilities for co-working will be supported as part of new housing developments.

Existing employment sites will be safeguarded unless new proposals are put forward that intensify the employment use of part of the site, supported by enabling development as set out in other policies in the Local Plan. Sites allocated for mixed use redevelopment should aim to provide for at least the same or an increase in the level of job opportunities as existed when the employment space was previously used, subject to viability and site specific circumstances.

Permission will be granted for industrial or business development, or for the expansion or intensification of existing industrial or business uses, recognising the specific locational requirements of different sectors, provided that the proposals would:

1. Be of a type and scale of activity that does not harm the character, appearance or environment of the site or its surroundings or to the amenity of occupiers of nearby properties
2. Be readily accessible by public transport, wherever possible, and by bicycle and foot, or contribute towards provision of new sustainable transport infrastructure to serve the area, in order to make the development accessible by those modes
3. Have a layout, access, parking, landscaping and facilities that are appropriate to the site and its surroundings
4. Use sustainable construction techniques and provide for renewable or low carbon energy sources in association with the proposed development
5. Enable provision of infrastructure in ways consistent with cutting carbon dioxide emissions and adapting to changes in climate (including SuDS and green infrastructure)
6. Demonstrate how the principles of industrial symbiosis have been taken into account.



Retail and town centres

Core Policy CP12: Town centres and retailing ►

- 5.7 This core policy seeks to protect and bolster the role that our town centres play in providing jobs and contributing to a strong local economy.
- 5.8 A countywide hierarchy of retail centres was first established through the adopted **Gloucestershire Structure Plan** (1991). For this Local Plan, the hierarchy has been examined and a revised hierarchy established to serve the needs of retail and town centre development in Stroud District. The **Stroud Town Centres and Retailing Study 2010**, as amended by the **Retail Study Update 2013** and **Retail/ Town Centre Planning Policy Advice 2021**, identifies and assesses the higher levels of this hierarchy and this is reflected in **Core Policy CP12**. The hierarchy reflects the scale, nature and role of the centres and their importance within the retail and leisure offer in the District.
- 5.9 The Town Centres are shown on the **Policies Map**, including the Primary Shopping Areas. Primary Shopping Areas are defined as where retail development is concentrated. Primary Shopping Areas are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Greater opportunities for a diversity of uses such as restaurants, cinemas and businesses are provided within the defined Town Centre outside of the Primary Shopping Area. The town centres identified comprise **Berkeley, Dursley, Minchinhampton, Nailsworth, Painswick, Stonehouse, Stroud** and **Wotton-under-Edge**. All typically comprise a diverse range of town centre uses with a retail focus and can include ancillary social, leisure and cultural and other uses.
- 5.10 The role of the identified retail centres will be maintained to ensure they provide an appropriate range of facilities and services which serve each

town, community or rural hinterland. The hierarchy of centres will serve to sequentially guide appropriate retail, leisure and commercial development to help maintain and, wherever possible, enhance those centres. Development in these centres should seek to serve the needs of the residents within their hinterland or catchment, although some centres may also serve passing trade. Town and district centres should be, or have the potential to be, well served by public transport. Local centres should be easily accessible by cycling and walking. Local centres and neighbourhood shopping, identified as lower-order local centres, should be maintained and protected, in order to ensure all residents in the District have access to a basic range of small shops and services of a local nature.

- 5.11 On allocated strategic sites, the development brief will set out the expected content of the planned new centre and the level of detail and analysis required at the planning application stage including:
- an analysis of the proposed main town centre uses in relation to their scale and format
 - the likely catchment of the proposed new centre
 - an analysis of the accessibility to existing stores and centres in the wider area
 - the spending power of the new development that the new centre seeks to serve
 - an assessment of financial impact
 - an assessment of the likely scale of trading overlap with existing centres in the surrounding area.

(contd.) ... ►



Core Policy CP12

Town centres and retailing

Town centre uses will be located according to the Retail Hierarchy as set out below, in order to promote choice, competition and innovation:

Principal Town Centre	Stroud
Other Town Centres	Dursley, Nailsworth, Stonehouse, Wotton-Under-Edge
District Centres	Berkeley, Cam, Minchinhampton, Painswick
Local Centres	Cainscross (Stroud), Great Oldbury (<i>anticipated</i>), Hardwicke (<i>anticipated</i>), Hunts Grove (<i>anticipated</i>), Kings Stanley, Sharpness new settlement (<i>anticipated</i>), Whaddon (<i>anticipated</i>), Whitminster, Wisloe new settlement (<i>anticipated</i>)
Neighbourhood Shopping (Lower-order Local Centres)	Kingshill (Dursley), Woodfields (Cam), Brimscombe, Manor Village

- A. **Stroud** town centre will remain the principal town centre in the District. Proposals for major town centre uses will be directed sequentially to the Primary Shopping Area but then to the wider town centre. After Stroud, priority will be given to improving retail and leisure facilities in **Dursley, Stonehouse, Nailsworth** and **Wotton-under-Edge**.
- B. The vitality and viability of all the District's centres will be maintained and enhanced, as will their existing range of uses, including local markets. This will involve widening the range of uses (including housing, where appropriate) and encouraging convenient and accessible shopping, leisure, service and employment facilities to meet the day-to-day needs of residents.

- C. On large new settlement and urban extension sites, which are not within easy walking distance of existing shops and services, new local centres will be established or existing retail and leisure functions adapted to serve the needs of the residents. Such centres should be of a scale appropriate to the site, should not undermine the role or function of other centres within the retail hierarchy and should not become destinations in their own right.
- D. Retail, leisure and other uses (including entertainment, cultural and tourist uses as well as other mixed-uses) that would support the vitality and viability of the centres in the hierarchy below Stroud town centre will be directed sequentially to primary shopping areas, within designated town centre or local centre boundaries, then to edge-of-centre locations and, only if suitable sites are not available, to out-of-centre locations, provided they:
 1. are of a scale and nature that is appropriate to the size and function of the centre;
 2. would not lead to unsustainable trip generation from outside their catchments and;
 3. are in accessible locations with good connections to town centres.
- E. Outside these centres, the following types of retail provision will be supported:
 1. bulky-goods non-food retail development, so long as any increase in floorspace will not have an unacceptable impact on town centres and the proposal is in accordance with the sequential test as set out in national policy
 2. specialist uses (including car showrooms) and trade centre developments not within key employment sites, where it will not have an unacceptable impact on a town centre
 3. small-scale ancillary retail uses within employment sites (including showrooms)
 4. changes of use to retail and other local services within existing neighbourhood centres and
 5. small shops within residential areas to serve the local area.



◀ 5.12 In implementing **Core Policy CP12**, the vitality and viability of the town centres will be assessed against the following criteria (drawn from other policies in the Plan):

- The location and prominence of the premises within the primary shopping area;
- The floor space and length of frontage of the premises;
- The number, distribution and proximity to other non-class E premises, or with planning permissions for such use, within the primary shopping area in question and throughout the town centre;
- The particular nature and character of the use proposed, including the level of pedestrian activity associated with it;
- The level of vacancies in ground floor properties; and
- Whether the proposed use will give rise to noise, smell or other environmental problems.

5.13 For clarity of implementation of this policy, bulky goods are defined as durable goods that are too large and/or heavy to be taken away by shoppers and usually have to be delivered (e.g. furniture/ fridges/ freezers/ cookers/ building materials).

Travel and transport

Core Policy CP13: Demand management and sustainable travel ▶

- 5.14 Our District supports a network of market towns, well connected to their rural hinterlands and interspersed with villages and employment centres. Combined with the sparsity of roads and the hilly topography, this presents a greater range of challenges when trying to improve the transport network, and is a factor in the dominance of car travel as the preferred mode of transport. 75% of commuters in the Stroud District travel by car whilst 27% of people travel less than 5km to work, of which two thirds travel by car (**Stroud Sustainable Transport Strategy**, 2019)
- 5.15 Whilst car travel will continue to be a part of the transport strategy, its role has to be set against the relevant **Strategic Objectives** of the plan, namely **SO4: Transport and Travel**, and **SO5: Climate change and environmental limits**, underpinned by the Council's aim to become carbon neutral by 2030. This will require policies which reduce the need to travel by locating complementary uses close to each other and by seeking the improvement of public transport systems, pedestrian and cycling facilities. This has to be complementary with a policy to encourage the reduction of the impact of vehicular traffic in terms of both congestion and carbon emissions.
- 5.16 **Highways England** operates, maintains and improves the strategic road network in England. The **Local Highway Authority (LHA)** manages and maintains roads within Gloucestershire (outside the strategic road network) and provides public transport and promotes safe and sustainable travel. In addition, Highways England and the LHA consider and provide advice on the impact that development may have on the highway. The Council, in cooperation with both Highways England and the LHA, has produced a **Sustainable Transport Strategy** and **Traffic Forecasting Report**



to accompany the Local Plan. These reports have considered the traffic generation and distribution arising from the developments, to determine how to deliver the connectivity and mobility needed to support growth in as sustainable a manner as possible and the ability of the existing highway network to accommodate additional traffic and whether junction mitigation is required. The results of this assessment are important considerations in the policy here.

5.17 There are currently two major gliding clubs within the District; The Cotswold Gliding Club (CGC) based at Aston Down Airfield, and The Bristol and Gloucester Gliding Club (BGGC) based at Nympsfield. In addition, there are several hot air balloon and paragliding sites. The Gliding clubs generate 22,500 aircraft movements per annum. Ensuring the safety of such aircraft movements is therefore a consideration that can impact on the planning process. The regulation and management of air safety in the United Kingdom is the responsibility of the **Civil Aviation Authority (CAA)**. In addition, gliding is further regulated by the **British Gliding Association (BGA)**. These statutes, regulations and advice prescribe the routes and heights that aircraft can use, both on route to, and in the vicinity of aerodromes. The Council will seek to ensure that any risks between aircraft movements and proposed developments are removed, both for the safety of the general public and aircrew alike. Both the CGC and BGGC have agreed safeguarding areas. The Council will expect planning proposals to address any relevant potential air safety and or aerodrome operation issues in the vicinity of these airfields.

Core Policy CP13

Demand management and sustainable travel measures

Proposals for major schemes, as defined by the Town and Country Planning (Development Management procedure) (England) Order 2010, will be supported where they:

1. Provide for a variety of forms of transport as alternatives to the car to allow more sustainable choices
2. Improve the existing infrastructure network, including road, rail and bus, facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users
3. Mitigate any significant adverse effects upon the transport network that arise from the development proposed.

In all development cases, schemes shall:

- i) be located where there are, or will be, at the time of development, choices in the mode of transport available and which minimise the distance people need to travel
- ii) provide appropriate vehicular parking, having regard to car ownership and the Council's adopted standards
- iii) not be detrimental to and, where possible, enhance road safety and
- iv) not cause or contribute to significant highway problems or lead to traffic related environmental problems.

Development proposals will be expected to consider all possible sustainable transport options before the capacity of the road network is increased.

Development proposals shall be consistent with and contribute to the implementation of the agreed transport strategy, set out in the Gloucestershire Local Transport Plan and the Stroud Sustainability Transport Strategy. Any transport assessment needs will be consistent with the requirements set out in the Gloucestershire Local Transport Plan.



Delivery Policies

5.18 These policies add detail to the interpretation and application of the Plan's development strategy and core policies.

Protection and development of employment sites

Delivery Policy EI1

Key employment sites

The key employment sites listed below will be retained for B and E(g) Class Uses. Redevelopment for alternative uses or changes of use from employment use will not be permitted on these sites, except for the provision of ancillary uses specifically designed to support the primary use (for example, catering or additional parking areas).

Site	Parish	Location
EK1	Berkeley	Rigestate, Station Road
EK3	Brimscombe & Thrupp	Griffin Mills Industrial Estate
EK4	Brimscombe & Thrupp	Hope Mills Industrial Estate
EK5	Brimscombe & Thrupp	Phoenix Industrial Estate
EK6	Cam	Draycott / Middle Mill Industrial Estate
EK7	Cam	Cam Mills, Everlands
EK8	Chalford	Chalford Industrial Estate
EK9	Dursley	Littlecombe Business Park
EK10	Eastington	Meadow Mill Industrial Estate
EK11	Frampton on Severn	Frampton Industrial Estate
EK12	Hardwicke	Quedgeley West
EK13	Hardwicke	Hunts Grove/Quadrant Distribution Centre

EK14	Haresfield	Javelin Park
EK15	Haresfield	Quedgeley Trading Estate East
EK16	Hinton	Severn Distribution Park
EK17	Kingswood	Renishaw New Mills
EK18	Kingswood	Renishaw Charfield Works
EK19	Kingswood	Abbey Mill Industrial Area
EK21	Minchinhampton	Aston Down
EK22	Nailsworth	Inchbrook Industrial Estate
EK23	Nailsworth	Nailsworth Mill Industrial Estate
EK24	Nailsworth	Spring Mill Industrial Estate
EK25	Rodborough	Bath Road Industrial Estate
EK26	Stonehouse	Stroudwater Industrial Estate
EK27	Stonehouse	Stonehouse Park
EK28	Stonehouse	Bonds Mill Industrial Estate
EK29	Stonehouse	Upper Mills Industrial Estate
EK30	Stonehouse	Ryeford Industrial Area
EK31	Stroud	Fromeside Industrial Estate
EK32	Stroud	Salmon Springs Industrial Estate
EK33	Stroud	New Mills/Libby Drive
EK34	Woodchester	South Woodchester Industrial Area
EK35	Woodchester	Frogmarsh Mill Industrial Area
EK36	Wotton under Edge	Tabernacle Road
EK37	Wotton under Edge	Renishaw Old Town

5.19 In order to create the right conditions for economic prosperity, it is very important that an adequate supply of land to meet development needs is provided. National policy advises councils to ensure that there is sufficient land available, which is readily capable of development and well served by infrastructure, on a variety of sites, as far as possible providing a balance between employment and population.

5.20 The latest **Employment Land Review (ELR)** (2021) assessed 46 employment sites across the District, comprising 345.04 ha of land mostly



in active E/B class use. Employment sites were scored according to criteria such as location, quality of buildings, access, growth prospects and site constraints. The findings demonstrate that almost all sites are actively in use, well occupied and should be protected in the Local Plan. Sites range from high quality, modern business premises to more moderate quality sites to some very modest accommodation. However, almost all continue to meet business needs and even lower scoring sites continue to have a role, providing the budget accommodation which many micro businesses require.

- 5.21 In response to the **ELR**, employment sites within the District will be protected therefore from changes of use requiring planning permission to maintain economic prosperity. The policy approach retains land as key employment sites and seeks to protect existing employment uses and also directs new employment uses to these areas. Employment uses on these sites include offices, factories, warehousing and light industrial.

Delivery Policy EI2

Regenerating existing employment sites

Regeneration of existing employment land listed below will be permitted for mixed-use development, including employment-generating uses and housing, provided that there are demonstrable environmental and/or conservation benefits. Site rationalisation should provide at least the same employment opportunities for the local community as existed when the employment space was previously used, subject to viability and site specific circumstances.

Site	Parish	Location
ER3	Brimscombe & Thrupp	Ham Mills
ER7	Rodborough	Daniels Industrial Estate

ER8	Stroud	Stafford Mills Industrial Estate
ER9	Stroud	Lodgemore & Fromehall Mills
ER10	Kingswood	Orchestra Works

- 5.22 The 2021 **ELR** recognises that on certain sites there is scope for regeneration and investment through mixed-use re-development, with the aim of providing jobs on site in improved premises. In some cases, a more intensive mixed-use development could provide greater benefit to the local community than if the site was retained solely in employment use. Mixed-use re-development offers the opportunity to contribute to the creation of a resilient, high value employment base, capitalising on Stroud District's existing specialisms in high tech manufacturing niches, environmental technologies and digital technologies, for example. This approach offers the potential to tackle the local skills gap and, in addition, to contribute towards resolving issues of suitable sites/premises. Mixed uses providing employment could include leisure, tourism, shopping associated with the restoration and reopening of the Cotswold Canals.
- 5.23 Policy **EI2** aims therefore to regenerate sites which would otherwise remain under-used or might potentially be lost entirely to alternative uses, such as housing. The policy underpins the aim of providing sustainable development within the District. It will aid the provision of both homes and jobs within the area. It will also aid the regeneration of the canal corridor and/or bring about environmental and conservation benefits. Environmental benefits include the removal of redundant structures in watercourses and the provision of enhanced fish passage, the opening up of culverted watercourses and the removal of obstructions to flood flow routes. These aspects can contribute to the achievement of good ecological status and help avoid deterioration of water quality in line with the requirements of the **Water Framework Directive (WFD)**.



- 5.24 Mixed-use redevelopment will be expected to provide important community and/or regeneration benefits. The development should aim to provide at least the same employment opportunities as existed when the employment space was previously used, subject to viability and site specific circumstances. In circumstances of site vacancy over a long time period, an employment densities guide shall be used as a basis to model traffic generation related to the last authorised employment use. An appropriate model shall be agreed with the Council.

Delivery Policy EI2a

Former Berkeley Power Station

The site will be retained for office, B2 and B8 employment uses and for employment related training and education purposes and for operations and uses associated with the decommissioning of the nuclear power station. Redevelopment for unrelated alternative uses will not be permitted.

- 5.25 The former Berkeley Power Station site includes the **Nuclear Licensed Site** subject to the decommissioning process and also de-licensed office and laboratory accommodation.
- 5.26 Proposals for operations and uses associated with decommissioning, waste management and land remediation on the **Nuclear Licensed Site**, in line with national strategies and policies and regulatory requirements, will be supported.
- 5.27 The de-licensed site, which includes office and laboratory accommodation, is now subject to ongoing re-use and redevelopment as the **Gloucestershire Science and Technology Park**. The Park will include a

range of educational, training and research facilities related to the renewable energy, engineering, digital technologies, advanced manufacturing and nuclear sectors with room for expansion. Proposals for continued office, B2 and B8 uses and ancillary uses, or those associated with the Science and Technology Park (including forms of renewable and low carbon energy generation) will be supported.

- 5.28 The District Council, the County Council and neighbouring South Gloucestershire Council, are supporting a bid being put forward by Western Gateway, for Berkeley and nearby Oldbury power stations to host a prototype fusion power plant and associated facilities as part of the **STEP (Spherical Tokamak for Energy Production)** UK programme. If selected, the nomination would create thousands of highly skilled jobs, and create a world leading fusion cluster, requiring support from our aerospace, marine, digital, cyber, phototonics and construction sectors, significantly boosting our economy. The Government will select the successful site by December 2022.

Delivery Policy EI4

Development at existing employment sites in the countryside

At existing employment sites in the countryside, the extension of existing buildings, site boundaries and the provision of new buildings, including infilling between existing buildings, will be acceptable provided that:

1. The proposal facilitates the retention or growth of local employment opportunity
2. The proposal would not cause an unacceptable visual impact on the local character in terms of its siting, scale, materials or site coverage



3. There are no suitable alternative buildings or sites that can be used adjacent to the site or locality
4. The proposal can avoid harm to local amenities and adjoining land uses, particularly where residential uses have been permitted on part of the site
5. The proposal would not generate significant traffic movement and volume that would lead to unacceptable environmental impacts or detriment to road safety.

Proposals will be expected to include measures to secure environmental improvements such as landscaping, enhancing biodiversity and incorporating SuDS.

5.29 The Council recognises the importance of sustainable economic development to the rural economy and the role of established enterprises in these rural areas. Therefore, some weight should be given to the benefits of the extension and intensification of existing sites. Policy E14 sets out this approach. Where there is sound justification for employment development in the countryside and a new building or buildings are required, the applicant will need to demonstrate that there are no existing buildings in the locality that could be used for the proposed use. This is because of the general policy of development restraint in the open countryside. This policy excludes farm diversification proposals and associated development which is covered under Policy E15.

Delivery Policy E15

Farm and forestry enterprise diversification

Development which forms part of a farm or forestry diversification scheme will be permitted where the proposal can demonstrate the viability of

farming or forestry through helping to support, rather than replace or prejudice, farming or forestry activities on the rest of the site and promotes the use of farming or forestry practices that have a positive impact on environment.

In all cases, a diversification plan will be submitted, which demonstrates that:

1. The proposed development will stimulate new economic activity with a use compatible with its location, which maintains the relative sustainability of a rural area
2. Diversification activities remain subsidiary to the agricultural or forestry operation, in terms of physical siting, scale and form
3. Diversification activities avoid adverse environmental impact in terms of biodiversity interests; landscape character qualities; air, soil and water qualities; and/or level of activity within a rural location
4. The development re-uses or replaces existing buildings where possible. Where this is not possible, the development should be related physically and functionally to existing buildings and should retain the agricultural character. Any outdoor storage is provided as a minor ancillary element of the diversification proposal
5. The proposed development will not generate traffic of a type or amount inappropriate for the rural roads affected by the proposal, or require improvements or alterations to these roads which could be detrimental to their character.

5.30 National policy promotes the development and diversification of agricultural and other land-based rural businesses. Diversification can be described as any proposal which seeks to supplement farm income on working farms. These are usually categorised into E(g), B2& B8 employment uses, tourism, services, sport and recreation and other employment uses appropriate to a rural area. The conversion of disused farm buildings for tourism accommodation can usually be supported;



whilst sport and recreation projects that do not have an adverse impact on the landscape or biodiversity can be encouraged, subject to adequate safeguards.

- 5.31 The choice to diversify does not necessarily mean that farm business stops operating in the traditional way. Any new activity will provide additional income and potentially create more employment opportunities. This in turn will help sustain rural communities and the succession of younger people in rural enterprises. Appropriate investment in the rural economy will also assist in the sustainable management of the countryside, which will bring about wider conservation and community benefits. Production of food for local consumption will be encouraged as well as organic and permaculture farming methods. Diversification schemes can also provide an assured future for traditional farm buildings.
- 5.32 The Council believes that Farm Business Plans should support applications for diversification. Such plans can demonstrate how the diversified activity fits into the wider farming picture, and set out its environmental consequences highlighting how any significant adverse effects will be mitigated. It is unlikely that proposals for farm diversification could be supported for smaller tracts of land which are not part of a working farm.
- 5.33 The proposal should be a secondary activity to the main farm enterprise and ideally will complement the daily farm activity. The scale of any proposal will be important. Too large a project may overwhelm an existing farm enterprise in terms of size or its financial contribution to the business. On the other hand, there may be economic benefits in supporting expansion of an existing business which has become very successful. Again good design can be very important in overcoming potential problems of scale. The agricultural operation should remain the

main business and the diversification proposal shall be subservient to the main farm business.

- 5.34 Preference will be given to the sympathetic conversion of existing buildings and an applicant will have to demonstrate why it will not be practical to use an existing building in preference to new build. Where it has been successfully demonstrated that a new building is required, this should be for the sole use of a diversification project and not for any other purpose. It should also be in scale with its surroundings and appropriately designed for its intended use. Well proportioned buildings, which take into account their setting and use of materials, are more likely to be acceptable. Many farming enterprises have sufficient space next to existing buildings to enable any new building to be properly assimilated into the farm complex without causing undue harm.
- 5.35 The change of use of an existing agricultural building to a non-agricultural use, which subsequently gives rise to demand for a new building to meet the original use, will not be supported, unless there is clear evidence of changing farming practices that can justify further expansion or change.



Shopping, leisure, tourism and community facilities

Delivery Policy EI6

Protecting individual and village shops, public houses and other community uses

Where planning permission is required, development which involves the loss of individual shops, public houses, village halls and other community facilities located outside defined retail and town centre boundaries will be supported where all the criteria below are satisfied:

1. there is no prospect of the current use continuing (which is evidenced)
2. there are adequate similar use facilities either within that settlement or adjoining countryside which cater for the needs of the local population and is accessible by walking or cycling – a distance of 800m
3. the current or previous use is no longer viable, demonstrated by audited financial and marketing evidence over an agreed reasonable period.

educational, spiritual, recreational, leisure and cultural needs of the community. The provision of these small-scale local use facilities helps to ensure that residents have convenient access to a reasonable range and choice of facilities, including arts and cultural activities, whilst helping to reduce travel and car use. 800 metre distance represents the maximum distance from a local facility that can be considered convenient to walk for everyday activities.

- 5.36 National policy acknowledges that the planning system can play an important role in creating healthy, inclusive communities. This policy seeks to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- 5.37 The Council will therefore seek to ensure that established individual and village shops, facilities and services are retained for the benefit and accessibility of the community, for their continued vitality and well-being. Community facilities provide for the health and wellbeing, social,

- 5.38 A reasonable period may be dependent on the specific circumstances of the case. The Council will generally consider a reasonable period to be one where marketing has been sustained for a period of 12 months. The applicant's financial and marketing evidence may be subject to independent examination and this data will be handled with commercial sensitivity.
- 5.39 The marketing evidence should be on a reasonable commercial basis. A community use viability model may not be on the same commercial profitability margins and this should be taken into account when determining viability of the existing use. A change of use may be considered on part of the site to enable a continued community use.



Delivery Policy EI7

Primary Shopping Areas

Within Primary Shopping Areas, the change of use from Class E uses at ground floor level to other uses will only be acceptable if compatible with the focus of the Primary Shopping Area as the heart of the town centre assessed against the following criteria:

- The location and prominence of the premises within the primary shopping area;
- The floor space and length of frontage of the premises;
- The number, distribution and proximity to other non-class E premises, or with planning permissions for such use, within the primary shopping area in question and throughout the town centre;
- The particular nature and character of the use proposed, including the level of pedestrian activity associated with it;
- The level of vacancies in ground floor properties; and
- Whether the proposed use will give rise to noise, smell or other environmental problems.

5.40 Primary Shopping Areas are at the heart of the town centre, they contain streets that are dominated by shops and have the greatest pedestrian footfall. It is important to retain the function of Primary Shopping Areas as dominant shopping areas, as large numbers of shops in close proximity to each other are important to the attractiveness of the centre and its convenience to shoppers. These areas can also have a valuable social role as an accessible central place to meet other people and a carbon reduction role with multi-purpose journeys being undertaken.

5.41 The delivery of town centre schemes will be private sector led, but the Council will assist in negotiating appropriate proposals; it will seek to focus retail and leisure activity in the town centres and will resist permanent losses from Primary Shopping Areas (as defined on the Policies Map).

5.42 Within these areas, proposals for ground floor Class E uses will be supported. A proposal for ground floor uses outside Class E will only be allowed if the development does not harm the character of these areas as the heart of the town centre. On upper floors, there will be support for a diverse range of uses (such as residential).

Delivery Policy EI8

Town centres

Within Town Centres (as defined on the Policies Map) and outside the Primary Shopping Areas, the change of use from Class E at ground floor level to pub or drinking establishment, amusement centres/arcades, laundrettes, community use, leisure and recreational uses, and residential uses, will be acceptable in principle, provided that:

1. the overall town centre character is not undermined;
2. the proposed use contributes positively to the town centre as the focus of commercial or community life of the town; and
3. there is no detrimental effect on the visual or other special character and amenities of the surrounding area.

5.43 Within Town Centres (as defined on the [Policies Map](#)) and outside of the Primary Shopping Area, there are greater opportunities for a diversity of uses such as restaurants, cinemas and businesses that are complementary to the wider town centre function. Nevertheless, care is needed to avoid a



cumulative impact that could result from a material or permanent loss to the diversity of retail units and other town centre uses normally expected to be found in these locations. Such an impact could be damaging to the vitality, focus and character of that town centre.

Delivery Policy EI9

Floorspace thresholds for Impact Assessments

In order to ensure that full consideration is given to the scale of development and whether this would have any significant adverse impacts, proposals involving additional retail and leisure floorspace, including cafes, restaurants, drive through restaurants, bars and pubs and variations in the types of goods to be sold from existing floorspace, that is in excess of the following thresholds, should be accompanied by an Impact Assessment:

Retail hierarchy settlement classification	Defined settlements in the District	Retail floorspace threshold (gross)
Principal Town Centre	Stroud	1000 sq m
Other Town Centres	Dursley, Nailsworth, Stonehouse, Wotton-Under-Edge	500 sq m
District Centres	Berkeley, Cam, Minchinhampton, Painswick,	500 sq m
Local Centres	Cainscross (Stroud), Great Oldbury (<i>anticipated</i>), Hardwicke (<i>anticipated</i>), Hunts Grove (<i>anticipated</i>), Kings Stanley, Sharpness new settlement (<i>anticipated</i>), Whaddon (<i>anticipated</i>), Whitminster, Wisloe new settlement (<i>anticipated</i>)	500 sq m

Neighbourhood Shopping (Lower-order Local Centres)	Brimscombe, Kingshill, Manor Village, Woodfields	500 sq m
Outside the identified retail hierarchy		500 sq m

The Council will expect Impact Assessments to include assessment of:

1. The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
2. the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

Exceptionally an Impact Assessment may be required for smaller units where it is considered that the development either alone or with other development would harm nearby centres.

Where Impact Assessments present evidence of significant adverse impacts on an existing centre, development will be refused.

5.44 Within Stroud District, a network of centres has developed and evolved over time, providing facilities and services to communities. National policy encourages local planning policies to support a competitive town centre, providing consumers with a diverse range of retail offer and individuality. The evidence base suggests that whilst most of the District's town centres are reasonably healthy, some are relatively small and others lack the ability to develop with existing constraints. These town centres could be vulnerable to the impacts of inappropriately scaled proposals. A gross floorspace threshold of 2,500 sq m recommended in the **NPPF**



would not be sufficient to assess the impact of convenience retail proposals on the District's centres. The majority of proposals over the last 10 years have fallen below this threshold. The rural nature of the District and the size of its smaller centres, justifies a need to also look at the impact of any significant in-centre proposals, as these could also detract from the High Street and have an impact on its viability.

- 5.45 The thresholds do not imply that anything above them are of an inappropriate scale and should not be permitted, but simply that anything at or above these would need to demonstrate that there would not be a significant adverse impact.
- 5.46 Applicants for new floorspace proposals within Class E and also including pub or drinking establishments, are strongly encouraged to work with the Council from an early stage to agree the scope of Retail Impact Assessments, prior to the submission of planning applications. Both parties can benefit from such a joined-up approach. The health of town centres (including vitality and viability indicators) and town centre or retail strategies should be considered as part of any assessment.

Delivery Policy EI10

Provision of new tourism opportunities

Tourist built development, including attractions and tourist accommodation, will be encouraged and supported inside settlement development limits at Main Settlements, Local Service Centres and Settlements with Local Facilities.

Proposals must carefully consider the need to protect and enhance landscapes and environmentally sensitive sites, whilst aiming to provide

adequate facilities, enhancing enjoyment and improving the financial viability of attractions.

Development may also be supported in lower tier settlements (Settlements with Basic Facilities) or countryside locations, where:

1. there is evidence that the facilities are in conjunction with a particular countryside attraction or it is demonstrated how the proposal could assist rural regeneration and the well being of communities
2. the proposals involve temporary structures such as tents, caravans or glamping pods, or built development on previously developed land or elsewhere where no suitable alternative existing buildings or sites exist which are available for re-use
3. the scale, design and use of the proposal is compatible with its wider landscape setting and would not detract from any acknowledged biodiversity interest, character or appearance of the landscape or settlement and would not be detrimental to the amenities of residential areas
4. the site provides adequate access and infrastructure and opportunities, wherever possible, to make a location more sustainable – for example by enhancing local facilities or by improving access to local services by foot, by cycling or by public transport.

- 5.47 Tourism covers a wide range of activities and types of development. As part of the local economy it has significant employment (5% of all employment) and is worth over £180 million a year (**The South West Research Company, 2018**).

- 5.48 Stroud District has a wealth of natural and heritage assets which attract visitors from home and abroad that range from Berkeley Castle, to renowned attractions such as The Wildfowl and Wetlands Trust Centre on the Severn Estuary to our industrial heritage, country houses, commons, museums and gardens. Rural countryside within the Cotswolds AONB,



Stroud's canal network, historic villages and other farm, market and animal attractions also draw visitors to the area. Stroud is also well placed for visiting attractions such as Gloucester Docks, Cheltenham Spa, Bristol, Bath Spa, Swindon and Forest of Dean. Stroud District's built and natural environment is a key part of the tourism product and the future success of the area's tourism industry is, in many ways, dependent on the effective management and conservation of the environment.

5.49 The Council wishes to see the local tourist industry flourish in response to market demand. At the same time, it wishes to protect the special environmental qualities that attract visitors in the first place. Such development should take place within settlement development limits, to maximise any tourism benefits to local people. In applying general sustainability considerations to development, the Council will sequentially guide tourism to more accessible locations, where appropriate (**Core Policy CP3** sets out a **settlement hierarchy**, to which this sequential approach relates). It is reasonable to expect that visitors have access to a basic range of goods and services nearby and that the benefits of tourism are reflected in the local economy. In lower tier and unclassified settlements or countryside, the Council favours the principle of re-use, rather than new-build or the provision of temporary structures such as tents, caravans or glamping pods. Tenting and touring caravan sites provide the cheapest accommodation and in suitable settings can sit into the countryside without unsightly intrusion.

5.50 The Council recognises the importance of our heritage assets and will promote appropriate uses to generate tourism opportunities within the District.

Delivery Policy EI11

Providing sport, leisure, recreation and cultural facilities

Planning applications for new sports, cultural, leisure and recreational facilities, or improvements and extensions to existing facilities, will be permitted provided:

1. the proposals are connected to and associated with existing facilities, they are located at a site that relates well to the settlement hierarchy in the District or they are intended to meet specific rural needs that cannot be appropriately met at settlements within the settlement hierarchy
2. the development would not harm the character, appearance and amenities of the area
3. the development can be made readily accessible to adequate bus, cycling and walking links, for the benefit of non-car users
4. cycle/vehicle access and on-site cycle/vehicle parking would be provided to the adopted standards
5. adequate access to and between the facilities would be provided for people with disabilities
6. any biodiversity interest is enhanced by taking opportunities to create a network of multi-functional green spaces, which support the locality's natural and ecological processes
5. it is not subject to any other overriding environmental or other material planning constraints.

5.51 Leisure and recreation are important for our quality of life. Leisure and sports facilities and outdoor green spaces help us to enjoy more active and healthy lives, whilst also making our local areas more attractive places to live.



5.52 More people than ever before are participating in both organised and informal recreation activities and there is an increasing awareness of the importance recreation facilities play in the life of the community. The demand for additional recreation facilities is likely to grow because of greater participation in leisure and increase in the overall population size. Leisure pursuits encompass a range of activities, including indoor and outdoor sports and recreation, entertainment, cultural interests and tourism.

5.53 There is often an overlap between leisure facilities and community facilities. Both provide important facilities and services for local people, as well as a focal point for community activities. Leisure facilities are taken to be those available for formal and informal sport, recreation, entertainment, play and cultural activities.

Travel and transport

Delivery Policy EI12

Promoting transport choice and accessibility

Sustainability through design

All developments should be planned in line with the Sustainable Transport Hierarchy. In the first instance, opportunities to reduce the need to travel should be maximised, including through the provision of ancillary facilities on-site and through measures which enable people to work from home, such as high speed broadband. Development should be located in areas which are already well served by public transport and have access to a range of local facilities within walking and cycling distance. Masterplans should be designed to prioritise active travel modes, including emerging mobility options such as e-bikes and e-scooters, over private car usage. Residential streets should be designed to a 20mph speed limit to enhance pedestrian and cycle safety.

Bus permeability and associated facilities should be incorporated into development proposals, where appropriate, and pedestrian facilities should be provided to ensure people can access bus services, either on or off-site. Shared mobility opportunities should be explored and accommodated through design, with the aim of reducing car ownership whilst maintaining personal mobility.

Delivering Transport Infrastructure

Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking, cycling and rail facilities within the District and the provision of an integrated public transport network across the District. Walking, cycling and public transport facilities will be required to be put in place as early as possible in development proposals to ensure that opportunities for sustainable travel are available to support early occupiers in establishing sustainable travel patterns. Developers must take account of the proposals included within Stroud Infrastructure Delivery Plan, the Stroud Sustainable



Transport Strategy and the Gloucestershire Local Transport Plan. In appropriate circumstances, new development will be required to contribute towards these schemes. Contributions, where reasonable and viable, will be sought towards these strategic transport infrastructure schemes from strategic allocations throughout the plan period. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.

Enhancing Accessibility

All development proposals should have full regard to the transport impact on the strategic and/or local transport networks. Major development proposals, or those that are likely to have a significant impact on the local transport network, will be required to submit a Transport Assessment as well as a Travel Plan, to demonstrate that they have fully considered safe and suitable access by all modes of transport.

The Transport Assessment will be required to establish the transport impact of the development proposals in the absence of mitigation. Where a severe impact is identified, mitigation will be required. Mitigation should be proposed in line with the sustainable transport hierarchy, with measures to reduce car trips through demand management viewed favourably. Measures which increase traffic capacity should not be seen as the default mitigation mechanism and will be accepted only where residual traffic impact remains severe after sustainable transport mitigation measures have been accounted for.

The Travel Plan shall set out targets and measures for addressing travel demand through a package of measures. This will include maximising accessibility by sustainable transport modes, minimising traffic generation and mitigating the effects of additional traffic through a package of multi-modal measures which minimise the distance people have to travel. Travel Plans will be expected to include the offer of Personalised Travel Planning to all residents or users of proposed development. Any planning permission will require full implementation of the Travel Plan.

Parking Standards

Vehicular and cycle parking standards and principles for new development should be provided in accordance with adopted standards, as set out in **Appendix C** of this Local Plan. This includes a requirement for the developer to justify their own car parking provision with evidence accompanying any planning application. Evidence will need to demonstrate that the level would not have a detrimental impact on the local road network.

- 5.54 The prosperity, vitality, amenity and accessibility of Stroud's communities depends on residents and workers being able to move about and to transport goods and materials. Developing transport networks which are both accessible to all and deliver a high level of accessibility to key health, employment, leisure, education and retail services and facilities will support economic performance, social cohesion and a healthy environment in Stroud District.
- 5.55 The problem of over-dependence on motorised modes of transport has resulted not just in congestion, but in issues that extend from unpleasant street environments right up to global concerns about emissions, fuel availability and fuel affordability. Maintaining, improving and delivering multi-modal accessibility for the residents of Stroud District are important factors to ensure that key services, facilities and destinations which are essential for everyday quality of life can be easily accessed. The existence of realistic travel options other than the private car is critical in encouraging the use of more sustainable modes of transport.
- 5.56 The policy refers to major development proposals or those that are likely to have a significant impact on the local transport network. As regards the latter, the Council recommends early discussion with the relevant highway authority officers, to identify potential impacts and necessary measures. An application for major development is defined as:



- a residential application for 10 dwellings or more; or
- an outline application for residential development on a site of 0.5 hectares or larger; or
- an application for offices, general industrial, storage and distribution or shops, where the floor space exceeds 1000sqm.

5.57 Transport isn't just about getting from A to B – it is an essential part of business and the quality of life. A travel plan is a long term management strategy for an occupier or site, which seeks to deliver sustainable transport objectives through positive action, and is articulated in a document. Travel plans should develop a set of clear outcomes that link to an appropriate package of measures, aimed at reducing single occupancy car use and encouraging sustainable travel. Each and every travel plan should be unique, as different sites will have different circumstances. Measures should include both “carrots” and “sticks” to encourage changes in travel behaviour; this may require incentives such as travel discounts, and movement restraints, such as restricting car parking or charging for its use. Travel plans should be relevant to residents, workstaff and visitors and should encourage them to travel more sustainably more often. Travel plans are “living documents” and to ensure they stay relevant and remain effective they should be updated regularly, which will usually be subject to a legal agreement to secure implementation.

5.58 The Council's adopted vehicle and cycle parking standards are set out in **Appendix C** to the Local Plan. The number of vehicular parking spaces in a new development will be a matter of negotiation and assessed according to individual circumstances. The proposed provision will need to be demonstrated to be suitable based on the following:

- the accessibility of the development;

- the type, mix and use of the development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (ULEV).

5.59 The Council will seek to maximise opportunities to secure ULEV parking and charging points to meet the Council's carbon neutral objectives.

Delivery Policy DE11

District-wide mode-specific strategies

Stroud District Council will work with key partners including Gloucestershire County Council and Highways England to develop District-wide strategies to enhance sustainable travel opportunities for all. This will integrate with patterns of growth coming forward in the District, as well as establishing conditions for existing movement patterns to be accommodated in as sustainable a way possible.

5.60 This policy is designed to underpin the objectives of the **Sustainable Transport Strategy 2019** to achieve modal shift away from the private car and to give priority to sustainable transport improvements above additional road infrastructure. The Council, working with key partners, will seek to develop the following strategies:

5.61 **District-Wide Walking and Cycling Strategy:** To identify and accommodate both local and strategic movement patterns and opportunities, and prioritise investment in improvement schemes to create a connected



network. This Strategy should take account of technology such as e-bikes, providing opportunities for longer distance cycling to become available for a wider range of people, and plan for investment accordingly. The Walking and Cycling Strategy should inform Highways Maintenance programmes, as carriageway in a poor state of repair can disproportionately impact on cyclists.

- 5.62 **Shared Mobility Strategy:** Establish a Shared Mobility Strategy with a goal of enabling a transition to a shared mobility transport system. The strategy should support a shift to reduce individual vehicle ownership and stimulate shared access of a cleaner, lower carbon, vehicle fleet and other sustainable transport options.
- 5.63 **Interchange Strategy:** Opportunities may exist for a range of Interchange Hubs to be established on the edge of settlements and/or at strategic road connections, such as M5 Junctions and where the A38 meets distributor roads such as the A4135. Interchange Hubs would need to offer seamless multi-modal connectivity, facilitated by technology. Opportunities to develop such Interchange Hubs into Strategic Sites should be considered, although the relative merits of each option would need to be considered on a site-specific basis and in consultation with Highways England and Gloucestershire County Council. Interchange and Shared Mobility Strategies should be integrated.
- 5.64 **District-Wide Parking Strategy:** This should consider both the charging and availability of public parking across the District. The primary objective should be to use parking as a policy lever to discourage car trips where viable sustainable alternatives exist. However, the strategy will need to recognise the rural context of parts of the District and the disparity in availability of sustainable alternatives across the District. The Strategy should consider all available tools, including parking charges, supply of off-

street parking, and control of on-street parking. The Parking Strategy should extend to consider the impact of pavement parking on vulnerable pedestrians. This should include potential solutions to address this problem, including the use of Traffic Regulation Orders to enable enforcement by Local Authority.

- 5.65 **Public Transport Corridor Strategy:** This Strategy will identify and prioritise express bus corridors to deliver direct and attractive, limited stop services to key destinations, including rail stations. It should propose a programme of measures to include high frequency bus services, bus stop locations to tie into population centres and form focal points for rural areas, and bus priority measures where necessary. Pump-prime funding for these measures will be sought from developer contributions. These corridors will provide an express movement function designed to be attractive in comparison with private car use for the same journey. The corridors would integrate with interchange hubs, and link with more local bus services and community transport.

Delivery Policy EI13

Protecting and extending our walking and cycling routes

The Council will support and encourage proposals that develop and extend our walking and cycling network. Major development should provide new walking and cycling routes within the development and connect to nearby established and proposed walking and cycling routes.

Development adjacent to walking and cycling routes will be required to provide convenient access points for both walkers and cyclists. Development should provide cycle parking where appropriate and in accordance with the adopted standards as set out in **Appendix C** of this Local Plan.



Development will not be permitted where it significantly harms an existing walking or cycling route or prejudices the future implementation of the following proposed routes:

1. The Eastington-Stroud-Chalford route (both the canal towpath route and the proposed Chalford to Stroud utility route)
2. The Eastington-Stonehouse-Nailsworth route
3. The Cam-Dursley-Uley route
4. The Wotton-Kingswood-Charfield route
5. Links between established and proposed walking and cycling routes within Stroud District and the National Cycle Network Route 41 (Bristol to Stratford) and Route 45 (Salisbury to Chester) which cross the District
6. Any part of the walking and cycling network highlighted through the Local Transport Plan or a district-wide walking and cycling strategy.
7. Any route identified as part of the regeneration of the Stroudwater canal and towpath
8. Any route identified through future cycling initiatives to create an integrated cycling network in the district

5.66 Walking and cycling are convenient, cheap and environmentally friendly means of transport and exercise. As well as environmental benefits, a modal transport shift towards walking and cycling for local journeys would provide health and well-being benefits.

5.67 Walkers and cyclists are the most vulnerable groups of road users. Walking and cycling routes will be planned with the following principles in mind:

- vehicle speeds should be kept down where there are significant numbers of cyclists;

- conflict between cycles and motor vehicles should be minimised;
- safe and convenient crossing points should be provided at busy roads and junctions;
- parking for cycles should be secure and convenient; and
- potential conflict between cyclists and pedestrians should be avoided where possible.

5.68 The District Council is working with local communities, Gloucestershire County Council and other stakeholders to deliver an ambitious strategic network of walking and cycling routes across the District, focussed along key movement corridors, joining up our main settlements and key employment areas, to provide safe and sustainable travel routes as well as supporting wider health and wellbeing, leisure and tourism objectives. These routes will be protected and new development will be required to support their development and extension where appropriate.

5.69 Sustrans continues to implement the **National Cycle Network**, with Route 41 (Bristol to Stratford) crossing the Severn Vale through Berkeley and Frampton and Route 45 (Salisbury to Chester) linking Nailsworth and parts of the A419 with Stroud. Parts of these routes will be useful for local journeys as well as for recreation. The District Council, in conjunction with the County Council, will investigate connecting links with these routes (some are already part funded and partially in place) through the Stroud Valleys and from Cam and Dursley. The restoration of the **Cotswold Canals** provides an opportunity to enhance this network.

5.70 The District Council will continue to work with parish councils and local cycling and walking groups to identify and implement cycling and walking routes to ensure as many residents as possible have convenient access to the cycling and walking network.



Delivery Policy EI14

Provision and protection of rail stations and halts

Land at Bristol Road, Stonehouse is identified on the Policies Map for the delivery of a new passenger rail station on the Bristol-Birmingham line. The re-opening of the Sharpness branchline to passenger services and the provision of new stations/halts is also supported.

Proposals for the opening or re-opening of passenger stations and halts, and the provision of rail freight facilities will be permitted where acceptable potential sites are identified by feasibility studies.

Development that would result in the loss of land or facilities necessary for the efficient operation of existing stations, or for the provision of stations/halts at Stonehouse (Bristol line) and Hunts Grove, will not be supported.

- 5.71 The District Council will support proposals for making more effective use of the rail network to encourage and support the delivery of sustainable modes of transport. This includes support for additional and more frequent services, the provision of new stations, the re-opening of passenger stations and halts and the provision of rail freight facilities. As potential sites are identified that can be developed over the Plan period, the Council will safeguard them from inappropriate development.
- 5.72 The Council will continue to identify a site at **Stonehouse** (Bristol Road) and will actively support the re-opening of a station here. As part of the wider regeneration strategy for **Berkeley/Sharpness**, the Council will actively support the restoration of passenger services to the Sharpness branchline and the necessary infrastructure including stations and passenger facilities. South of Gloucester, the **Hunts Grove** development has safeguarded 2.5ha for future use as a main line rail facility. The County Council is examining options for a new station south of Gloucester. The

Council will continue to safeguard this land and to explore opportunities to deliver this facility.

- 5.73 The re-opening of previous stations may not be feasible for a variety of reasons. The District Council will support alternative sites should they come forward in association with development proposals and other stakeholders' plans, including Network Rail and the County Council.

Delivery Policy EI15

Protection of freight facilities at Sharpness Docks

Proposals for development within Sharpness Docks (south of the lower swing bridge) which would support the viability of the docks for handling freight and shipping repairs will be supported, where the proposal would not have a demonstrable detrimental impact on the environment or amenity.

- 5.74 Stroud District includes significant port facilities at Sharpness Docks. **The Canal and River Trust vision for the Sharpness Docks Estate** identifies land to the south of Sharpness Docks having the potential to be developed as an integrated distribution hub, with a rail freight terminal and good links to the M5 motorway.
- 5.75 To support the new vision for Sharpness Docks, the Council will continue to support the regeneration and rejuvenation of Sharpness Docks south of the lower swing bridge for dock related freight uses.
- 5.76 Any major development proposal should explore the use of the railhead facility for freight. The freight-only line to Sharpness Docks remains open, and there are plans to reopen the line to passenger services associated with the development of the new settlement at Sharpness. In the future,



the line could also potentially take freight off the roads and alleviate some of the issues associated with the highway network, its capacity and use. The majority of local commercial shipping is catered for at Sharpness itself and therefore does not progress along the Gloucester and Sharpness Canal. Nevertheless, any potential future use in association with the rail link could offer the potential for tri-modal transport facilities.

implement 'smart' travel behaviour change measures. These can comprise a combination of physical interventions, such as cycle parking facilities or cycle lanes, combined with improved public transport services backed up by information and marketing campaigns.

Delivery Policy EI16

Provision of public transport facilities

Development proposals should cater for the needs of bus and taxi operators, where appropriate. Layouts should encourage operational efficiency, maximise likely bus passenger traffic and include ancillary facilities such as shelters and seating for users.

- 5.77 Expanding the availability of, safety of, and access to a variety of transportation options will contribute to a sustainable transport network, as well as stimulate economic development, ensuring access for all. This policy seeks to support a modal shift away from the car. Specific interventions to support public transport are identified within the policies relating to the large strategic allocations in the Plan, but the principles equally apply to smaller development sites and consequently the Council will support layouts and facilities which encourage sustainable modes of transport.
- 5.78 Provision of public transport will not, of itself, guarantee that travel patterns are sustainable. Other aspects outside land-use planning can all play a part in the modes of transport people choose. The District Council can influence travel patterns by a requirement for developers to

6.



6. Our environment and surroundings

Moving the District towards becoming Carbon Neutral by 2030, adapting to the effects of climate change and providing resilience for the future, whilst ensuring that development protects, conserves or enhances our local environment.



Core Policies

- 6.1 These policies sit at the heart of the Plan. They are the principal means of delivering the two strategic objectives about our environment and surroundings (SO5 and SO6).

A 'checklist' for quality design and development

Core Policy CP14: High quality sustainable development ►

- 6.2 Every building and development project in Stroud, whether it is for a new house, office block, car park, retail store, or other, will have to be designed and constructed to the highest quality so that it is an asset to the environment in its widest sense. Development in the District will be required to satisfy policy requirements to ensure that it is sustainable, addresses climate change, achieves high standards of design and layout and contributes to a sense of place-making. The Council also seeks to reduce the impact of roads and traffic, and this policy requires that layouts and design provide convenient access via footways, cycle paths and, wherever possible, public transport to shops and services that provide for everyday needs, reducing the need to travel locally by car.
- 6.3 In responding to the policy criteria, reference will be made to any relevant technical reports that could include Flood Risk Assessments, Water Framework Directive Compliance Assessments, Air Quality Assessments, Preliminary Risk Assessments (for land contamination), Environmental Statements and Ecology Assessments in addition to those referred to in the final paragraph of the policy.



Core Policy CP14

High quality sustainable development

High quality development, which protects, conserves and enhances the built and natural environment, will be supported. Development will be supported where it achieves the following:

1. Sustainable construction techniques, including facilities for the recycling and collection of water and waste, measures to minimise energy use and maximise renewable energy production
2. No unacceptable levels of air, noise, water, light or soil pollution or exposure to unacceptable risk from existing or potential sources of pollution. Improvements to soil and water quality will be sought through the remediation of land contamination, the provision of appropriate SuDS measures that help waterbodies to meet good ecological status
3. Adequate water supply, foul drainage and sewage capacity to serve the development and satisfactory provision of other utilities, transport and community infrastructure
4. Avoids areas at risk of flooding unless it is necessary and is made safe for its lifetime without increasing flood risk elsewhere
5. An appropriate design and appearance, which is respectful of the surroundings, including the local topography, built environment and heritage
6. Re-use of previously developed land and/or the adaptation of existing buildings that make a positive contribution to the character of the site and surroundings, unless demonstrably unviable
7. No unacceptable adverse effect on the amenities of neighbouring occupants
8. Contributing to the retention, conservation and enhancement of important landscape and geological features and biodiversity interests (including ecological networks resilient to current and future pressures and where appropriate contribute to green infrastructure)
9. Contributing to a sense of place both in the buildings and spaces themselves and in the way in which they integrate with their surroundings including appropriate landscaping, biodiversity net gain, appropriate open space, sport and amenity space provision
10. A design and layout that aims to assist crime prevention and community safety, without compromising other design principles
11. Efficiency in terms of land use, achieving higher development densities in locations that are more accessible by public transport and other non-car modes and where higher densities are compatible with the character of the area and the setting of the development
12. It is not prejudicial to the development of a larger area in a comprehensive manner
13. Safe, convenient and attractive accesses on foot and by cycle and suitable connections with existing footways, bridleway, cycleways, local facilities and public transport
14. It is at a location that is near to essential services and good transport links to services by means other than motor car.

Major development should contribute to the provision for allotments and/or community orchards, where there is an identified need in the Council's Open Space and Green Infrastructure Study.

Development proposals will be required to demonstrate how they have responded to the above criteria through the submission of Design and Access Statements and relevant technical reports. It is important that the applicant provides clear and informative plans, elevations and street scenes and, where required, Masterplans, Development Briefs, Concept Statements and Design Codes to show how these criteria have been taken into account where necessary.



A quality living and working countryside

Core Policy CP15: A quality living and working countryside ►

- 6.4 Preventing the proliferation of development in areas away from existing settlement development limits is important, as they are not generally well located for the facilities and services their users need. In the Stroud countryside, proposals for additional development outside settlement development limits are likely to lead to increased use of the private car as the rural areas are poorly served by other transport modes. Such development would be contrary to national policy. Proposals may be able to address deficiencies in accessibility to services through the provision of new infrastructure. The countryside in some locations may be important to avoid the coalescence of towns and villages and to retain their individual character. These areas should be protected to retain visual and physical separation.
- 6.5 The Council will facilitate and promote sustainable patterns of development and sustainable communities in rural areas. The policies in this plan are intended to sustain, enhance and, where appropriate, revitalise country towns and villages (including through the provision of affordable housing) and for strong, diverse, economic activity, whilst maintaining local character and a high quality environment. Delivery policies elsewhere within this Plan address the specific forms of development set out within the principles 1 to 9.
- 6.6 Proposals for agricultural workers' dwellings will need to demonstrate that they comply with these policies. Community facilities include development for health (including preventative social care and community support services), cemeteries, education, play and leisure or culture together with libraries, village/community halls, public houses and religious buildings. The Council recognises the role of leisure and recreational activities (that do not require significant buildings) to support small rural communities. To ensure these policies are relevant and effective, the Council will work with parish and town councils, rural communities and businesses to establish their needs and priorities.



Core Policy CP15

A quality living and working countryside

In order to protect the separate identity of settlements and the quality of the countryside (including its built and natural heritage), proposals outside identified settlement development limits will not be permitted except where these principles are complied with:

1. It is essential to the maintenance or enhancement of a sustainable farming or forestry enterprise within the District; and/or
2. It is essential to be located there in order to promote public enjoyment of the countryside and support the rural economy through employment, sport, leisure and tourism; and/or
3. It is a 'rural exception site', where development is appropriate, sustainable, affordable and meets an identified local need; and/or
4. It is demonstrated that the proposal is enabling development, required in order to maintain a heritage asset of acknowledged importance; and/or
5. It is a replacement dwelling or subdivision; and/or
6. It is a house extension; and/or
7. It will involve essential community facilities; and/or
8. It will involve the re-use of an existing rural building; and/or
9. It is a scheme of up to 9 dwellings at a designated Tier 3b, 4a or 4b settlement, to meet identified housing needs or address demographic imbalances and is supported by the local community.

Where development accords with any of the principles listed above, it will only be permitted in the countryside if:

- i) it does not have an adverse impact on heritage assets and their setting; and

- ii) it does not have an adverse impact on natural assets, PROW and/or landscape character; and
- iii) it does not lead to excessive encroachment or expansion of development away from the original buildings;
- iv) in the case of dwellings for a farming or forestry enterprise, it is accompanied by an appraisal to justify the development in terms of a functional text, a financial test and that there are no other dwellings or buildings within reasonable proximity that could be used; or
- v) in the case of proposals to re-use redundant or disused rural buildings, these should be capable and worthy of conversion without substantial reconstruction or significant alteration. Any such conversion will involve a building that positively contributes to an established local character and sense of place and the conversion should maintain the character of the original building and provide an enhancement of its immediate setting. In the case of replacement buildings, they must bring about environmental improvement; or
- vi) in the case of extensions to buildings, it does not result in an inappropriate increase in the scale, form or footprint of the original building; or
- vii) in the case of replacement dwellings, the proposal must bring about environmental improvements and not result in an inappropriate increase in the bulk, scale, form or footprint of the original building; or
- viii) in the case of new buildings for essential community facilities, they cannot be accommodated within the identified settlement development limits or through the re-use or replacement of an existing building.



Delivery Policies

- 6.7 These policies add detail to the interpretation and application of the Plan's development strategy and core policies.

A sustainable future: living, working and growing within our environmental limits

Delivery Policy ES1

Sustainable construction and design

Sustainable design and construction will be integral to new development in Stroud District. Development proposals should meet the following requirements:

1. Achieve net-zero carbon – all new development should achieve a net-zero carbon standard by means of:
 - an overall minimum 35% reduction in emissions over Part L 2013 Building Regulations achieved onsite;
 - a minimum of 10% and 15% reduction in emissions over Part L 2013 Building Regulations achieved respectively in homes and in non-domestic developments through fabric energy efficiency improvements;
 - residual emissions offset through payments to a Stroud District Council carbon offset fund;

Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

These standards are required unless it can be clearly demonstrated that they are not viable for the development in question.

2. Reduce the potential for overheating – All new development should include a recognised overheating risk assessment (Home Quality Mark (HQM) or equivalent)
3. Minimise waste and maximise the recycling of any waste generated during construction and in operation – All new development should provide internal recycling bins (HQM or equivalent)
4. Conserve water resources by incorporating water efficiency and water re-use measures and minimise vulnerability to flooding
5. Be efficient in the use of materials, including the type, life cycle and source of materials to be used - All new development should use sustainably sourced materials during construction (HQM or equivalent)
6. Be flexible and adaptable, allowing future modification of use or layout, facilitating future refurbishment and retrofitting
7. Provide cycle parking – All new developments should provide covered and secure cycle parking facilities (HQM or equivalent) in accordance with Local Plan standards
8. Enable electric vehicle charging – New developments with off road parking should provide electric vehicle points (HQM or equivalent) in accordance with Local Plan standards
9. Applications for all development will need to be accompanied by a completed Stroud District Sustainable Construction Checklist.

All development will be built in accordance with the approved plans and the Sustainable Construction Checklist.

- 6.8 Designing new development to reduce carbon emissions and energy demand will play an essential part in Stroud District becoming carbon neutral by 2030. Whilst today's new homes and businesses are energy



efficient with lower heating bills compared with existing properties from the past, they are still not fit for the future, either in terms of their emissions or their adaptation to our likely future climate.

- 6.9 The Government is planning on introducing a **Future Homes Standard** by 2025. However, local authorities retain the power under the **Planning and Energy Act 2008** to stipulate energy performance standards that exceed the Building Regulations. Armed with such powers, efforts from leading planning authorities to accelerate the pace of carbon emission reductions within their local areas are valuable and contribute to national strategies, some of which are currently in danger of failing to meet agreed targets. Additionally, emissions from buildings have not been falling at the pace required, with the **Committee on Climate Change** finding in 2019 that buildings emissions in 2018 remained higher than 2015 levels.
- 6.10 Low carbon energy efficient homes have already been built at scale within the country and the standard can be met using traditional construction methods and materials without adding substantial development costs. **Policy ES1** provides a feasible method for developers to achieve Net Zero Carbon by allowing carbon offset payments to mitigate any remaining emission reductions that cannot be achieved onsite. Detailed guidance will be produced to explain how the enhanced standards can be complied with. Statements will be required from developers at the planning application stage to demonstrate how these standards will be met and the Council will put in place monitoring and reporting arrangements to ensure policy compliance and to assist with reviewing the effectiveness of the policy.
- 6.11 The Council currently operates a **Sustainable Construction Checklist**, which will be updated to reflect the latest standards and best practice. The purpose of the checklist is to highlight sustainable construction matters

that developers can consider. It is not intended to duplicate the elements of sustainable construction that are incorporated into the building regulations. It will enable the Council to assess which sustainable construction principles have been considered in development proposals for new build and/or refurbishment of existing buildings, but does not seek to prescribe a set standard or requirement. The Council encourages a holistic approach where sustainable construction considerations are taken fully into account from initial project thinking through to development completion. This approach should achieve high quality sustainable development which is responsive to people's needs and can help avoid unnecessary project delay.

- 6.12 In taking a pro-active approach to energy efficiency and sustainable construction developers will be expected to provide details of how buildings may be economically retrofitted to achieve the latest standards.
- 6.13 All major development applications shall include a waste minimisation statement in accordance with **Core Policy 2** of the adopted **Gloucestershire Waste Core Strategy (WCS)** or its successor.

Delivery Policy ES2

Renewable or low carbon energy generation

Decentralised renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable.

In determining applications for renewable and low carbon energy, and associated infrastructure, the following issues will be considered:



- a) the contribution of the proposals, in the light of the Council's pledge to be carbon neutral by 2030, to cutting greenhouse gas emissions and decarbonising our energy system.
- b) the impact of the scheme, together with any cumulative issues, on landscape character, visual amenity, water quality and flood risk, heritage significance, recreation, biodiversity and, where appropriate, agricultural land use, aviation and telecommunications.
- c) the impact on users and residents of the local area, including where relevant, shadow flicker, air quality, vibration and noise.
- d) the direct benefits to the area and local community.

Ground-mounted solar energy developments are more likely to be supported in areas identified as suitable in principle as set out on the Policies Map. Outside these areas, applicants will need to provide a clear justification for the suitability of the chosen development site for solar development at the relevant scale. Ground-mounted solar developments are more likely to be supported if they fall within Landscape Character Areas of lower sensitivity to the relevant development scale.

Proposals for renewable energy proposals within the AONB will be encouraged, however, where development proposals will affect the AONB, the benefits of development must demonstrably outweigh any harm to the designated area or its setting.

Additionally, proposals for wind energy development:

- should be located within a suitable area as indicated on the Policies Map;
- are more likely to be supported if they fall within Landscape Character Areas of lower sensitivity to the relevant development scale;
- may also be suitable in principle if they are located in large new development sites, existing industrial estates or if they are proposed in neighbourhood plans or through community energy schemes; and it can be clearly demonstrated that the scale of the development is appropriate to the site, the benefits of the development outweigh any

harm to the local community, and that the development complies with the relevant criteria in Policy ES2.

Where appropriate, provision should be made for the removal of the facilities and reinstatement of the site should it cease to be operational.

Particular support will be given to renewable and low carbon energy generation developments that are led by, or meet the needs of local communities.

- 6.14 Increasing the use of renewable and other low carbon energy technologies will be a key means of delivering the challenging CO2 emissions reductions targets set by the Government. As well as incorporating low and zero carbon energy production into new development, Local Authorities will need to encourage stand-alone schemes that contribute to national commitments to cut greenhouse gases and meet increased energy demand from renewable sources.
- 6.15 Such development can have positive effects upon local communities, as well as natural resource use and building resilience to future climate change. For example, photovoltaic arrays at the Dursley swimming pool and at Cam - Winterbottom Memorial community hall; which all generate an income source for those facilities.
- 6.16 The Council will encourage low or zero-carbon energy generating projects that contribute positively to the aim of reducing CO2 emissions and to national commitments to increase renewable electricity production, provided that they meet the criteria set out in **Policy ES2**. In the case of wind energy development, the planning impacts identified by affected local communities should be fully addressed to ensure that the proposal has their backing.

6.17 Developers will be required to provide information on the justification for and likely impact of proposals, including:

- the appropriateness of the location for the specific technology involved and what reasonable alternatives have been considered;
- the nature and extent of early engagement with local communities and how this engagement has informed the evolution of the proposal;
- local amenity implications and how an acceptable living environment will be maintained;
- information on noise and emissions generation;
- a visual impact assessment incorporating an analysis of landscape character and the relationship to any significant heritage assets;
- appropriate ecological surveys, following the most recent national guidance and best practice; and
- in the case of hydropower schemes, a **Water Framework Directive Compliance Assessment** and evidence of discussions with the Environment Agency about requirements of the **Environmental Permitting Regulations**.

6.18 As set out in the **NPPF**, Local Planning Authorities should only grant planning permission for wind development in identified suitable areas. However, wind is a highly constrained development type, with the appropriateness and viability of development at particular sites often requiring investigation through lengthy site-specific surveys. It is not feasible for the Local Plan to identify particular site allocations for wind development that would have a sufficiently evidenced reasonable prospect of delivery, and that would demonstrably support a sufficient deployment of onshore wind in the light of the District's target of achieving carbon neutrality by 2030.

6.19 Therefore, the approach taken in **Policy ES2** is to identify all land with technical potential according to the District's Council's **Renewable Energy Resources Assessment (RERA)** (2019) as suitable for wind development; but to require that all proposals on this land also satisfy a variety of criteria that will ensure that impacts upon the environment and amenity of the district can be adequately controlled. These criteria are set within the policy which are an additional requirement to being in a suitable area on the **Policies Map**.

6.20 As part of the Council's **RERA**, a strategic **Landscape Sensitivity Assessment (LSA)** seeks to provide an initial indication of landscape sensitivity but should not be interpreted as defining the suitability of individual sites for a particular development. The **LSA** does not replace the requirement for more detailed **Landscape and Visual Assessment (LVA)** for any proposed development. It is often the case that there are pockets of land within **Landscape Character Areas (LCAs)** which have higher or lower landscape sensitivity to a given renewable development scenario. These will tend to only be revealed through detailed **LVA** at planning application stage.

6.21 **Policy ES2's** spatial provisions relating to ground-mounted solar are similar to those relating to wind, but, consistent with the provisions of the **NPPF**, are more flexible, defining areas as potentially suitable and allowing consideration of developments outside these areas where clear justification can be provided.

6.22 The Council will require site maintenance and management measures to accompany a planning application. This shall include removal of any development structures and where appropriate restoration of the land or building upon cessation of that use.



Delivery Policy DES3

Heat supply

Development proposals should include a communal low-temperature heating system where viable.

The heat source for the communal heating system should be selected in accordance with the following heating hierarchy:

1. connect to local existing or planned heat networks
2. use of zero-carbon renewable heat or CHP
3. use of local ambient or secondary heat sources (in conjunction with heat pumps*, if required)

*heat pumps assumed to become zero-carbon when grid decarbonises.

Where a local heat network is planned but not yet in existence or connection is not currently viable, but may become viable in the future, the development should be designed to allow for the cost-effective connection and supply at a later date. In this case the heat should be supplied according to steps 2 and 3 of the above hierarchy

6.23 Communal heating is a technology which uses one heat source to provide heat to two or more properties. Instead of each property having its own heating system separate from any other property, a group of properties connected to a district or community heating network all receive heat (in the form of hot water or steam) from a central source, via a network of insulated pipes. This can be more efficient than each property having its own heating system, because heat generation is more efficient at larger scales.

6.24 **The Committee on Climate Change's** core Net Zero Carbon scenario suggests that around 5 million homes across the UK will need to be

connected to heat networks by 2050. In this context, the Government's **Clean Growth Strategy** suggests that around one in five buildings will have the potential to access a largely low carbon heat network by 2050.

- 6.25 The heat source of a communal heating system is traditionally a basic boiler, although more recently higher efficiency Combined Heat and Power (CHP) systems are used. CHP produces both heat (sometimes with cooling) and electricity, so with a CHP district heating system, as well as a network of pipes distributing heat/cooling, there is also a grid connection or network of wires to distribute electricity to one or more local users. In the latter case, where the output is not grid-connected, this is referred to as a private wire network.
- 6.26 A large part of the cost of developing a heating network is laying pipes, due to the need to excavate roads or other land, which is expensive. An energy centre, which houses the heat source, also needs to be established; this could be located within one of the buildings in the network or it could be in its own separate building. Overall costs vary widely depending on the number and type of buildings connected and the area covered. Installing a heat network in a new development is usually cheaper than installing it in an existing development because pipes can be laid at the same time as other infrastructure when roads are built. In this way, new developments often act as a trigger for a network, but with the potential to also supply existing heat demands from buildings in the vicinity which may improve economic viability.



Delivery Policy ES3

Maintaining quality of life within our environmental limits

Development proposals (as appropriate to their nature and scale) will demonstrate that environmental risks have been evaluated and that appropriate measures have been taken to minimise the risks of adverse impact to air, land and water quality.

Permission will not be granted to any development which would be likely to lead to, or result in an unacceptable level of:

1. noise, general disturbance, smell, fumes, loss of daylight or sunlight, loss of privacy or an overbearing effect
2. environmental pollution to water, land or air and an unacceptable risk to the quality and quantity of a water body or water bodies
3. noise and vibration in sensitive locations
4. increased risk of flooding on or off the site, and no inclusion of measures to reduce the causes and impacts of flooding
5. detrimental impact on highway safety (including Public Rights of Way)
6. adverse impact on or from contaminated land, where there is a risk to human health or the environment
7. antisocial behaviour and / or environmental crime.
8. loss of healthy soils and in particular to the best and most versatile agricultural land and the economic and other benefits it offers

- 6.27 The Local Plan provides environmental criteria against which individual development proposals can be assessed to seek to maintain the quality of life of residents, workers and visitors alike. This approach seeks with other policies to ensure the delivery of sustainable growth within our environmental limits.

- 6.28 The effect of a development on the safety and/or amenities of any residents, visitors or occupiers of adjacent land and premises are a consideration as part of living within our environmental limits. The likelihood of development on particular sites causing harmful or disturbing effects will vary greatly, depending on the nature of the development proposed, and the number and proximity of nearby residential properties and other occupied property. The important point is that such effects should be considered when putting forward a scheme.

- 6.29 Our industrial heritage means that there are many sites that have had one or more industrial or commercial uses, which may have resulted in soil and water contamination that may need to be addressed. Sites which pose a current and imminent hazard to health, buildings, water or the environment can be managed under the contaminated land provisions of the **Environmental Protection Act 1990**. The implementation of satisfactory investigation, risk assessment, remediation and validation of sites subject to historic contamination is managed through the planning process. On a precautionary basis, the possibility of contamination should be assumed when preparing plans or considering planning applications in relation to all land subject to or adjacent to previous industrial use and also where uses are being considered that are particularly sensitive to contamination, for example, housing, schools, hospitals and children's play areas.

- 6.30 Overbearing is a term used to describe the impact of a development or building on its surroundings, particularly a neighbouring property, in terms of its scale, massing and general dominating effect.

- 6.31 Healthy soil is fundamental to Britain's farming system and to producing the food we eat. It provides the means for plants to grow, which also helps to create the oxygen we breathe and clean the water we drink. British



farmers work hard to protect and maintain healthy soils. Without fertile soils, farmers would not be able to grow crops productively, or support their livestock effectively. Soil can also increase our resilience to climate change, by storing carbon, locking in greenhouse gases that would otherwise be released into the atmosphere, and helping to prevent flooding. Soil health can be defined as a soil's ability to function and sustain plants, animals and humans as part of the ecosystem. High quality agricultural land (grades 1,2 and 3a) is therefore an important resource. Once developed, even for other open space uses, the return to viable agricultural use is rarely feasible. It is important to protect, as far as practicable, the best and most versatile agricultural land from development.

Delivery Policy ES4

Water resources, quality and flood risk

The Strategic Flood Risk Assessments (SFRA 1 and 2) will be used to inform the location of future development within the District, including to take account of climate change.

In considering proposals for development the District Council will weigh up all of the relevant policy issues when giving full consideration to the sequential test and implementing the "Exception Test" where necessary. Applications will be supported by Flood Risk Assessments (FRA) where appropriate that demonstrate the development will be safe, not increase flood risk elsewhere, and maximise opportunities to reduce flood risk (including Natural Flood Management). Flood risk should be considered at an early stage in deciding the layout and design of a site to provide an opportunity to reduce flood risk within the development.

All new developments shall incorporate appropriate Sustainable Drainage Measures (SuDs) in accordance with National Standards for Sustainable Drainage Systems. This should be informed by specific catchment and

ground characteristics, and will require the early consideration of a wide range of issues relating to the management, long term adoption and maintenance of SuDs.

For all developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required including, where appropriate, contributions towards maintenance of existing defences that benefit the site, development or maintenance of existing flood warning services, development of future flood alleviation projects and/or provision of upstream rural SuDs projects.

Applications and proposals which relate specifically to reducing the risk of flooding (e.g. defence / alleviation work, retro-fitting of existing development, off site detention / retention basins for catchment wide interventions) will be sought.

New development in areas with known ground and surface water flooding issues will seek to provide betterment in flood storage and to remove obstructions to flood flow routes where appropriate.

Development will:

1. Conserve and enhance the ecological flood storage value of the water environment, including watercourse corridors and catchments
2. Open up any culverted watercourse, where safe and practicable, to create an asset of ecological and community value
3. Improve water efficiency through incorporating appropriate water conservation techniques including rainwater harvesting and grey water recycling
4. Discharge surface run-off, not collected for use, to one or more of the following, listed in order of priority:
 - a. discharge into the ground (infiltration); or, where not reasonably practicable
 - b. discharge into a surface water body; or, where not reasonably practicable
 - c. discharge to a surface water sewer, highway drain, or other drainage system; or, where not reasonably practicable



- d. discharge to a combined sewer
- 5. Connect to the main foul sewer network where possible
- 6. Consider the cumulative impact of adjacent development(s) in devising an appropriate drainage strategy
- 7. Consider measures to help bring the waterbody to a good ecological status.

6.32 Water is a vital resource and its management is fundamental to sustainable development. The way in which water is managed can determine whether new development, land management, water usage, mineral working and waste management have a positive or negative impact on people and the environment. Good planning of water issues can provide us with clean and reliable water supplies, areas for recreation, habitats for wildlife and flood mitigation. Stroud District has an intricate network of rivers, streams and pools which contribute to the richness, diversity and beauty of our District. With a legacy of industrial infrastructure and historic water management issues, opportunities will be sought that can offer hydro morphological and ecological improvements e.g. removal and modification of barriers to habitat connectivity and fish movement such as weirs and culverts and achieving riparian improvements that contribute to natural and structurally diverse river corridors and floodplains. Within the natural environment, woods and trees can play a part in delivering positive water quality and water flow outcomes. They offer opportunities to make positive water use change whilst also contributing to other objectives, such as biodiversity, timber & green infrastructure. Rivers can offer the multi-functionality with recreation, amenity and environmental purposes, allowing the preservation of flow routes and flood storage, and at the same time providing valuable social and environmental benefits contributing to other

sustainability objectives. It is important functionality for this purpose should not compromise natural habitats. One of the many benefits of woods and trees is their ability to help us respond to a changing climate. Trees, in the right places, help us to adapt to climate change by reducing surface water flooding; reducing ambient temperature through direct shade and evapo-transpiration; and by reducing building heating and air-conditioning demands. Therefore, the Local Plan seeks to adapt to climate change by minimising and mitigating against future flood risk and by managing its water resources.

6.33 Flood risk should be considered at an early stage in deciding the layout and design of a site to provide an opportunity to reduce flood risk within the development. When determining planning applications, the Council shall ensure flood risk is not increased elsewhere, and only consider development in flood areas where informed by a site-specific Flood Risk Assessment, following the Sequential Test and Exception Test if it should be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location;
- development is appropriately flood resilient and resistant, including safe access and escape routes where required in accordance with DEFRA guidance;
- where necessary, it is accompanied by a Flood Evacuation Plan in consultation with the Emergency Services;
- any residual risk can be safely managed; and
- it gives priority to the use of sustainable drainage systems.



- 6.34 The **Level 1 SFRA** makes use of existing information to allow the application of the sequential test and to identify where the exception test is likely to be necessary. The **Level 2 SFRA** involves a more detailed review of flood hazard (flood probability, flood depth, flood velocity, rate of onset flooding) taking into account the presence of flood risk management measures such as flood defences.
- 6.35 Historically surface water drainage systems have been designed to remove surface water from a site as quickly as possible by means of underground piped systems. This has the potential to increase flooding problems downstream and does not contribute to the natural recharge of groundwater levels. Such systems contribute to the transport of pollutants from urban areas to watercourses and groundwater. With concerns surrounding the impacts of climate change and the requirements of legislation including the Water Framework Directive, a more sustainable approach to drainage is required to reduce flood risk, manage water quality and provide integrated amenity benefits.
- 6.36 The favoured approach in Stroud District is **Natural Flood Management** for dealing with surface water. **Sustainable Drainage Systems (SuDS)** aim to mimic natural drainage processes and remove pollutants from urban run-off at source. They comprise a wide range of techniques, including:
- Green Roofs
 - Permeable Paving
 - Rainwater Harvesting
 - Swales
 - Detention Basins
 - Ponds
 - Wetlands
- 6.37 This is not a comprehensive list and applicants should identify the most appropriate scheme, or combination of schemes to suit the proposed development. The multi-functional role of **Natural Flood Management** and **SuDS** should be considered in developments. They can provide, alongside flood alleviation measures, green corridors and wildlife habitat creation and therefore could provide holistic solutions for development sites as part of a wider green infrastructure network. Waterside areas, or areas along known flow routes, can act as Green Infrastructure, being used for recreation, amenity and environmental purposes, allowing the preservation of flow routes and flood storage, and at the same time providing valuable social and environmental benefits contributing to other sustainability objectives.
- 6.38 In the case of multiple development sites (sometimes part of a single allocation or multiple nearby allocations) a site drainage masterplan will be expected to ensure that multiple developers across different development sites work together towards an approved overall drainage strategy. Agreement of an overall master plan for the development will enable strategic infrastructure to potentially serve multiple development parcels and be designed appropriately to provide wider benefits and efficiencies in design that would not otherwise be possible. The drainage masterplan should also outline key milestones that need to be achieved for critical infrastructure prior to the commencement of some phases. This will help to align programmes between multiple stakeholders.
- 6.39 Consultation and discussion should take place with the **Lead Local Flood Authority (LLFA)** which is the County Council in relation to assessing SuDS. Such discussions should focus upon the run-off destination hierarchy set out in the National Standards for Sustainable Drainage Systems.

Delivery Policy ES5

Air quality

Development proposals which by virtue of their scale, nature or location are likely to exacerbate existing areas of poorer or marginal air quality, will need to demonstrate (potentially by provision of a formal air quality assessment) that effective measures can be taken to mitigate emission levels in order to protect public health and well-being, environmental quality and amenity. Mitigation measures should demonstrate how they will make a positive contribution to the aims of any locally agreed air quality and/or transport strategies for Stroud District and may include:

1. landscaping, bunding or separation to increase distance from highways and junctions
2. possible traffic management or highway improvements to be agreed with the local authority
3. abatement technology and incorporating site layout / separation and other conditions in site planning
4. traffic routing, site management, site layout and phasing
5. managing and expanding capacity in the natural environment to mitigate poor air quality.

- 6.40 Air quality is a measure of the degree to which the air in a given location is free from any chemical, physical or biological agent that modifies the natural characteristics of the atmosphere. Key sources of air pollution in the UK include transport, energy production, industry and manufacturing, domestic combustion, and farming. The health impacts of poor air quality have long been established, especially with regard to respiratory conditions such as asthma and emphysema, which can be exacerbated by air pollution. Air quality in Stroud District is predominantly good with the majority having clean unpolluted air. At present there are however a very small number of potential individual locations where the combination of

traffic, road layout and geography could possibly result in exceedences of the annual average for nitrogen dioxide (NO₂) and fine particulates (PM₁₀).

- 6.41 This Local Plan seeks a multifaceted approach to minimising any potential air quality issue as acknowledged in the **Habitat Regulations Assessment** by locating new development where there is a viable range of transport choices, seeking to boost the self-containment of settlements to reduce commuter flows and through seeking to utilise the benefits from managed development and growth. The **Gloucestershire Air Quality and Health Strategy** describes the strategic approach in Gloucestershire to improving air quality and mitigating its impact on health as it relates to nitrogen oxides and particular matter (with recognition that this scope may increase as evidence and priorities develop). The strategy has been developed to be delivered through a partnership approach across agencies, professionals and members of the public who are active in Gloucestershire.

- 6.42 **Policy ES5** requires that all development which either because of the size, nature or location will have the potential to exacerbate known areas of poor or marginal air quality, is required to overcome this barrier to development by demonstrating the measures they will take to help mitigate these impacts. Development which could potentially impact upon **Natura 2000** sites through contributions to aerial deposition e.g. industrial process within 10km of a **Special Protection Area (SPA)** or **Special Area of Conservation SAC**, will require an assessment of the likely impacts. Trees can improve air quality through the absorption of particulates from vehicle emissions and other sources. Temperature differences can be controlled through woodlands. Woodland contributes towards delivering and improving both physical and mental health. The Council will take account of air pollution (CO₂, ammonia, methane, NO_x,



particulates for example) that arise from some farming activities. Combinations of these gases along with traffic pollution has the potential to cause harm to human health and wider environmental harm.

Delivery Policy DES1

Conversion of redundant agricultural, forestry and rural buildings

The conversion of redundant agricultural, forestry and rural buildings outside of defined settlement development limits to an alternative use will be permitted where:

1. The location is sufficiently well related to existing infrastructure, amenities and services;
2. The existing vehicular access is suitable in landscape terms for the use proposed;
3. The original building is worthy of conversion with regard to its current character, scale and condition, without the need for substantial reconstruction, significant extensions or ancillary buildings;
4. Conversion will not result in the need for another agricultural or forestry building on the holding as a replacement;
5. If the building proposed for conversion is not a traditional one, there are no redundant traditional buildings within the holding capable of being re-used in the first instance;
6. There is no adverse impact on the character of the building and its setting, in particular its agricultural/forestry character, and
7. The building is converted to the most appropriate viable use according to the following hierarchy:
 - i. Firstly, housing for essential agricultural or forestry workers, or succession housing for former agricultural or forestry workers
 - ii. Farm/forestry diversification for employment use

- iii. Affordable housing
- iv. Farm/forestry diversification for visitor accommodation or facilities
- v. Open market housing

The hierarchy i-iv must be carefully considered with robust evidence (including marketing over a reasonable period) before open market housing can be supported. Applications must demonstrate that all reasonable efforts have been made to secure alternative viable uses.

- 6.43 Changes in the agricultural industry have led to large numbers of rural buildings becoming surplus to requirement as new, comparatively much larger, buildings are constructed to help reduce labour costs and address changes in animal welfare standards. The traditional rural building is now frequently used for low key storage and other uses, but inevitably without an economically sustainable use, many now suffer decay which can lead to demolition or collapse. Hence many rural buildings may be suitable for conversion to alternative uses when they are no longer required for agricultural or forestry purposes. These buildings include both modern and traditional structures, although the uses appropriate for these different types of building will inevitably vary because of their size and character.
- 6.44 The key to delivering a successful conversion is ensuring that any rural building is re-used or adapted in a way that retains its integrity and local distinctiveness. These objectives echo the **National Planning Policy Framework (NPPF)**, which places good design, enhancement of local distinctiveness and the conservation of the historic environment at the heart of sustainable development in rural areas. There is a clear tension in trying to find a new sustainable use for a traditional rural building, which at the same time helps sustain its character and contribution to the landscape. Preserving the character of typical or traditional rural buildings



is important, as such buildings can be considered to make a significant and valuable contribution to the rural landscape character and its sense of local distinctiveness. They should be considered as reminders of the evolution of the rural landscape.

6.45 The usual harmonious relationship that traditional rural buildings have with their surroundings can be considered to contrast dramatically with their modern and much larger pre-fabricated replacements. These modern buildings tend to possess a utilitarian character, which can sometimes appear as visually intrusive in a rural landscape; but any potential harm caused by their scale, form and materials has to be balanced with the functional need for these buildings to support an agricultural holding/rural enterprise. Therefore, while their presence in the rural landscape may be accepted as part of modern farming practices, these modern pre-fabricated farm buildings may not follow historic disciplines set by the availability of local materials, traditional construction techniques and other location factors.

6.46 In the case of more modern structures, it will be necessary to demonstrate that the building has been properly used for agricultural purposes for a substantial period of time, prior to any application being submitted for an alternative use. This is to prevent buildings being constructed under false pretences, merely to secure a non-agricultural use in a rural location, contrary to the Local Plan Strategy and accompanying policies.

6.47 There is a wide variety of alternative uses for rural buildings, which may be considered appropriate, depending on the character and location of the existing building. **Policy DES1** sets out a hierarchy of alternative uses, which should be considered in turn, only proceeding with uses lower down the hierarchy if higher uses are demonstrably not viable or possible.

6.48 Barns and other rural buildings may also provide habitat and shelter for protected species such as owls and bats for example. An assessment by a qualified ecological surveyor should be carried out and options explored to both conserve and secure appropriate biodiversity net gain in that location.

Protecting our built and natural heritage

Delivery Policy ES6

Providing for biodiversity and geodiversity

Development proposals shall provide a minimum of 10% net gain in biodiversity through enhancement and creation of ecological networks within and connecting with those beyond the district by:

1. Incorporating and enhancing existing and creating new biodiversity features within their design; and
2. Maximising opportunities to enhance and create links between ecological networks and habitats of principal importance. Links should be created both on-site and, where possible, with nearby features; and
3. Biodiversity within a development needs to be managed, monitored and maintained; and
4. Development proposals within, or in close proximity to, an ecological network corridor should enhance the functionality and connectivity of the corridor. Development that would impact on the strategic ecological network causing fragmentation or otherwise prejudice its effectiveness will not be permitted.

Development proposals shall also demonstrate that the mitigation hierarchy has been followed sequentially in accordance with the principles of:

- i. avoid



- ii. reduce, moderate, minimise
- iii. rescue e.g. translocation
- iv. repair, reinstate, restore, compensate or offset.

Where development is considered necessary, adequate mitigation measures or, exceptionally, compensatory measures, will be required, with the aim of providing an overall improvement in local biodiversity and/or geodiversity.

Where development proposals are likely either alone or in combination with other plans and projects, to cause harm to the nature conservation or geological interest of **Internationally** important sites, they will not be permitted unless:

- a. There is no suitable alternative to the development; and
- b. There are imperative reasons of overriding public interest; and
- c. Appropriate compensatory provision can be secured to ensure that the overall coherence of the site(s) is protected and enhanced.

Other important habitats and sites of geological and geomorphological interest will be protected, managed and enhanced. Up to date, comprehensive ecological surveys undertaken in accordance with industry guidelines and standards will be required to support and inform development proposals that would affect sites for nature conservation, protected species, or species or habitats of importance.

Development that will adversely affect the following designations shall not be considered sustainable development and will not be permitted:

- **National** SSSIs and NNRs
- **International or Nationally** protected species, or species and habitats of principal importance. It will be important to consider the future conservation status of the relevant species in their natural range.

Development should not adversely affect:

- **Local** Wildlife Sites,
- **Local** Nature Reserves,
- **Local** Geological or Geomorphological Sites,
- **Local** ecological or Green Infrastructure networks

The assessment of adverse impacts will apply to potentially damaging development proposals that may affect a designated area and will include the consideration of adverse cumulative effects with other existing or proposed development.

6.49 Mechanisms for delivering **Biodiversity Net Gain (BNG)** can be on site, off site, in full or combination. Onsite can be delivered using habitat creation/enhancement via landscaping/green infrastructure. Offsite can be delivered through habitat creation/enhancement on land holdings or via habitat banks. The mitigation hierarchy is also applied and some irreplaceable habitats such as ancient woodland will not be eligible for offsetting. Existing mechanisms for protecting ecology will remain in place and BNG will not apply at SSSI's.

6.50 Developers will be required to maintain their improvements for at least 30 years and this may involve the use of conservation covenants described as private voluntary legal agreements between a landowner and a responsible body that will safeguard the land for conservation. Conservation covenants will continue to apply even if the land changes hands. The wider valuable natural environment includes not only nationally protected species and sites, but also **Local Wildlife Sites**, **Regionally Important Geological/Geomorphological Sites** and other features of nature conservation value, including:

- priority species and habitats of conservation concern (those listed on the English List – section 41 of the **Natural Environment and Rural Communities Act**)
- areas of habitat with restoration potential (particularly those identified on the **Gloucestershire Nature Map** or identified through



other landscape scale projects and within any 'Nature Improvement Area' recognised by the **Local Nature Partnership**); and

- features that provide an ecological function for wildlife (such as foraging, resting and breeding places) – particularly wildlife corridors of all scales, which provide ecological connectivity, allowing species to move through the landscape, and which support ecosystem functions.

6.51 The Council is working with the **Gloucestershire Local Nature Partnership (LNP)** to deliver a **Local Nature Recovery Strategy (LNRS)**, which will provide a spatial strategy for nature. It will identify opportunities and priorities for enhancing our natural environment in Gloucestershire and assist implementation of the **Nature Recovery Network (NRN)** and ecosystem services. Local Nature Recovery Strategies (for delivering the Nature Recovery Network) will enable opportunities for the delivery of multiple benefits to be identified and should provide the best value for time and money invested.

6.52 It is vital that all stages of sustainable development are informed by relevant ecological information, from site selection and design to planning decisions and long-term management. All effects should be considered, including positive and negative, direct and indirect, cumulative, and on- and off-site impacts over the lifetime of the development (including construction, operational and restoration phases), also giving consideration to disturbance effects such as noise, lighting, recreational pressures, trampling, traffic, domestic pets, vandalism etc. All effects upon the natural environment should be addressed sequentially in accordance with the principle of the 'mitigation hierarchy':

- avoid
- reduce, moderate, minimise
- rescue e.g. translocation

- repair, reinstate, restore compensate or offset.

6.53 Compensation is a last resort, but will be necessary in some instances where other approaches cannot guarantee a minimum 10% net gain in biodiversity. Such measures should be delivered within the development site where possible; however, where this is not feasible, it may be more appropriate to deliver offsite measures through legal agreements and landscape scale projects. The District Council with the **Gloucestershire LNP** are investigating mechanisms to deliver off-site compensation. Appropriate compensatory measures should demonstrate net gain of at least 10% of the biodiversity resource over a thirty year timeframe, and be delivered as close to the development site as possible to avoid the degradation of local ecological networks or 'ecosystem services'.

6.54 In addition to the existing **Mitigation Strategies** being operated on the **Rodborough Common SAC** and the **Severn Estuary SAC, SPA and Ramsar**, the **Habitats Regulations Assessment (HRA)** of the Local Plan has identified measures that will be required now for the **Cotswolds Beechwoods SAC** over the Local Plan period, to ensure no adverse effect occurs on the SAC due to the expected population increase in the County and the associated increase in recreational activity. A core catchment zone has been defined around this SAC, to reflect the current patterns of activity based on settlements. Development proposals within this core catchment zone will be required to contribute to mitigation measures. The Council commits to jointworking with partners on this cross boundary issue, in order to avoid an adverse effect on the integrity of the SAC associated with increased recreational activity over the relevant plan periods. The initiatives will be funded principally through s106 contributions that contribute towards an agreed **SAC Avoidance and Mitigation Strategy**. Where, instead of a bespoke solution, provision is made for contributions to be paid and pooled towards implementing the



Avoidance and Mitigation Strategy (upon which Natural England has been consulted), the District Council will not require an **Appropriate Assessment** of the planning application.

- 6.55 Where a development includes specific measures to avoid and mitigate its impact upon the **Special Area of Conservation (SAC)** or **Special Protection Area (SPA)**, the District Council will, in consultation with Natural England, undertake an **Appropriate Assessment**. This will consider the effect of the proposal on the SAC or SPA and the avoidance and mitigation measures, including size and location of any proposed semi-natural open space.

Delivery Policy ES7

Landscape character

Within the Cotswolds Area of Outstanding Natural Beauty (AONB), or on land that may affect its setting, priority will be given to the conservation and enhancement of the natural and special qualities of the AONB, including landscape quality / landscape beauty, tranquillity; dark skies; natural heritage and cultural heritage. Proposals that are likely to impact on, or create change in, the landscape of the Cotswolds AONB should have regard to, be compatible with and reinforce the landscape character of the location. Major development will not be permitted unless it is demonstrated to be in the national interest and that there is a lack of alternative sustainable development sites.

In all locations development proposals should conserve or enhance the special features and diversity of the different landscape character types found within the District. Priority will be given to the protection of the quality and diversity of the landscape character for its own intrinsic beauty and for its benefit to economic, environmental and social wellbeing. Development will only be permitted if all the following criteria are met:

1. The development will protect or enhance landscape character; and

2. Natural features including trees, hedgerows and water features that contribute to the landscape character and setting of the development will be both retained and managed appropriately in the future; and
3. Detrimental effects on types, patterns and features which make a significant contribution to the character, history and setting of a settlement or area will be avoided.

Opportunities for appropriate landscaping will be sought alongside all new development, such that landscape type key characteristics are strengthened.

Proposals will have regard to the local distinctiveness of the different landscapes in the District, drawing, as appropriate, upon relevant assessments, including: Stroud District Landscape Character Assessment (2000), Cotswold AONB Landscape Character Assessment(2000), Stroud Landscape Sensitivity Assessment (2016) and the Cotswolds AONB Landscape Strategy and Guidelines (2003).

- 6.56 **Landscape Character Assessments (LCA)** are a nationally recognised tool to help us understand and describe landscapes in an objective way to define distinctive characteristics, inform policy development, planning and land management decisions, and assist in monitoring change. Landscape Character Assessments can also assist with the process of assessing the sensitivity and capacity of places to change, and the impacts and significance of potential development. Landscape Character Assessments can be prepared on different scales, ie at national, district, neighbourhood and site level.
- 6.57 The **Stroud District Landscape Assessment (2000)** provides a comprehensive statement of landscape character and quality across the entire District. Issues relating to key characteristics, landform and context, land use and landscape patterns, settlement and vernacular character, human response and sensitivity to change are identified for the 12



Landscape Character Areas, together with key priorities for action. These remain relevant to this Local Plan. Further evidence gathering work for this Local Plan has included the **Landscape Sensitivity Assessment** (2016), which has examined the landscape sensitivity around our larger villages and towns to potential housing and employment development.

- 6.58 The **Cotswolds Area of Outstanding Natural Beauty (AONB)** covers 15 local authority areas including Stroud District. The special qualities of the Cotswolds AONB are the key attributes for which the AONB is considered to be important. Most unique to the Cotswolds AONB is the unifying character of the limestone geology, including its visible presence in the landscape and its use as a building material. Other special qualities of the AONB include its internationally important, flower-rich grasslands and ancient, broadleaved woodlands; escarpment; dry stonewalls; river valleys; high wolds; tranquillity and dark skies; vernacular architecture and distinctive settlements; accessible landscape offering quiet recreation; and significant archaeological, prehistoric, historic and cultural associations. **The Cotswolds AONB Management Plan** ('the Management Plan') is a statutory plan, which sets out the vision, outcomes and policies for the management of the Cotswolds AONB and has been prepared by the **Cotswolds Conservation Board**. This is a material consideration when considering development proposals within the AONB. Other documents prepared by the Board may be relevant, including position statements, woodland and biodiversity strategies, landscape sensitivity dark skies and tranquillity studies.

Delivery Policy ES8

Trees, hedgerows and woodlands

Development will seek where appropriate to enhance and expand the District's tree, hedgerow and woodland resource, which will contribute to:

- health and wellbeing
- carbon sequestration; and
- climate change mitigation and adaptation.

There should be no net loss of hedgerows as they form a key component of local ecological networks and ecosystem services.

Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of locally valued and/or protected trees, hedgerows, community orchards, veteran trees or woodland will not be permitted.

Where the loss of trees and/or hedgerows is considered acceptable, adequate replacement provision will be required that utilises local and native species that are in sympathy with the character of the existing tree or hedge species in the locality and the site.

Tree surgery work requiring consent must be undertaken in accordance with arboricultural best practice.

Development proposals shall provide soft landscaping details, including tree, hedge and wood planting where appropriate. Landscaping schemes should take account of local landscape character, ecological interests (including green infrastructure networks) and should include the planting of indigenous species where appropriate.

The Council will seek long-term maintenance and management plans to accompany the soft landscaping proposals where appropriate.

- 6.59 Trees, woodlands and hedges make an important contribution to the beauty, diversity and distinctiveness of our rural landscapes and the beauty and liveability of our townscapes. Tree and woodland canopies



create shelter and shade, contribute to carbon sequestration, intercept rainfall and airborne pollutants. Trees and hedges can regulate the movement of water through river catchments, reducing soil erosion and the leaching of pollutants into surface and ground waters. The Council will use the **Gloucestershire Local Nature Partnership (LNP) Tree Strategy** to guide woodland conservation and creation. The vision is to achieve thriving network of sustainably managed trees and woodlands covering at least 20% of the county, delivering resilience and connectivity for people, wildlife and the economy. This strategy will help co-ordinate actions across the County working with partners and stakeholders. The Council will work with the LNP and partners to develop an implementation and delivery action plan. Woodland ecosystems are a key component of the County's biodiversity providing habitats for both rare and common species. Trees and woodlands take many years to mature: ancient woodlands and veteran trees in particular are irreplaceable. There should be no net loss of hedgerows, due to the importance of this feature as components of local ecological networks and ecosystem services. Hedgerow replacement should align with local ecological networks wherever possible. If any hedgerow removal has to take place it should take place outside of bird nesting season to avoid the need for exclusion netting that can impact wider functioning of this ecological corridor. In summary, these natural features improve our health and wellbeing, help mitigate climate change effects and provide eco-system services, both on the national scale and at the local level.

- 6.60 Mature trees, woodlands and hedges are sensitive to the impacts of development, either directly through their removal or indirectly through the impacts of construction. Due to the length of time and the cost taken to replace mature features, and the contribution they can make to the quality of development, they should be retained and protected where possible. Surveys and assessments carried out in accordance with

recognised standards should be used to inform the design process and minimise impacts. Where their loss is unavoidable they should be replaced with suitable new planting either within the site or in the locality if this is more appropriate. Development can make a positive contribution to the tree and hedgerow resource in the locality through new planting or the restoration and improved management of existing features. Native indigenous species planting will be encouraged where they respect and enhance the local landscape character.

- 6.61 Where trees within or adjoining a site could be affected by development, a full tree survey and arboricultural implications assessment to **BS 5837** will be required as part of the planning application. This needs to be carried out at a sufficiently early stage to inform the design of the development. The implementation of any protective measures it identifies will be secured by the use of planning conditions

Delivery Policy ES9

Equestrian development

The keeping of horses for leisure and recreational purposes or as part of commercially based equestrian activity shall be considered acceptable where development that, through its environmental impact, either enhances or does not diminish environmental quality of those rural areas in which it is to take place. The level of activity generated by a proposal will be taken into account.

Such development shall be integrally connected with wider land management and be development requiring a countryside location. In particular, a longer term landholding management and maintenance plan will be expected to accompany any equestrian development proposal.

Any proposal for the conversion or change of use of existing equestrian establishments to a non-equestrian use will be discouraged, unless there is a strong case setting out why an exception should be made.

6.62 Horses have been an important part of the rural landscape for hundreds of years. Originally they were work animals that contributed to the farming economy. Today the majority of horses in the AONB and Severn Vale are kept for recreation and leisure purposes. Development related to equestrian businesses as well as the keeping of horses for personal use is an increasingly popular activity in the District. To date, equestrian development has had little impact on landscape character due to the relatively sparse distribution of these types of development. However, there is increasing concern that the cumulative impact of equestrian development and the management of land for horses may adversely change the character of the landscape and hence affect the natural beauty of the District.

6.63 In addition to licensed riding schools and livery yards, horses and ponies are kept for personal use throughout the District. In several areas the presence of an equine activity is apparent due to the visible signs of development e.g. outdoor exercise arenas/ménages, buildings, field divisions, overgrazing, field shelters, jumps and other equine use related equipment, etc.

6.64 The number of developments involving a small number of horses for personal enjoyment is numerous whereas the number of larger scale developments such as livery yards, riding schools and training and competing establishments is fewer. The potential impacts (including cumulative impacts) of all scales of development need to be considered:

- Change in character of existing buildings and settlements as a result of change of use of buildings.
- Introduction of uncharacteristic new buildings to the landscape and settlements would affect landscape character and natural beauty.
- Changes in landform to accommodate new buildings and exercise areas may adversely impact upon landscape character.
- Changes in grazing regime may affect ecological diversity of grassland and subdivision of fields may affect landscape character.
- Paraphernalia related to equestrian development e.g. horse boxes, jumps, manure heaps, and temporary structures may become more visible in the landscape.
- Potential erosion of bridleways and roadside verges as a result of intensive use.
- Horse manure heaps can be unsightly and cause problems if lit.
- Horse riding is a sustainable way to enjoy the AONB and Severn Vale reducing the impact of tourism and recreation.
- Appropriate tree and woodland planting to mitigate the impacts of development creates new opportunities for wildlife.
- Equestrian related activities contribute to the District economy and as a result the management of the natural environment.

6.65 The Council (working with relevant stakeholder interests) will seek to produce further advice or a policy statement that will cover the following equine development/activities: stabling and ancillary buildings (including accessibility and location), field shelters, indoor and outdoor exercise areas and facilities, other exercise activities and grazing/field management that is appropriate to the landscape character and biodiversity.



Delivery Policy ES10

Valuing our historic environment and assets

Stroud District's historic environment will be preserved, protected or enhanced, in accordance with the principles set out below:

1. Any proposals involving a historic asset shall require a description of the heritage asset's significance, including any contribution made by its setting, and an assessment of the potential impact of the proposal on that significance, using appropriate expertise. This can be a desk based assessment and a field evaluation prior to determination where necessary and should include the Gloucestershire Historic Environment Record.
2. Proposals and initiatives will be supported which conserve and, where appropriate, enhance the heritage significance and setting of the Districts heritage assets, especially those elements which contribute to the distinct identity of the District. These include:
 - A. the 68 sites of national archaeological importance (which are designated as Ancient Monuments), any undesignated archaeology of national significance, and the many buildings that are Listed as having special architectural or historic interest
 - B. the stone, bronze, iron age and roman settlements and remains; the medieval settlements including Berkeley Castle; historic houses; historic parks, gardens and villages
 - C. the townscapes of the larger towns such as Stroud where the industrial heritage influenced its historic grain, including its street layouts and plot sizes
 - D. the District's historic market towns and villages, many with designated conservation areas, such as Berkeley, Wotton Under Edge, Minchinhampton, Painswick and Dursley.
3. Proposals will be supported which protect and, where appropriate, enhance the heritage significance and setting of locally identified heritage assets, such as buildings of local architectural or historic

interest, locally important archaeological sites and parks and gardens of local interest.

4. Proposals will be supported which protect and, where appropriate, enhance key views and vistas, especially of locally distinctive landmark features such as the spires and towers of historic churches and mill chimneys.
5. Any harm or loss would require clear and convincing justification to the relevant decision-maker as to why the heritage interest should be overridden. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, this will not be viewed as a justification for loss or alteration.

A full programme of work shall be submitted with the application, together with proposals to mitigate any adverse impact of the proposed development, and where appropriate, this shall be implemented through measures secured by planning condition(s) or through a legal agreement.

6.66 The historic environment is important for its own sake. It is also central to the character and identity of the District. It is a source of immense local pride, as well as being a valuable educational and economic resource. The historic environment should also act as a positive stimulus and inspiration to place making in all parts of the District so that it can reinforce local identity and play a part in increasing the appeal of the area as a place to live, work, visit and invest in. New development should seek opportunities to draw on the historic environment in order to maintain and enhance local character and distinctiveness.

6.67 National planning policy provides guidance on the identification, significance, and protection of heritage assets – from sites and buildings of local historic value to listed buildings, conservation areas, historic parks and gardens and archaeological remains. National policy expects that the



contribution of such heritage assets to local character and sense of place is recognised and valued and that policies ensure they are conserved in a manner appropriate to their significance.

6.68 Stroud District has an important legacy of heritage and cultural assets, including over 3,300 listed buildings, 41 conservation areas, 14 registered historic parks and gardens and 68 scheduled monuments. There are additionally a wide range of undesignated historic buildings, archaeological sites and remains, and historic parks and gardens, as well as places, areas, landscapes and structures of local historic interest. Undesignated local heritage assets may be identified locally, including through the definition of 'local listing' criteria in **Neighbourhood Development Plans**, as well as incidentally through the development management process. Information about heritage assets can be found in the **Gloucestershire Historic Environment Register (HER)**.

6.69 The Council has produced a **Heritage Strategy** to positively address the issues and pressures that are facing our heritage assets, including a programme for the appraisal and management of our conservation areas and the monitoring of any heritage assets "at risk". The strategy is framed around four priorities:

- Understanding our heritage and its significance
- Capitalising on our heritage
- Positive management
- Raising our heritage up the agenda

6.70 Applications for development that affects heritage assets and their settings directly or indirectly will need to describe the nature of the significance of the assets affected (including any contribution made by their setting), and set out how development will conserve or enhance the heritage assets and their settings in a manner appropriate to that

significance. The level of detail should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposal on its significance.

6.71 A **Heritage Statement** will be required for development proposals that will have a potential impact on any of the designated or undesignated assets listed in (i)-(vi) and for any major development proposal:

- i. conservation areas; listed buildings and scheduled ancient monuments;
- ii. the character of the historic cores of the market towns and villages;
- iii. landscape features, including ancient woodlands and veteran trees; field patterns; watercourses; drainage ditches and hedgerows of visual, historic or nature conservation value;
- iv. archaeological remains;
- v. historic parks and gardens; and
- vi. assets of local heritage significance.

6.72 Development proposals that involve any harm to or loss of a heritage asset would require clear and convincing justification, in accordance with the **NPPF**. A development proposal will not be permitted where substantial harm to a designated heritage asset is likely to occur unless demonstrably outweighed by substantial public benefits, which cannot be realised in any less harmful way.

6.73 As an irreplaceable resource, the historic environment is crucial to sustainable development in Stroud District, ensuring that our heritage can be enjoyed for its contribution to the quality of life of existing and future generations. The Council recognises that in some instances the pursuit of carbon neutrality and energy efficiency will be difficult in the historic environment. Nevertheless, the criteria contained in this policy will apply,



where such measures require permission. As a general principle, alterations will be viewed more favourably where:

- measures can be reversed or removed, as and when the technology becomes obsolete or is superseded; and
- alterations are designed and located to be as visually inconspicuous as possible.

The Council will seek to produce further advice on achieving carbon neutrality and energy efficiency in the historic environment.

Delivery Policy ES11

Maintaining, restoring and regenerating the District's canals

The Council will continue to support and deliver the restoration of and other necessary functional improvements to the District's canals. It will seek to improve access to and along the canals to encourage use for transport and for leisure / recreational purposes.

Development on the route of, or adjacent to, the Stroudwater Navigation, the Thames and Severn Canal or the Gloucester & Sharpness Canal must not prevent the improvement, reconstruction, restoration, widening or continued operational use of the canals or towpaths.

All developments adjacent to the canals must respect their character, setting, biodiversity and historic value as well as have regard to improving and enhancing views along and from the canals. Environmental improvements to any canal's appearance will include enhancement of its historic and biodiversity value.

In assessing any proposals for development along or in the vicinity of any of the Districts three canals, the Council will have regard to any relevant adopted guidance.

Reasonably related financial contributions may be sought via Community Infrastructure Levy or, where appropriate, via legal agreements for contributions towards the improvement or restoration of the related canal and towpaths.

6.74 Within Stroud District, the **Gloucester & Sharpness Canal**, the **Stroudwater Navigation** and the **Thames & Severn Canal** provide a valuable resource for the public to enjoy both active and passive recreational activity. The latter two canals are now known collectively as **The Cotswold Canals** and are subject to an ongoing restoration project, led by Stroud District Council, to reconnect the canals with the Gloucester & Sharpness Canal at Saul Junction and to reconnect with and restore the former canal basin at Brimscombe Port to the east of Stroud. There are longer term aspirations to continue the Thames & Severn Canal east of Brimscombe Port to reconnect with the Thames at Lechlade.

6.75 **Policy ES11** supports the restoration of the canal network and for functional improvements to facilitate canal based tourism, including the widening of stretches to achieve the required width of at least 10 metres, permanent and visitor moorings, services such as water, pump out and power points and other visitor facilities. The policy also supports proposals for wider canal side regeneration, subject to respecting the historic built environment and the natural environment.

6.76 Stroud's **Industrial Heritage Conservation Area (IHCA)** runs the entire length of the Cotswold Canals, from Sapperton in the east to Saul in the west – some 14 miles (23km). As well as their historical, architectural and educational value, the District's canals are important landscape features, with biodiversity interest. Our canals are already an important part of the District's green infrastructure network and with maintenance they provide



green corridors for wildlife, as well as playing a role in conveying flood waters, in association with the often adjacent river network.

- 6.77 The canals contribute towards economic and regeneration objectives by providing attractive locations for canal-side development, but this must be carefully balanced with their conservation and enhancement. The **Industrial Heritage Conservation Area** has an adopted **Design Guide** and **Management Proposals SPD**, which provides guidance. The contribution that canals and canal towpaths can make in achieving more sustainable patterns of movement is worthy of note, including opportunities to create and improve links with other walking and cycling routes. Consequently, the Council will support appropriate measures to improve access to the canals for active travel and transportation purposes.
- 6.78 The Council is producing a **Canal Strategy** to develop a whole corridor approach to the District's canals. The Strategy will identify further opportunities to develop the canals as a resource to maximise the social, economic and environmental wellbeing of the District and its communities.

Quality of design: places and spaces

Delivery Policy ES12

Better design of places

The District Council will require the layout and design of new development to create well designed, socially integrated, high quality successful places, where people enjoy living and working, with legible and well planned routes, blocks and spaces, integrated residential, commercial and community activity, safe attractive public spaces and pedestrian/cycle routes without traffic conflict, secure private areas, better designed buildings and landscaped spaces.

New development should be designed to offer flexibility for future needs and uses taking into account demographic and other changes. The Council will expect the improvement of existing buildings to meet changing needs and to sustain the District's housing and commercial building stock.

All new development must be based on thorough site appraisal including reference to any adopted Design Statements, Design Codes, Neighbourhood Development Plans, Secured by Design standards and be sensitive to its context as well as contributing to sustainable living and carbon neutrality.

'Design Quality', reflecting a thorough understanding of the site context, must be demonstrated as part of any proposal. The Council will require the submission of a Design and Access Statement which clearly demonstrates the design and suitability of the proposal in its local context where necessary.

- 6.79 The quality and success of new places is ultimately judged by how enjoyable it is to use or visit, how easy it is to find your way in and through, how safe and secure it feels, how the buildings and adjacent spaces relate to each other and how attractive it looks as a whole. These responses are important in all developments, whether a small infill



development or an extensive development scheme. The main way that people experience buildings from day-to-day is from public streets or spaces. Therefore, the contribution new development makes to the quality of the public realm is of considerable importance.

- 6.80 An important part of making high quality places is to ensure that new buildings are well designed. This means making buildings attractive in their own right, appropriate in their setting and fit for their purpose. Buildings and layouts need to embed both the Council and **NPPF** commitments to securing carbon neutrality. It is also important that buildings are designed in an adaptable way, to ensure there is flexibility in their potential use and function across the life of a building. Proposals should accord with relevant local design planning documents or advice. The Council will particularly encourage the use of **Design Codes** forming part of any **Neighbourhood Development Plan**.

Delivery Policy DES2

Green Infrastructure

All development proposals should, where appropriate to their nature and scale:

1. protect existing green infrastructure and the functions this performs;
2. increase the functionality of existing and planned green infrastructure especially where this helps to mitigate the causes of and addresses the impacts of climate change;
3. improve the quality of existing green infrastructure, including local networks and corridors, specifically to increase its attractiveness as a recreation opportunity and its value as a habitat for biodiversity;

4. protect and improve access to and connectivity between existing and planned green infrastructure to develop a continuous right of way and greenway network and integrated ecological system/network;
5. secure new green infrastructure in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards contained within this Plan; and
6. provide long-term management arrangements for new and enhanced green infrastructure within development sites.

Where a loss of, or negative impact on green infrastructure functionality or ecological system/network is unavoidable, development proposals should demonstrate what mitigation measures are proposed and/or replacement green infrastructure will be provided. Any replacement or mitigation measure should seek to secure a net gain in biodiversity and be deployed as closely as possible to the affected green infrastructure asset.

Development that is demonstrably harmful to an identified strategic green infrastructure asset, or adversely affects the functioning and/or implementation of approved strategic green infrastructure projects, will not be permitted.

- 6.81 **Green infrastructure (or GI)** is recognised as a cornerstone of sustainable development and communities. It is considered essential with the many economic, social and environmental benefits it offers. It is therefore important to the quality of life of residents, business and nature, contributing towards creating places where people and the environment can thrive.

- 6.82 Green infrastructure is the network of green spaces and natural elements that intersperse and connect our towns and villages. GI is the term used to describe the network of natural and semi-natural spaces and corridors in a given area. These include open spaces such as parks and gardens, but also



allotments, woodlands, fields, hedges, lakes, ponds, playing fields, coastal habitats, footpaths, cycle routes and watercourses. Crucially, GI provision is not limited to traditional green spaces such as parks and other open spaces, but can involve various interventions to thread nature into streetscapes, or provide corridors of connectivity between GI 'assets'. GI is defined by its multifunctionality. A single GI asset can deliver a range of benefits to people (both physical and mental well-being), as well as biodiversity and landscape.

6.83 GI can help to create high quality, attractive and functional places that will provide a setting for day- to-day living. It can also address the negative impact of habitat loss and fragmentation by promoting habitat creation, enhancement and connectivity (on site as part of development or through any biodiversity off-setting), and plays an important role in reducing local temperatures, climate change adaptation and mitigation, and alleviating flood risk and soil erosion. As a largely rural District, Stroud can be considered rich in GI assets of various kinds, and has a valued landscape that gives the District its identity and provides the context for our natural and heritage assets such as Rodborough Common, the Cotswolds' Beechwoods and the variety of mills adjacent to the Cotswold Canal network.

6.84 This policy is designed to reflect the changed policy landscape since the previous **Green Infrastructure County-wide Strategy** prepared in 2015. In particular, this includes an increased emphasis on the importance of GI in responding to concerns over health, wellbeing, habitat fragmentation and climate change resilience. Against a backdrop of future growth and development within the District, a revised strategic framework is needed to ensure that the existing GI network is protected, strengthened and expanded to deal with future challenges. The Council has produced an evidence base on District GI needs and requirements with work

undertaken by our consultants. The Council will consider the requirements for GI, in line with evidence (including the **LNP Nature Recovery Network**) and relevant **Local Plan** policies, when determining planning applications.

Delivery Policy ES16

Public art contributions

Proportionate contributions will be required towards the provision of publicly accessible art and design works from development proposals comprising major residential schemes or major commercial, retail, leisure and institutional development involving 1,000m² gross floorspace or 1ha of land or more which are publicly accessible. Public art should help create a sense of place for that development.

Smaller schemes will be encouraged to include Public Art as a means of enhancing the development's quality and appearance. The level of contribution will be negotiated on an individual basis dependent upon the nature of the development proposal, taking into account the impact of this requirement on the economic viability of the development proposal.

6.85 The Stroud District has a long cultural and arts heritage with clear associations with the Arts and Crafts movement for example. This tradition in the District is thriving and it continues to be a great place to live or visit with festivals, shows, colleges, galleries arts and crafts workshops. Any search will reveal that the District is full of colourful and creative attractions and activities.

6.86 The provision of public art can contribute to this cultural and artistic heritage and assists in enhancing the distinctiveness of developments. The Council supports the **Create Gloucestershire** aim to make arts 'everyday' for local people. Such initiatives can positively assist the establishment of



a sense of place and identity. Art can help in enhancing the appearance of both buildings and their setting, the quality of the environment and can help promote culture and civic pride, benefitting general health and wellbeing. Public art may take many forms including art installations and sculptures, seating, signage and landscape design or it may be integrated as a functional element of a development through metalwork, lighting, floor and window designs. The Council will encourage the involvement of local artist(s) at an early stage of design. This will ensure that any artistic feature is incorporated into the scheme from the outset, rather than being added as an after-thought within new development. The Council will encourage the provision of new works of art as part of any development scheme and, in determining planning applications, will consider the proportionate contribution made by any such works to the appearance of the scheme and to the amenities of the area in accordance with **NPPF** tests and requirements. Any potential contribution to future maintenance of a public art feature will be considered on a case by case basis.



7

■ Delivery and monitoring



7.0 Delivery and monitoring

Implementation

- 7.1 The Local Plan identifies an over-arching vision, which expresses aspirations for the future of our District. However, if we are to achieve this vision it is important that the policies and proposals contained within the Plan can be delivered and mechanisms are put in place to ensure that they are.

Delivery mechanisms

- 7.2 The policies and proposals contained within this Plan are only the start of the story. Many of the proposals contained within this Plan will need developing through more detailed delivery documents and policies may need further clarification through supplementary documents. The most significant delivery documents include:
- Development briefs, masterplans and design codes for strategic sites and other major development
 - Supplementary Planning Documents (SPD) for significant policies, such as affordable housing, etc.
- 7.3 In order to ensure the timely delivery of sites and infrastructure we will consider using our compulsory purchase powers to acquire land needed to progress development.

Working with partners

- 7.4 Delivering the development strategy will require a wide range of private, public and voluntary bodies working together. At a strategic level, the Council will work with the County Council, with neighbouring district authorities and other bodies to identify and meet strategic needs and to co-ordinate the delivery of infrastructure across administrative boundaries.
- 7.5 The Council recognises and supports the development of Neighbourhood Development Plans by parish councils. Indeed, the development strategy specifically states that such plans have a role in bringing forward development to meet local needs, particularly at the smaller settlements where strategic levels of growth are inappropriate.

Delivery of growth

- 7.6 **Table 6** (following page) sets out when the strategic housing allocations set out in the Local Plan are anticipated to be delivered. Whilst existing commitments (planning permissions) will contribute significantly to meeting the housing needs during the first five years of the plan, it will be important to plan for the strategic sites in the short term as larger sites take time to masterplan and come on stream, especially where significant infrastructure is required.

Source of housing supply	Projected delivery				Total supply
	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	
Commitments (2019)	3,840	755			4,595
Cam North East Extension		50	130		180
Cam North West	200	700			900
Hunts Grove Extension	166	550	34		750
Sharpness Docks	110	112	78		300
Sharpness new settlement		500	750	1,150	2,400
Stonehouse North West	100	375	225		700
South of Hardwicke		600	600	150	1,350
Wisloe new settlement	50	565	660	225	1,500
Local development sites	116	290	290	289	985
District Total	4,582	4,497	2,767	1,814	13,660
Small sites windfall	150	375	375	375	1,275

7.7 The **graph** below sets out how the total housing supply is anticipated to be delivered by 2040. As houses are completed, the managed delivery target reduces to the point that the minimum housing requirement is expected to be achieved by 2036.

7.8 The Council will keep the housing land supply under regular review, to ensure that a 5 years' supply against Plan targets can always be identified.

7.9 It is a key objective of the Local Plan to ensure that jobs are provided alongside future housing development. Where appropriate, phasing mechanisms will be required to ensure that employment land is developed and completed in parallel with housing land completions.



Monitoring framework

7.10 The implementation of policies and proposals in the Local Plan should be monitored on a continuous basis, to assess how they are working in terms of delivering the strategy and objectives that are set out in the Plan.

7.11 Continuous monitoring enables an assessment of the effectiveness of the Local Plan development strategy and development management policies. It helps to address questions like:

- Are policies achieving their objectives and in particular are they delivering sustainable development?
- Have policies had unintended consequences that were not originally anticipated?
- Are the assumptions and objectives underpinning the policies still relevant and applicable?
- Are the targets being achieved?

7.12 A monitoring framework will be prepared to assess the performance of the Local Plan over its course up to 2040. It will provide the key mechanism for ensuring that Council's vision and the spatial objectives and policies stemming from it are successfully delivered. The monitoring framework will set out a series of key indicators, which can be used to measure the Local Plan's performance. There will be related targets in order to assess whether policies are working effectively or whether they need to be reviewed or replaced. Where it becomes evident that policies are not performing as initially envisaged or intended, any subsequent monitoring analysis will suggest the actions that need to be taken to address the issues.

7.13 The Council will continue to publish regular monitoring reports to identify progress with the Local Plan. At the current time, the Council produces annual reports covering:

- housing land availability
- housing land supply
- employment land availability



8



Appendices



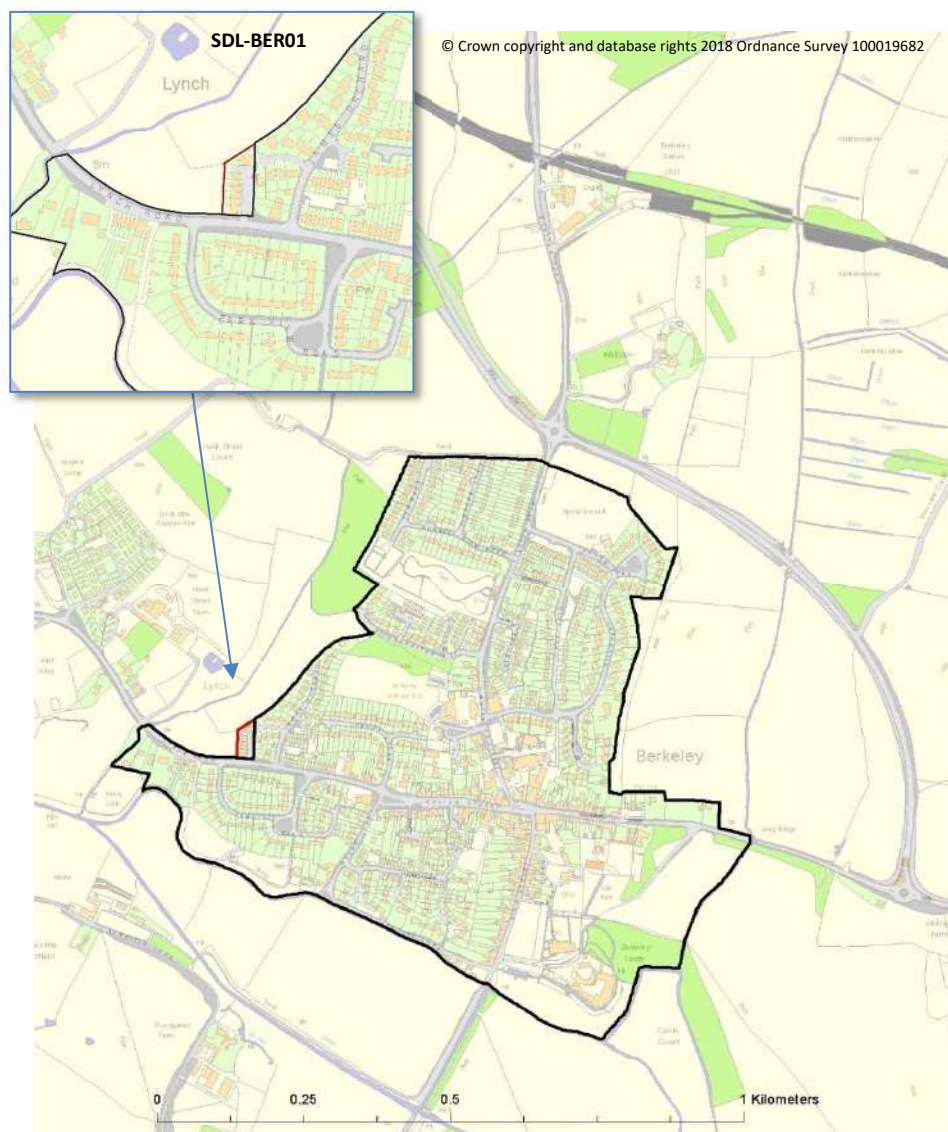
©Nick Turner



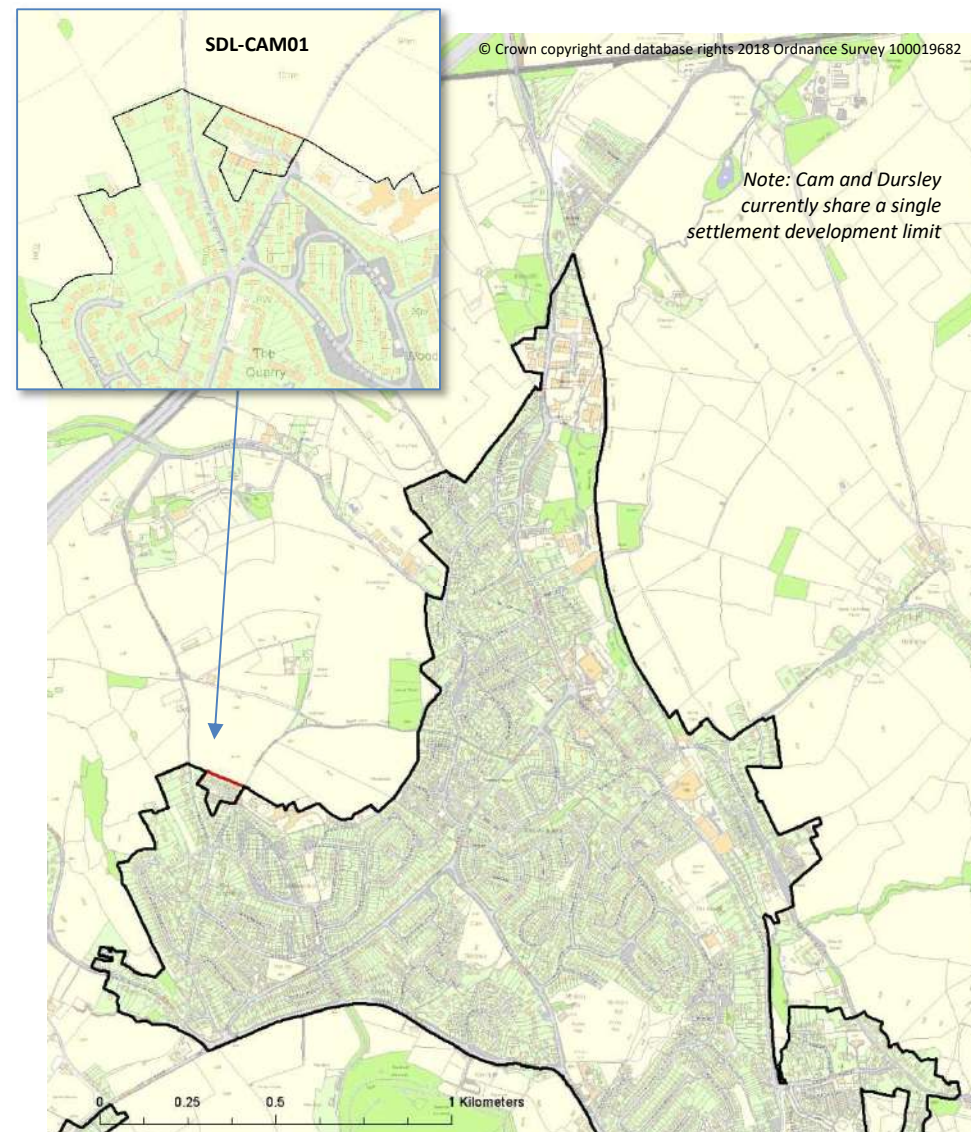
- Appendix A** Proposed changes to the **Local Plan Policies Map**, comprising potential amendments to some **Settlement Development Limits**.
- Appendix B** Proposed changes to the **Local Plan Policies Map**, comprising suitable areas for renewable energy development, as referenced in proposed revised **Delivery Policy ES2 Renewable or low carbon energy generation**.
- Appendix C** Proposed parking standards, as referenced in proposed revised **Delivery Policy EI12 Promoting Transport Choice and Accessibility**.
- Appendix D** Other proposed changes to the **Local Plan Policies Map**.
- Appendix E** Glossary



Note: SDL changes are shown in **red**. Existing settlement development limits are in **black**. You can see the existing settlement development limits for all the District's settlements by using our online mapping tool at www.stroud.gov.uk/localplan.

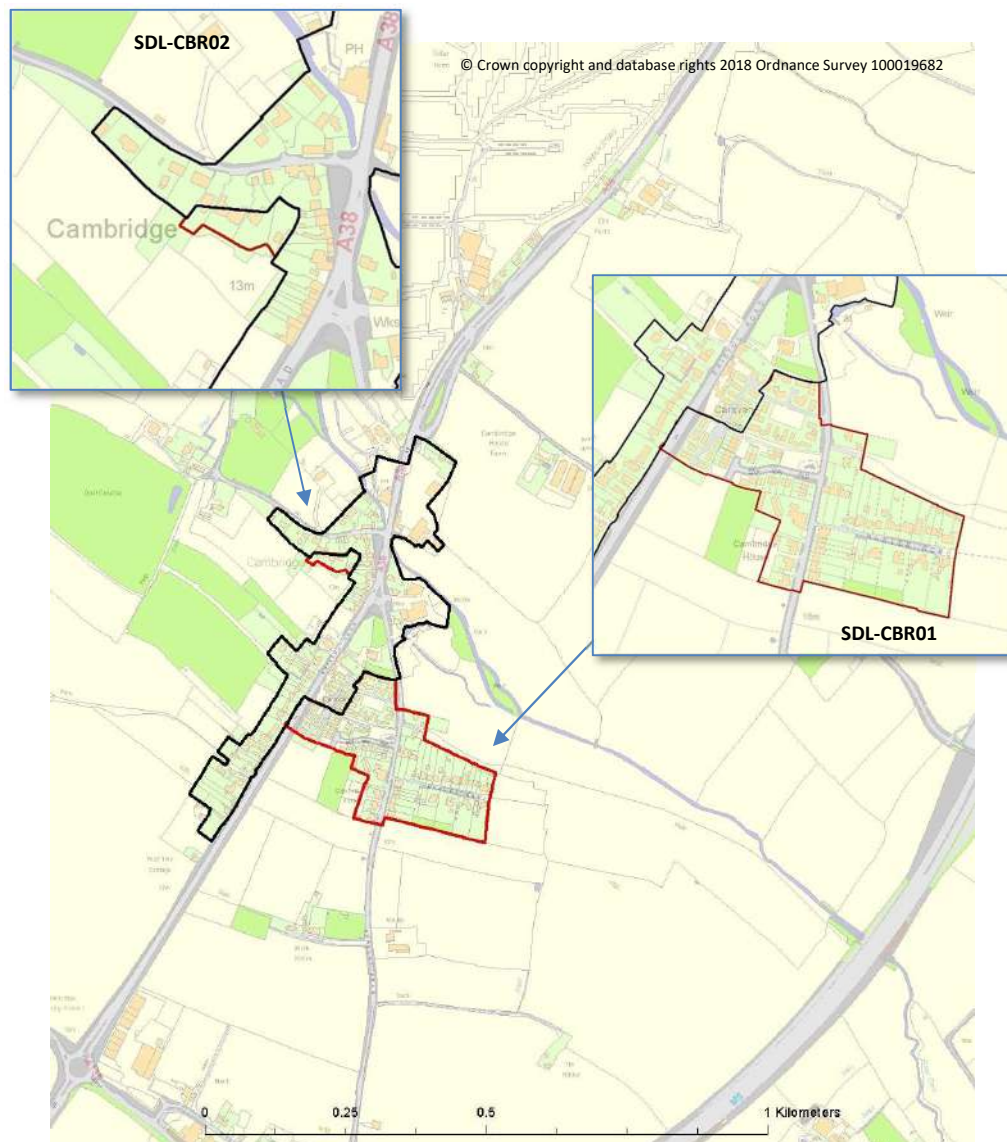


▲ **Berkeley:** ref. **SDL-BER01** at Lynch Road

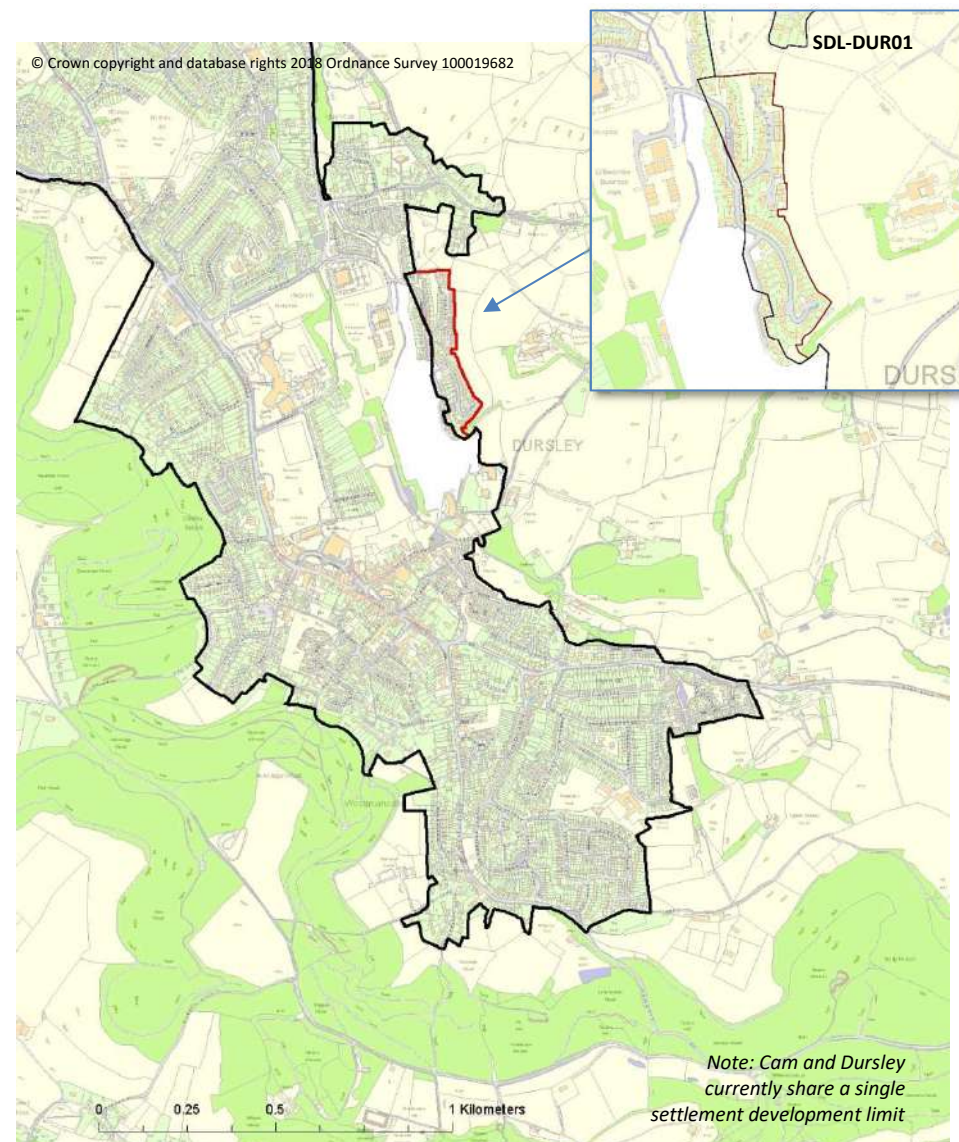


▲ **Cam:** ref. **SDL-CAM01** at Strawberry Field / Elstob Lane

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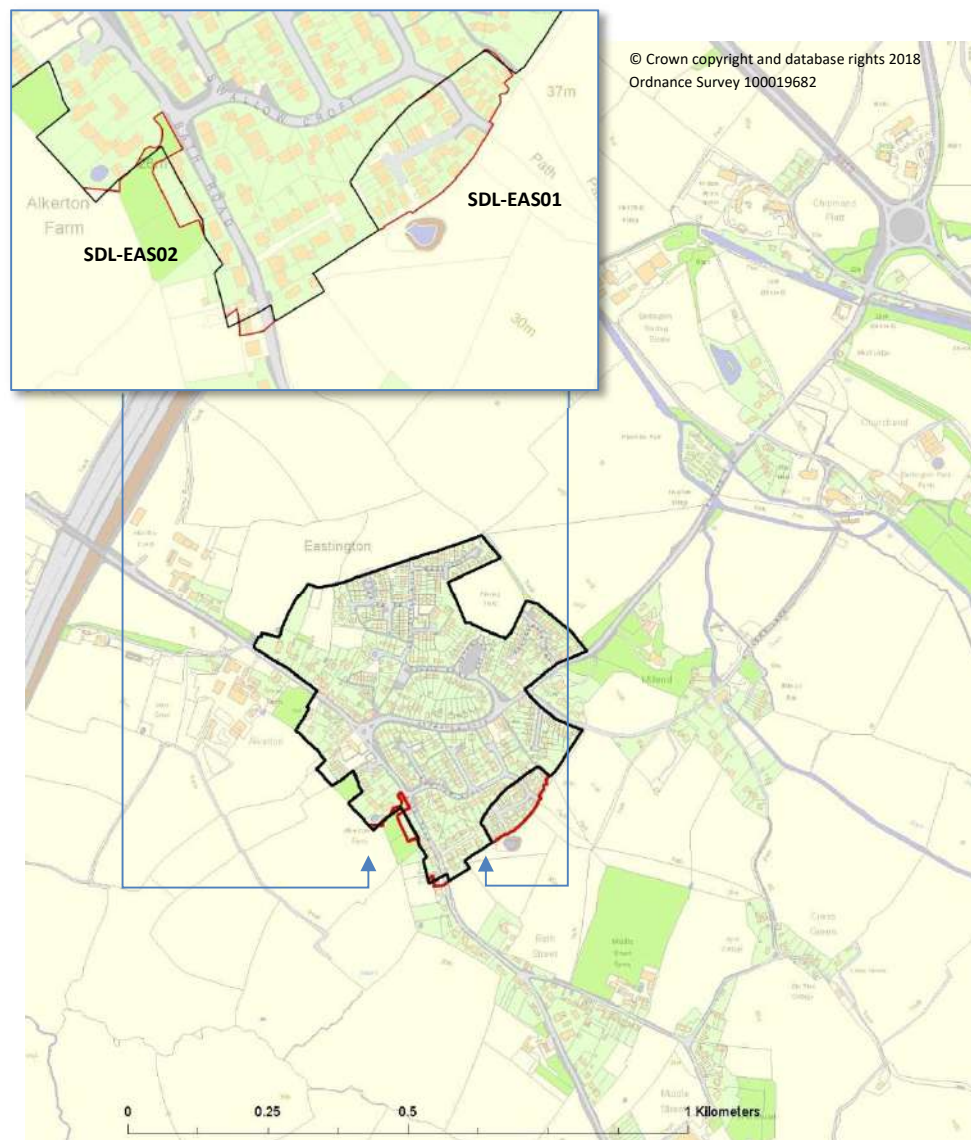


▲ **Cambridge:** ref. **SDL-CBR01** at Narles Road / Barton Field
ref. **SDL-CBR02** at Ryalls Court

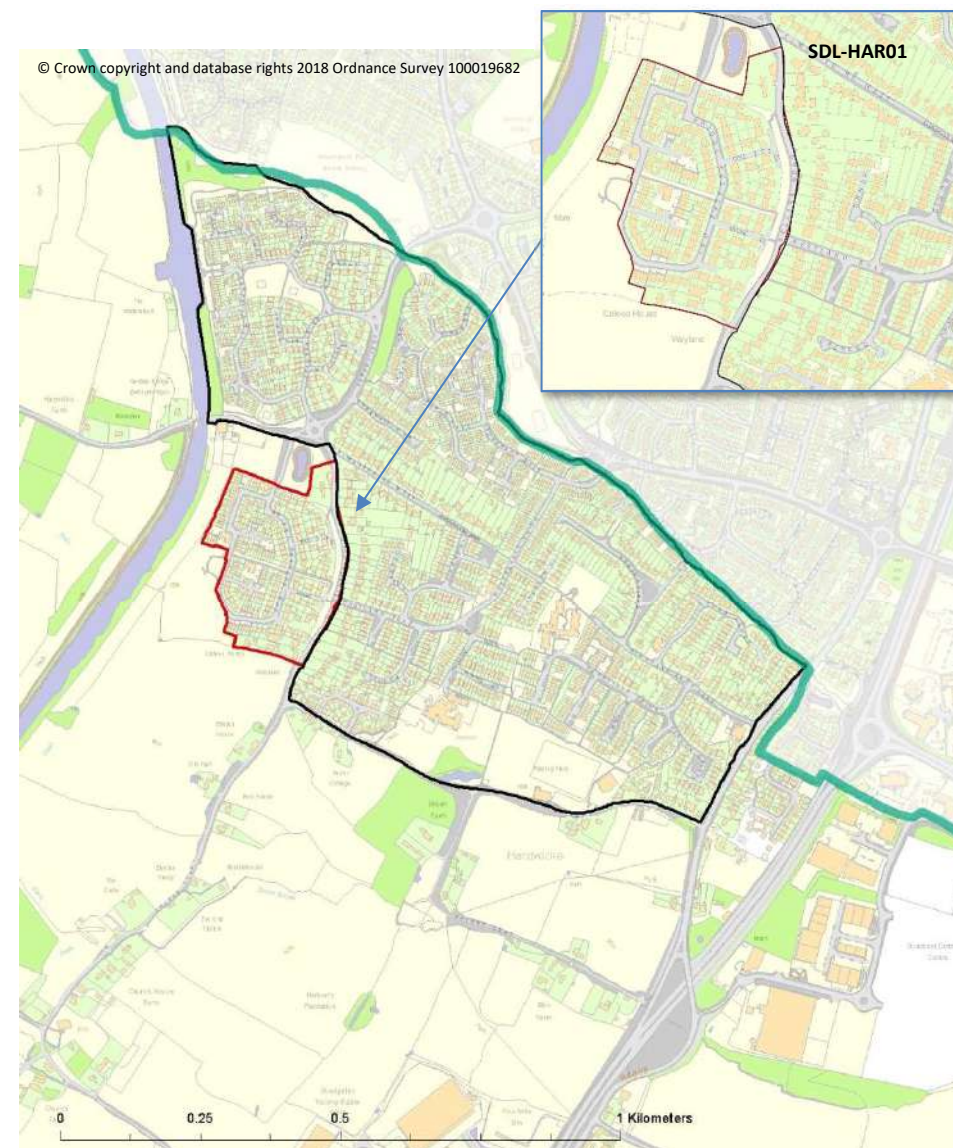


▲ **Dursley:** ref. **SDL-DUR01** at Shearing Close, Littlecombe

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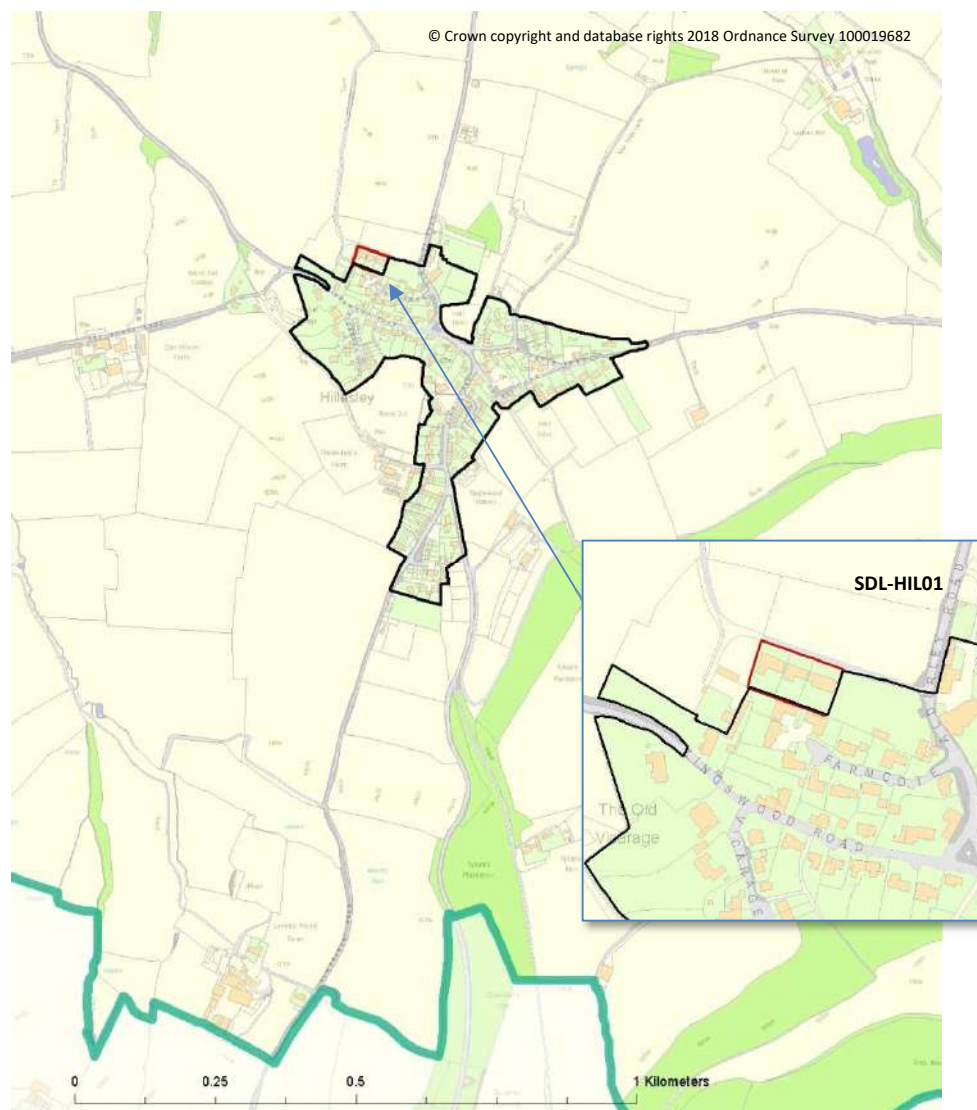


- ▲ **Eastington:** ref. **SDL-EAS01** at Swallowcroft
ref. **SDL-EAS02** at Alkerton Farm, rear of Bath Road

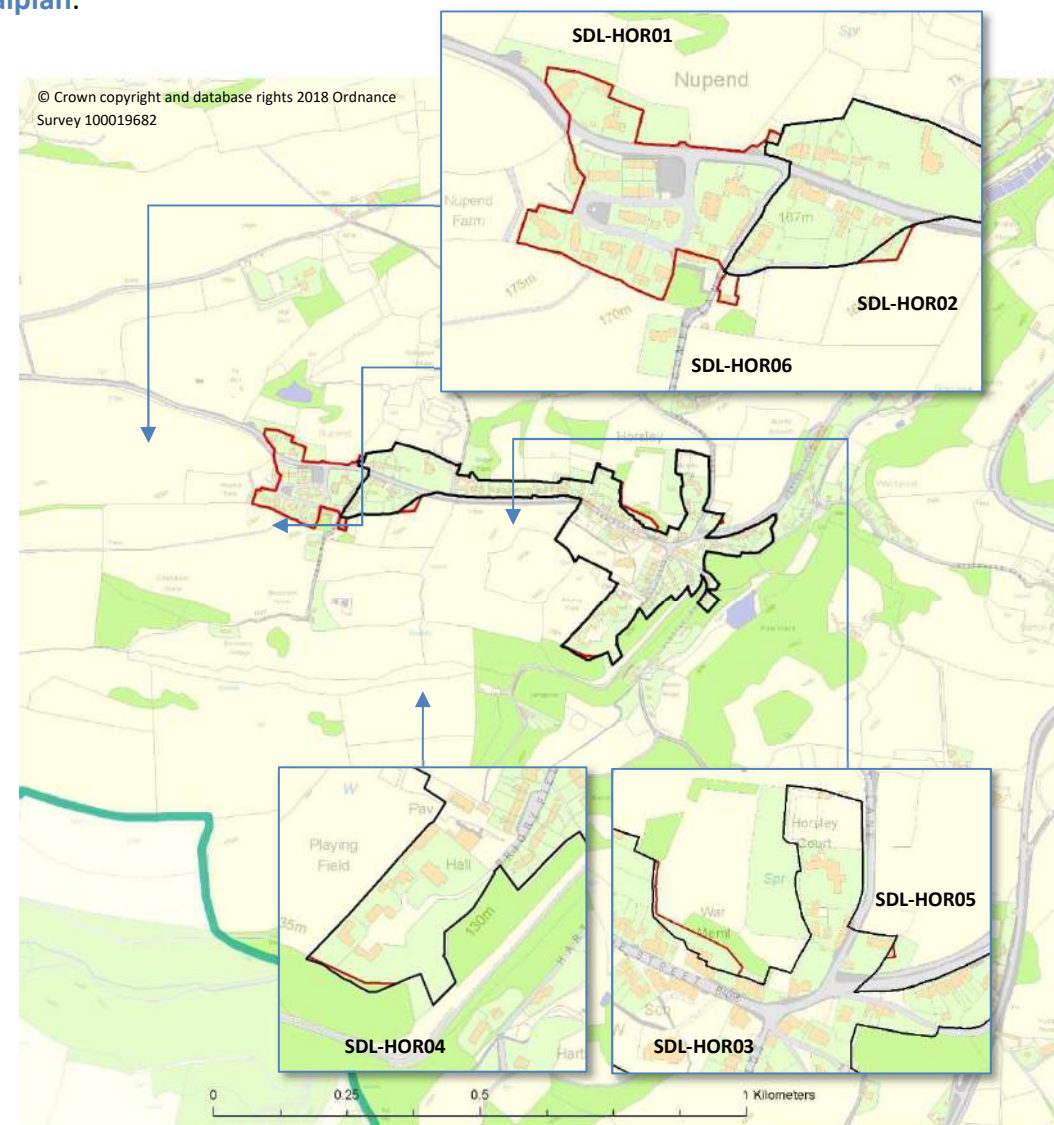


- ▲ **Hardwicke:** ref. **SDL-HAR01** at Sellars Road

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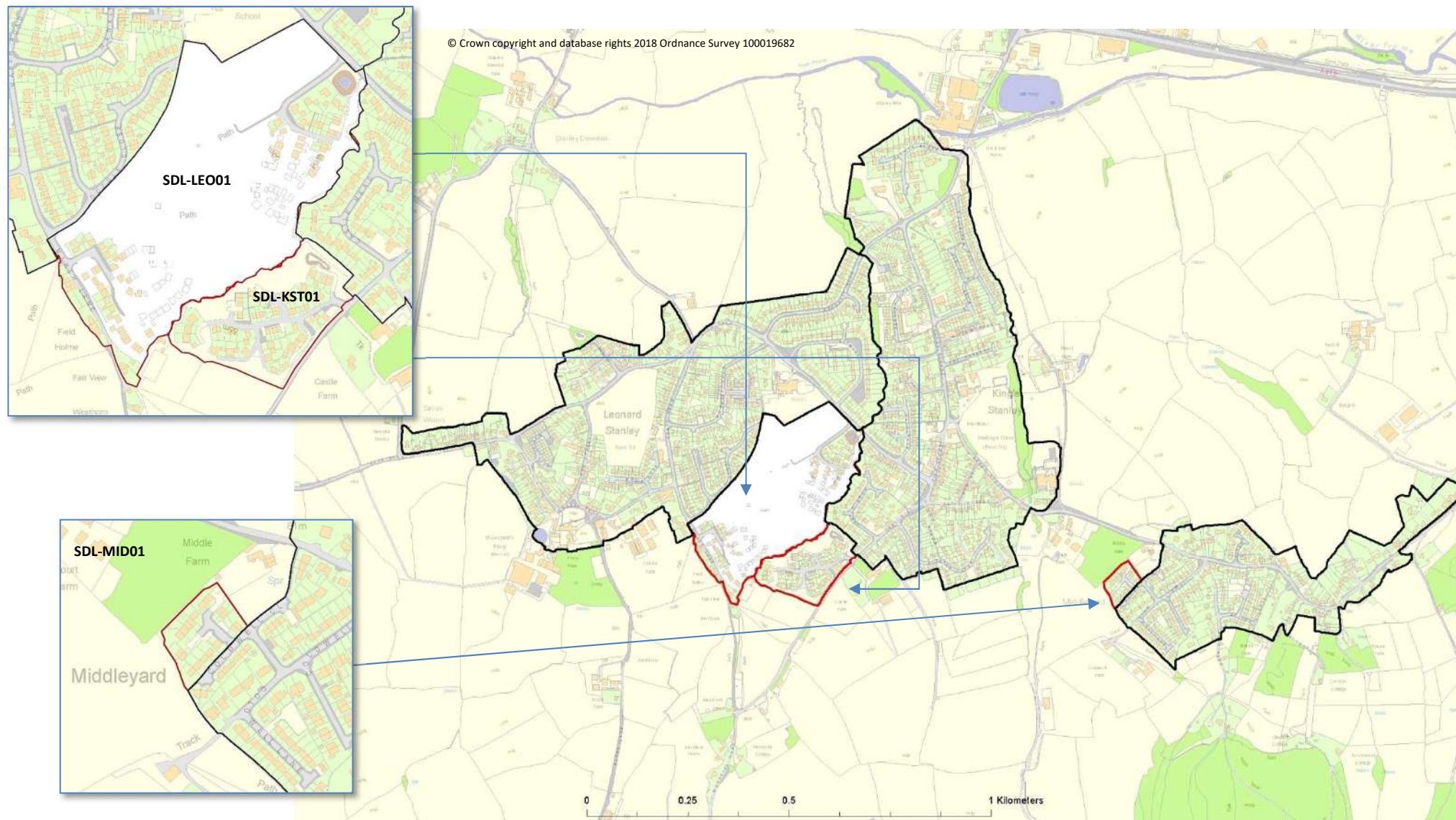


▲ **Hillesley:** ref. **SDL-HIL01** at no.s 1-3 Alderley Road



▲ **Horsley:** ref. **SDL-HOR01** at Sealey Wood Lane / Nupend Farm; ref. **SDL-HOR02** at The Chooks / Willow Barn; ref. **SDL-HOR03** north of The Street; ref. **SDL-HOR04** at The Priory; ref. **SDL-HOR05** at Horsley Hill / Narrowcut Lane; ref. **SDL-HOR06** at Sealey Wood Lane

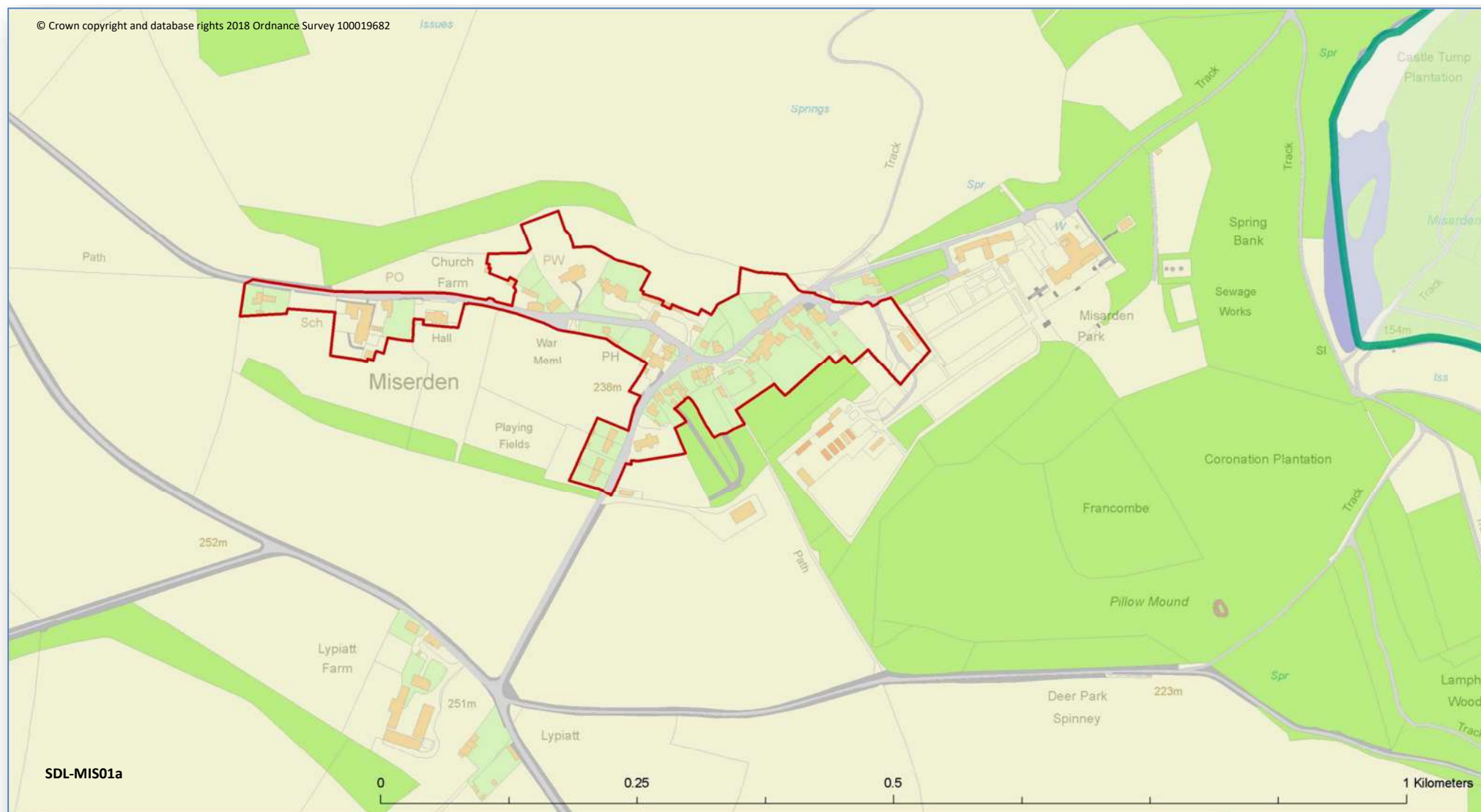
Note: SDL changes are shown in **red**. Existing settlement development limits are in **black**. You can see the existing settlement development limits for all the District's settlements by using our online mapping tool at www.stroud.gov.uk/localplan.



▲ **Kings Stanley:** ref. **SDL-KST01** at Dyehouse Field / off Woodside Lane
Leonard Stanley: ref. **SDL-LEO01** at Lyndon Morgan Way / Marsh Lane

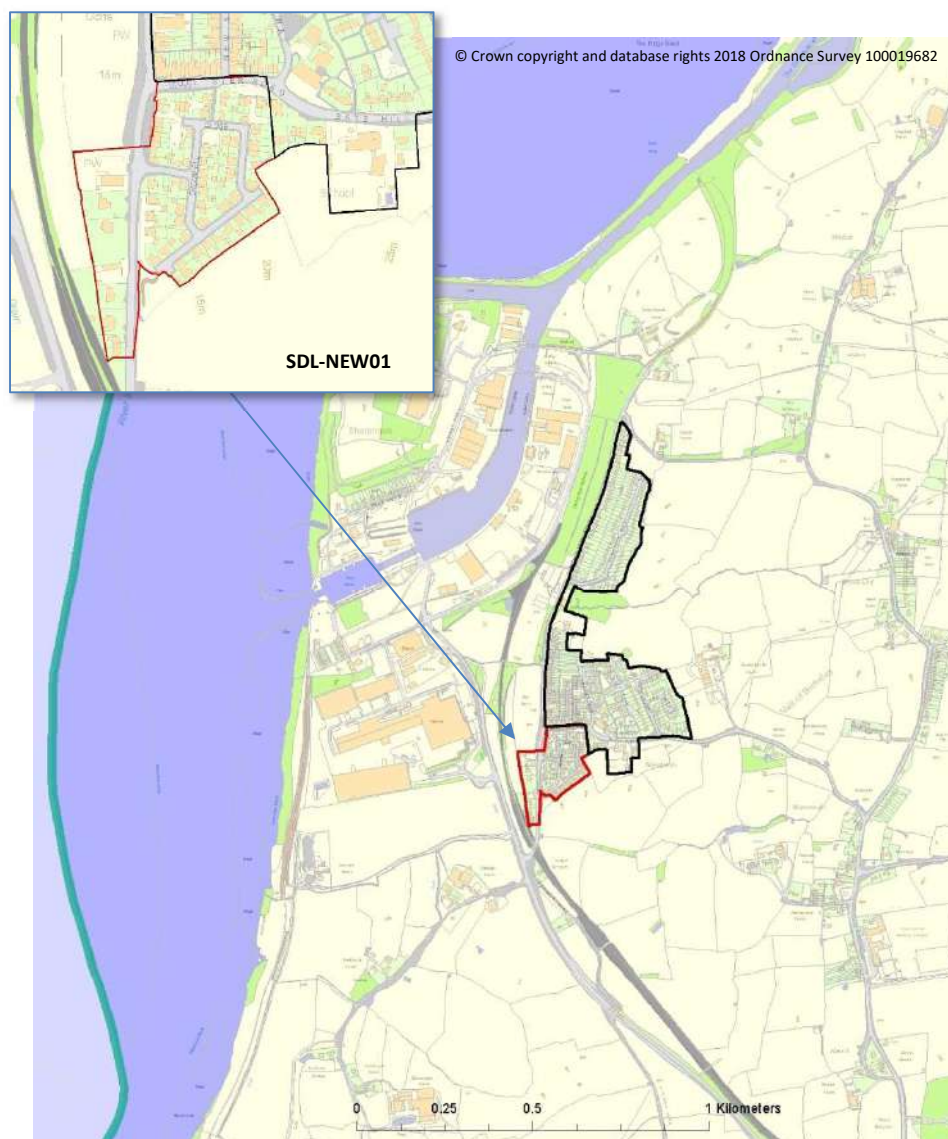
▲ **Middledy:** ref. **SDL-MID01** at Coldwell Close

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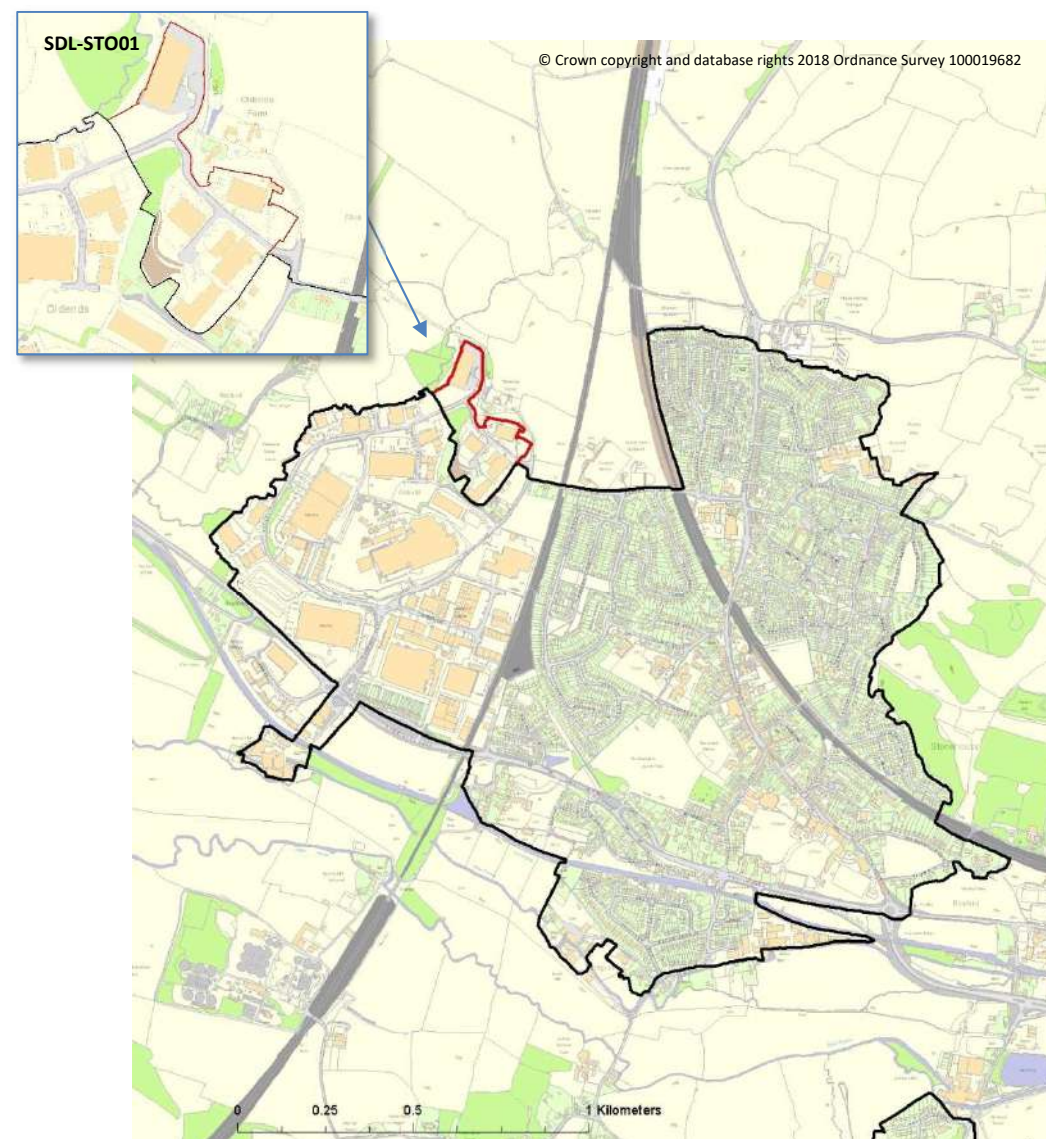


▲ **Miserden:** ref. **SDL-MIS01a:** An entirely new settlement development limit.

Note:SDL changes are shown in **red**. Existing settlement development limits are in **black**. You can see the existing settlement development limits for all the District's settlements by using our online mapping tool at www.stroud.gov.uk/localplan.

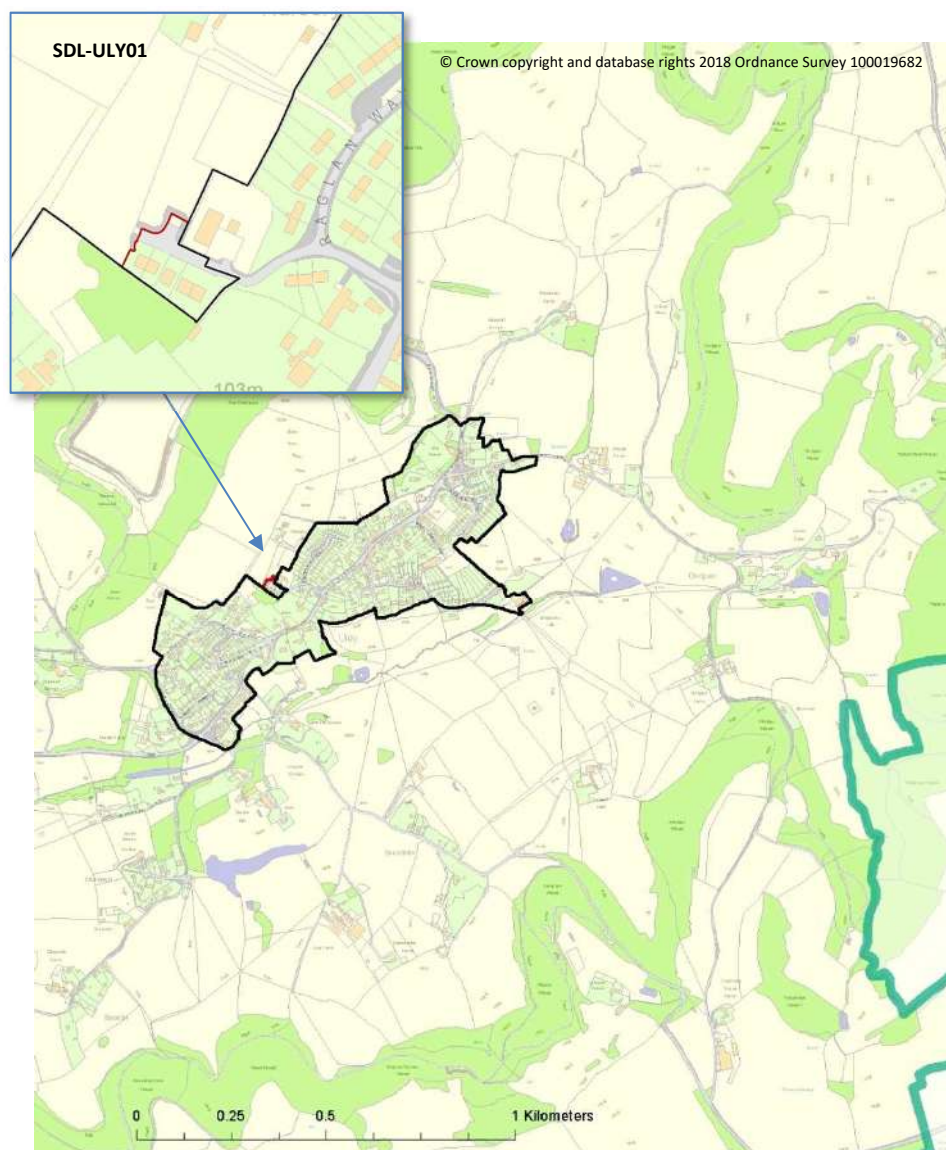


▲ **Newtown:** ref. **SDL-NEW01** at Cromwell Close / south of Gloucester Road

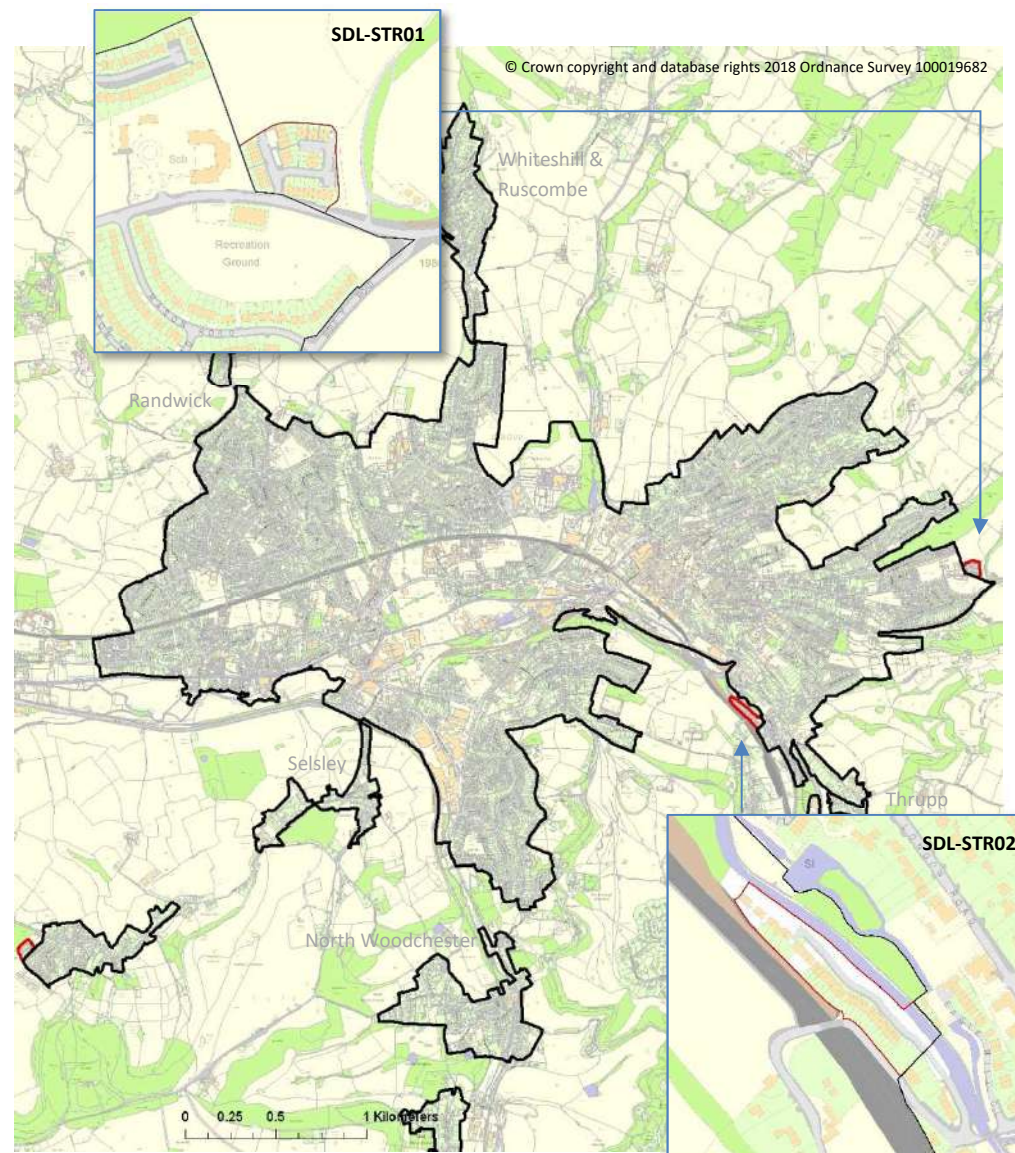


▲ **Stonehouse:** ref. **SDL-STO01** at Brunel Way / Oldends Lane

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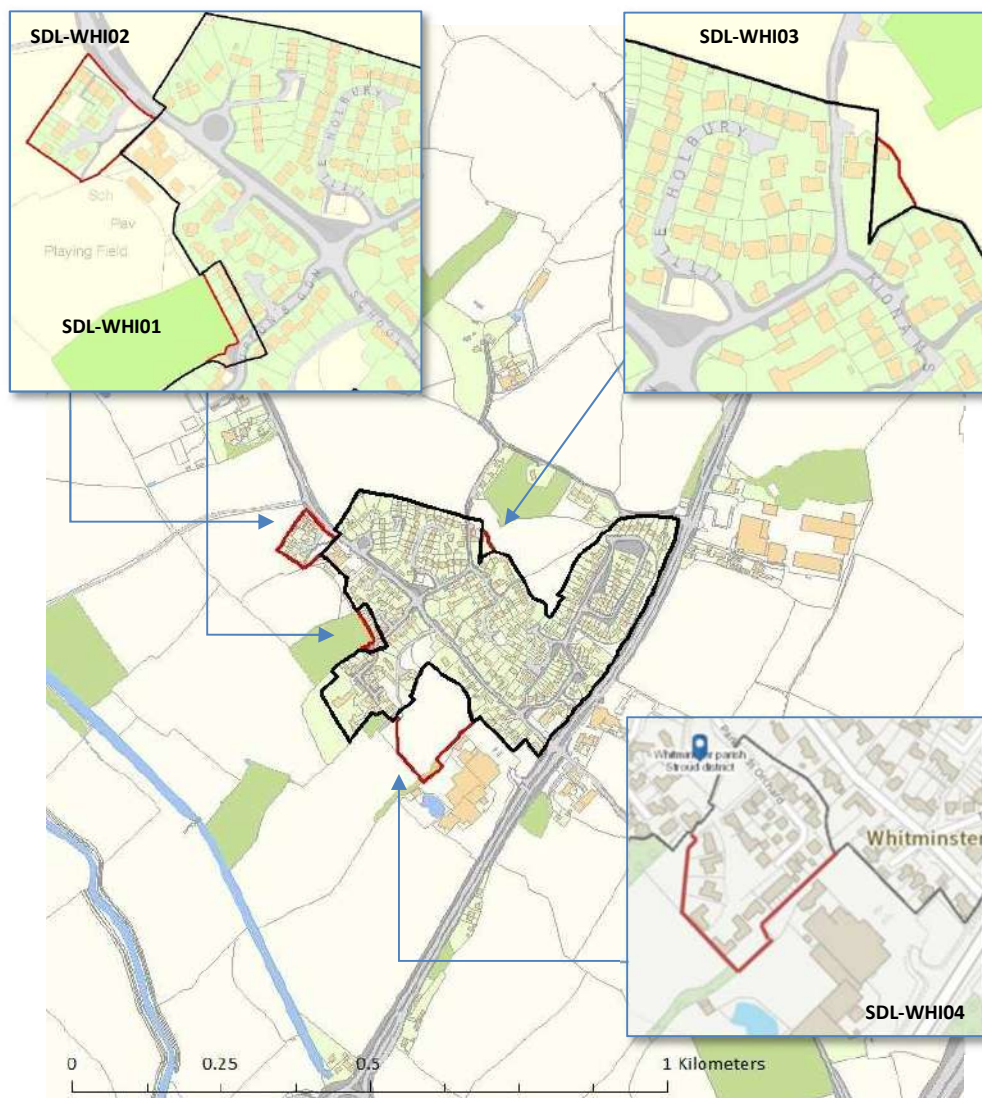


▲ **Uley:** ref. **SDL-ULY01** at Goldingham Close



▲ **Stroud:** ref. **SDL-STR01** at Margaret Hills Place / Bisley Old Road
ref. **SDL-STR02** at Bowbridge Wharf

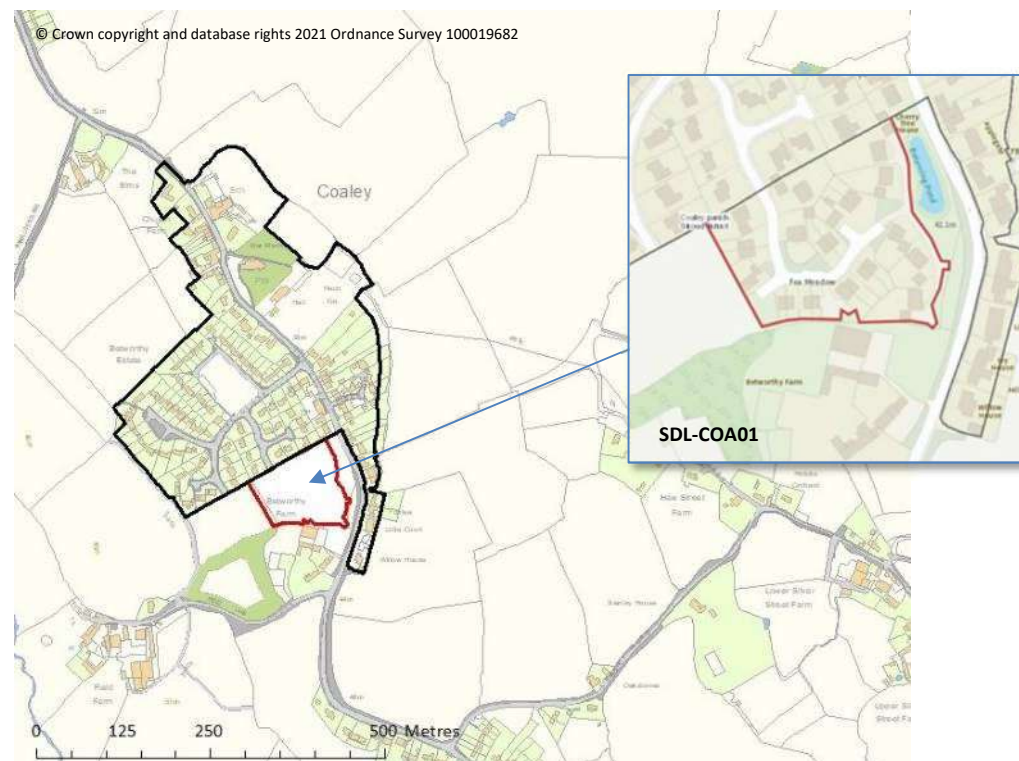
Note: SDL changes are shown in **red**. Existing settlement development limits are in **black**. You can see the existing settlement development limits for all the District's settlements by using our online mapping tool at www.stroud.gov.uk/localplan.



▲ **Whitminster:** ref. **SDL-WHI01** at Schoolfield Close; ref. **SDL-WHI02** at Upton's Garden; ref. **SDL-WHI03** at Wheatenhurst Cottage, Hyde Lane; ref. **SDL-WHI04** at Parklands Farm

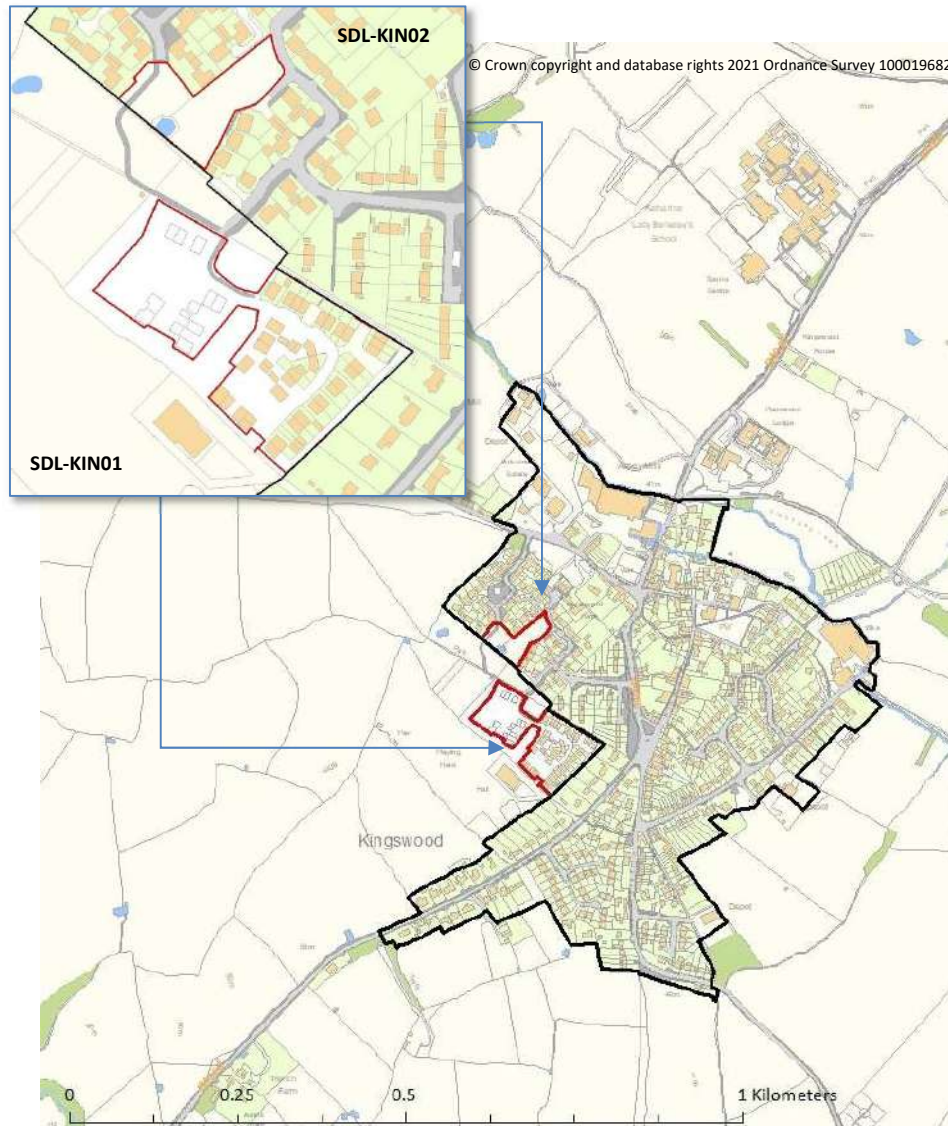
In response to public consultation and our evidence base, additional SDL changes will be made at the following settlements, where recent development has been completed since the Draft Local Plan consultation in 2019:

- **Coaley:** ref. **SDL-COA01** (north of Betworthy Farm)
- **Kingswood:** ref. **SDL-KIN01** and **KIN02** (Chestnut Park)
- **South Woodchester:** ref. **SDL-SWD01** (Bospin Lane)
- **Whitminster:** ref. **SDL-WHI04** (Parklands Farm)

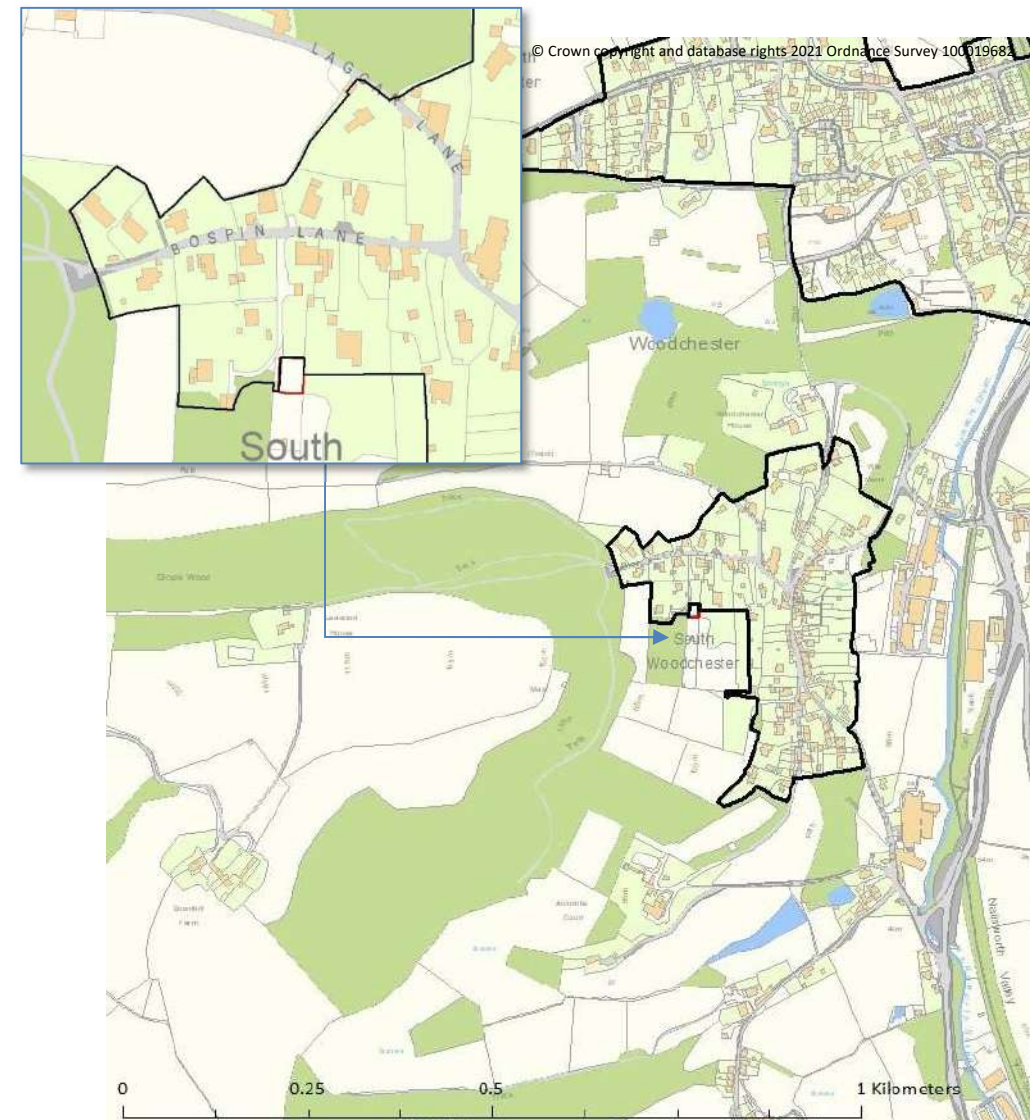


▲ **Coaley:** ref. **SDL-COA01** north of Betworthy Farm

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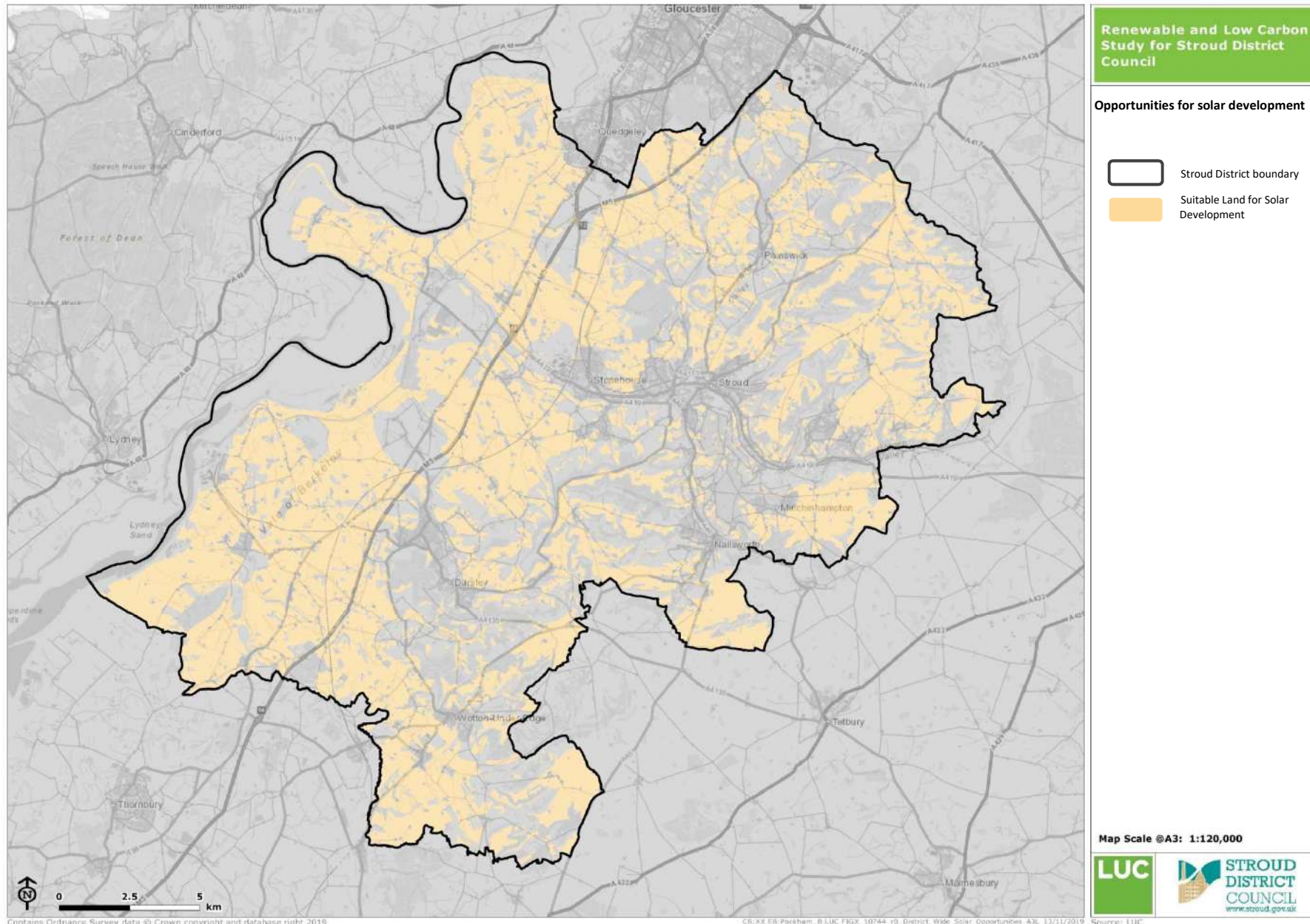


▲ **Kingswood:** ref. **SDL-KIN01** at Chestnut Park



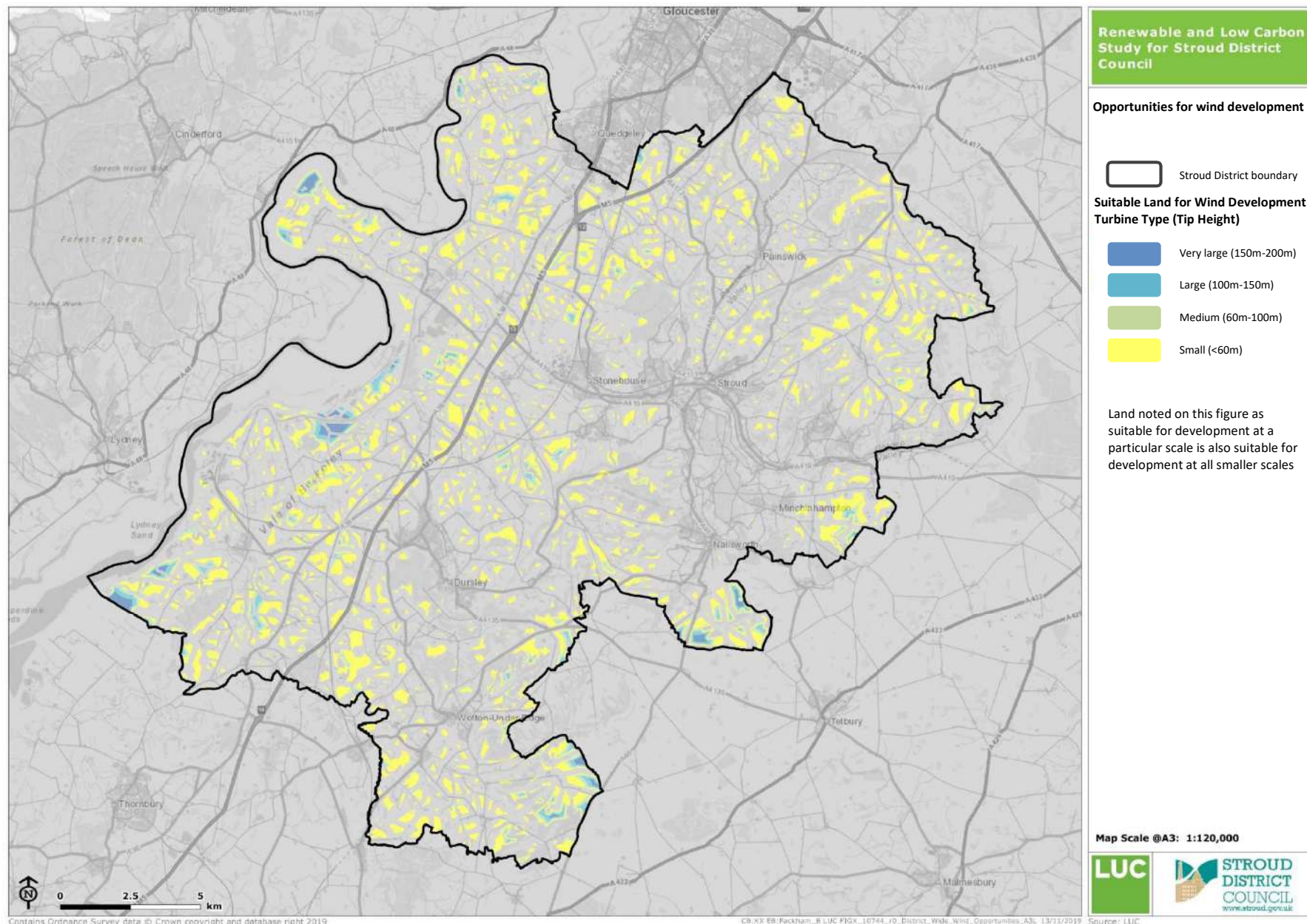
▲ **South Woodchester:** ref. **SDL-SWD01** at Bospin Lane

Suitable areas for renewable energy (solar and wind)



◀ Opportunities and constraints for solar energy developments in Stroud District.

Suitable areas for renewable energy (solar and wind)



◀ Opportunities and constraints for wind energy developments in Stroud District.

Parking standards for vehicles and cycles

Vehicle parking:

1. General vehicle parking standards for Planning Use Classes are not specified by the Local Plan. The number of parking spaces will be a matter for negotiation and assessed according to individual circumstances. The proposed provision will need to be demonstrated to be suitable based on the following
 - i. The accessibility of the development.
 - ii. The type, mix and use of the development.
 - iii. The availability of and opportunities for public transport.
 - iv. Local car ownership levels.
 - v. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
2. Opportunities to improve the sustainable accessibility of the site, and for shared mobility solutions to reduce local car ownership, will be prioritised ahead of provision of parking above Policy levels as measures to accommodate travel demand for new development. Provision of excessive parking levels at new development will not be supported due to the risk of encouraging unnecessary car travel where viable sustainable alternatives exist.
3. All car parking spaces (except disabled) shall be a minimum of 2.4m x 4.8m, with a minimum aisle width of 6m.
4. When required, lorry parking spaces will range between 13.5m x 6.3m to 17.5m x 7.4m depending on the types of vehicles anticipated.
5. Parking levels for mixed use development will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards, with consideration of the potential for linked trips, i.e. one trip accessing two or more parts of the development, to reduce the overall parking demand. This also applies to ancillary uses such as an office use within an industrial development, or a bar open to non-residents within a hotel.
6. Parking Management Plans will be required for mixed use developments to demonstrate how the parking resource will be managed across the whole site to ensure that excess levels of parking are not available to an individual land use which could provide an incentive for private car use over sustainable travel. An appropriate balance will be sought between unallocated and allocated parking, with the aim of minimising the level of parking required for the development overall.
7. The requirement to provide appropriate levels of parking apply to new developments or extensions and to changes of use. When considering an extension to an existing use the opportunity to reduce parking levels will be considered.
8. For residential development the allocated parking spaces shall be provided within easy walking distance of the dwellings they intend to serve.

Disabled parking bays:

- a) Disabled parking bays (dpb) should be provided in relation to publicly accessed parking at a ratio of 1 dpb per 10 conventional parking bays.
- b) Disabled parking bays should be large enough to facilitate access by wheelchair users, i.e. 3.6m x 4.8m, especially in public car parks. Only where space is limited will a smaller space (minimum 3.0m x 4.8m) or two adjoining spaces (of 2.4m x 4.8m each with a shared space between of 1.2m) be acceptable. A standard of 2.4m x 4.8m can be provided where the long side is left open for access.
- c) The disabled car parking bays should be located close to an entrance to the building, with the route from the space to the building capable of use by a



disabled person. This may require the provision of ramps (maximum gradient 1:20) and convenient handrails.

- d) For pedestrian areas, bays should be within 50m of the destination.
- e) Each bay should have a zone for transfer from car to wheelchair.
- f) Each transfer zone should either serve two bays or be positioned in the corner of a parking area to avoid abuse by other drivers.
- g) Bays and transfer zones should be clearly marked and should display the British Standard “Disabled” symbol, both on the road surface and on a discreet, but clearly visible, signpost or wall.
- h) The bay should be level, without camber or flanking upstand kerbs.
- i) No bay, or access to it, should be so restricted in height as to make it inaccessible for cars carrying wheelchairs on roof racks.

Ultra Low Emissions Vehicles (ULEV):

The Office of Low Emissions Vehicles started a consultation in July 2019 on policies for electric charging points for residential and non-residential properties. At the time of writing, these policies are not adopted by the Government. Stroud District Council seeks to maximise opportunities to secure ULEV infrastructure through planning policy to assist meeting carbon neutrality objectives. ULEV policy will be whichever is the greater requirement of adopted government policy, or:

- Every new **residential** building with an associated car parking space will have a charge point. This also applies to buildings undergoing a material change of use to create a dwelling.
- Every **residential** building undergoing major renovation with more than 10 car parking spaces to have cable routes for electric vehicle chargepoints in every car parking space.
- Every new **non-residential** building including buildings undergoing major renovation with more than 10 car parking spaces to have one chargepoint and cable routes for an electric vehicle chargepoint for one in five spaces.
- Every existing **non-residential** building with more than 20 car parking spaces should have at least one chargepoint from 2025

To be classified as a chargepoint for the purpose of policy compliance, each chargepoint must be a minimum 7kW and be at least Mode 3 or equivalent. It is recognised that innovations are coming to market that use different types of chargers and charging speeds, such as wireless and ultra-rapid charging, although these are unlikely to be used in residential settings. Policy specifically allows for equivalence with Mode 3 chargepoints to allow for future innovation to not be excluded where it provides an equal or better facility.

Cycle parking:

A minimum of 2 cycle parking spaces must be provided at any new non-residential development, however small. Transport Assessments will need to demonstrate that levels of cycle parking are appropriate to the development being proposed.

In addition to the required level of parking provision (which should be under cover and secure), strategically significant developments (i.e. those included in Table A) should also provide showers and lockers for cyclists.

The Council may also seek shower and/or locker facilities in other developments that generate large numbers of employees.

In town centres developers have the option of paying commuted sums in lieu of the required provision, for public cycle parking to be provided by the District Council, although there must be a demonstrable solution to the required level of spaces being provided prior to grant of planning permission.

The location of cycle stands shall be as close as possible to the destination served, in secure positions or open positions where surveillance by staff or the general public is a deterrent to theft. At any site where 10 or more spaces are provided, the stands should be located under cover, be lit and appropriately signed. The detailed design and lighting of such facilities must have regard to the locality and to the proposed development. In residential development garages and rear garden space (for sheds etc.,) will be acceptable as cycle storage provision. In flats developments secure communal space should be provided. Where, due to specific circumstances, e.g. small development, access restrictions etc., the amount of car parking is reduced or waived, no reduction shall be made in the number of cycle spaces to be provided.



Table A:

Minimum cycle and motorcycle parking standards

Land Use	Parking standard
A1 Food retail	1/60 sq m
A1 Non-food retail	1/120 sq m
A2 Professional services	1/166 sq m
A3 Public House/Restaurant	1/26 sq m
B1 (a) and (b) Office and R&D	1/166 sq m
B1 (c) /B2 Industrial	1/330 sq m
B8 Warehousing/distribution	1/330 sq m
C1 Hotel	0.15/employee
C1 Hostel	0.15/employee
C2 Hospital	0.15/employee
C2 Nursing Home	0.15/employee
C2 Boarding School	0.15/employee + 0.15/student
C3 Dwelling houses/flats	1/dwelling
C3 Sheltered Housing	0.15/employee
D1 Doctor's/Vet's Surgery/Health Centre	0.15/employee
D1 School/Crèche/Day Centre	0.15/employee + 0.15/student
D1 Higher/Further Education	0.15/employee + 0.15/student
D1 Art Gallery, museum, library	1/300 sq m public area + 0.15/employee
D1 Public Hall/Place of Worship	1/20 seats or 1/26 sq m
D2 Cinema, Concert Hall, Night Club	1/20 seats or 1/26 sq m
D2 Leisure/Sports Centre/Fitness Club	1/66 sq m

Definitions (Table A):

- Floorspace figures (in sq m) refer to Gross Floor Area.
- Employees refers to the total of full-time equivalent employees, e.g. a person employed half-time would count as 0.5.



Changes to the Policies Map

Employment:

- Amend boundary of Key Employment Site **EK17** Renishaw New Mills, Kingswood (**Policy EI1**)
- Remove **EK20** Orchestra Works, Kingswood from **Policy EI1** and identify instead as Regenerating Employment Site **ER10** (**Policy EI2**)
- Amend boundary of Regenerating Employment Site **ER9** Lodgemore & Fromehall Mills (**Policy EI2**)
- Add Ham Mills, Thrupp (site allocation SA1c in adopted Local Plan) as Regenerating Employment Site **ER3** (**Policy EI2**)
- Delete Regenerating Employment Sites **ER4** Dockyard Works, and Dudbridge Industrial Estate **ER5** (**Policy EI2**)

Retail and town centres:

- Include as new **Local Centres** (**Policy CP12**): Great Oldbury; Hunts Grove; Sharpness new settlement; Whaddon; Wisloe new settlement
- Rename Primary Retail Frontages as **Primary Shopping Areas** (**Policy CP12**)
- Include Secondary Retail Frontages (Stroud Town Centre) within Stroud's **Primary Shopping Area** (**Policy CP12**)

Rail:

Identify Sharpness railway branch line as subject to proposals for rail improvements (**Policy EI14**)

Walking and cycling routes:

Identify walking and cycling routes (**Policy EI13**):

- Eastington-Stroud-Chalford route
- Eastington-Stonehouse-Nailsworth route
- Cam-Dursley-Uley route
- Wotton-Kingswood-Charfield route

Settlement development limits:

Amend settlement development limits at the following settlements (as **Appendix A**):

- | | | |
|--------------|-------------------|---------------------|
| • Berkeley | • Hillesley | • Newtown |
| • Cam | • Horsley | • South Woodchester |
| • Cambridge | • Kings Stanley | • Stonehouse |
| • Coaley | • Kingswood | • Stroud |
| • Dursley | • Leonard Stanley | • Uley |
| • Eastington | • Middledyrd | • Whitminster |
| • Hardwicke | • Miserden | |

Site allocations:

- Delete all strategic site allocations within the adopted (2015) Local Plan
- Add strategic site allocations, as identified in **Chapter 3 | Making Places**
- Add local site allocations, as identified in **Chapter 3 | Making Places**
- Add safeguarded area **PS05a** in Minchinhampton, as identified in **Chapter 3 | Making Places**
- Add strategic site allocation **G2**, as identified in **Chapter 3 | Making Places**: land safeguarded to help meet Gloucester's future housing needs, if required.

Mitigation areas:

Identify catchment zones for Rodborough Common SAC; the Severn Estuary SAC, SPA and Ramsar; and the Cotswolds Beechwoods SAC (**Policy ES6**)

Renewable energy:

Add landscape sensitivity to solar and wind renewable energy (**Policy ES2**)



Glossary

Unfortunately, the complexity and technical nature of the planning system can be a barrier to people becoming involved, particularly the use of acronyms and confusing terminology. Whilst at Stroud District we endeavour to keep our documents as clear and understandable as possible, there is still likely to be some content that is unfamiliar or for which further clarification is required. In order to provide some assistance, we have included a glossary of key technical terms below. The Planning Portal on the web also provides a comprehensive list of planning terms and definitions.

Key Terms:

Adoption - the final confirmation of a development plan or local development document status by a local planning authority (LPA).

Accessibility - the degree to which a place, environment or service is available to as many people as possible.

Accessible Natural Greenspace Standards (ANGst) – are a set of national benchmarks for ensuring access to a variety of greenspaces near to where people live.

Active travel – Making journeys by physically active means, like walking or cycling.

Affordable Housing Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

Affordable housing for rent: meets all of the following conditions:

(a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price

for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

(b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

(c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

(d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Aged or veteran tree - A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Agricultural (Forestry or Other Rural Occupational) Dwelling - A dwelling which is subject to a planning condition or legal agreement restricting occupation to someone employed, or was last employed, in agriculture, forestry or other appropriate rural employment.



Allocated – land which has been identified in the development plan for a specific form of development.

Amenity – A positive element or elements that contribute to the overall character or enjoyment of an area by people. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquility.

Amenity Green-space - Open land, often landscaped, that makes a positive contribution to the appearance of an area or improves the quality of the lives of people living or working within the locality. It often provides opportunities for activities such as sports, and can serve other purposes such as reducing the noise from a busy road or providing shelter from prevailing winds.

Ancient and Semi Natural Woodland (ASNW) - ancient woodland is land that has had a continuous woodland cover since at least 1600 AD, and may be ancient semi-natural woodland (ASNW), which retains a native tree and shrub cover that has not been planted, although it may have been managed by coppicing or felling and allowed to regenerate naturally; or plantation on ancient woodland sites where the original tree cover has been felled and replaced by planting, often with conifers, and usually over the last century. The location of ancient woodlands over 2 ha in area is recorded in the National Inventory of Ancient Woodlands, which is maintained by Natural England.

Ancillary Use/Operations – A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

Appeal - The process whereby a planning applicant can challenge an adverse decision, including a refusal of permission. Appeals can also be made against the failure of the planning authority to issue a decision within a given time, against conditions attached to permission, against the issue of an enforcement notice and against refusals of listed building and planning permission for relevant demolition in a conservation area.

Archaeological Interest - There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

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

Article 4 Direction - a direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Aquifer – underground layers of water-bearing permeable rock or drift deposits from which groundwater can be extracted for human use may be extracted by means of wells or boreholes. Aquifer designations reflect the importance of aquifers in terms of groundwater as a resource (drinking water supply) but also their role in supporting surface water flows and wetland ecosystems.

Best and Most Versatile Agricultural Land - Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Best Available Techniques (BAT) - In terms of assessing the potential effects of pollution, a system that aims to balance the costs to the operator against the benefits to the environment.

Best Practicable Environmental Option (BPEO) - the waste management option that provides the most benefit or least damage to the environment as a whole, at an acceptable cost, in both the short and long term. For example, recycling versus landfill.

Biodiversity - the range of life forms which constitute the living world, on land, in water and in the air, the habitats in which they live and the relationship between them.

Biodiversity Net Gain – is an approach to development that leaves biodiversity in better state than before. Where development has an impact on biodiversity it encourages developers to provide an increase in appropriate natural habitat and ecological features over and above that being affected in such a way it is hoped that the current loss of biodiversity will be halted and ecological networks can be restored.

Brief / Planning Brief - A planning brief can include site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.



Broadband - Fast, always-on internet connection.

Brownfield Land - previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. (does not include agricultural buildings). See also previously developed land (PDL). Brownfield sites may require remedial works prior to redevelopment becoming possible.

Built Environment – comprises human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space from neighbourhoods to cities. It can often include their supporting infrastructure, such as water supply, or energy networks. The built environment is a material, spatial and cultural product of humans that combine physical elements and energy in forms for living, working and playing on a day-to-day basis.

Bulky Goods – are durable goods (see below) that are too large and/or heavy to be taken away by shoppers and usually have to be delivered (e.g. furniture/ fridges/freezers/cookers/building materials).

Census - a ten-year population count carried out by the Office for National Statistics (ONS).

Change of Use - the use of a building or other land for a different purpose. In considering a change of use it is normally necessary to establish whether the change is 'material' and whether by virtue of the provisions of relevant planning legislation development requiring planning permission is involved.

Changing Places toilets - a fully accessible toilet with a height adjustable changing bench, a hoisting system, a peninsular toilet, and enough space for the disabled person, his/her wheelchair and two carers.

Character - A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

Circular Economy - A circular economy is a systemic approach to economic development designed to benefit businesses, society, and the environment. In contrast to the 'take-make-waste' linear model, a circular economy is regenerative by design and aims to gradually decouple growth from the consumption of finite resources.

Climate Change - climate change refers to the build-up of man-made gases in the atmosphere that traps the sun's heat, causing changes in weather patterns on a global scale. The effects include changes in rainfall patterns, sea level rise, potential droughts, habitat loss, and heat stress. Climate change adaptation is adjustment to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Community and Cultural Facilities – services available to residents in the immediate area that provide for the day-to-day health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Includes village halls, post offices, doctors and dentists' surgeries, recycling facilities, libraries and places of worship.

Community Infrastructure Levy (CIL) - levy on development to fund infrastructure to support housing and economic growth.

Commuted Payment/Sum – either a payment made by a developer to the local planning authority (usually secured by means of a planning obligation/s106 legal agreement) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer, or a one off payment by a developer to another body to enable it to adopt a facility.

Comparison Goods – household or personal items which are more expensive and (often) larger than convenience goods and are usually purchased after comparing alternative models/types/styles and price of item (e.g. clothes, furniture, electrical appliances). Such goods generally are used for some time.

Conditions - clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable a development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area – is an area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

Conservation Area Statements - the central consideration in designating a conservation area is primarily the relationship between buildings, and the spaces between them, rather than the individual buildings. An historic street pattern, village green, archaeological features, along with walls, railings, paving, street



furniture and trees and hedges can all be important to the place's character. The Conservation Area Statement is prepared to assist with the management of the Conservation Area. It identifies the features that give the area its special character and appearance, provides best-practice advice and contains management proposals. It is a material consideration when considering planning proposals.

Construction Environmental Management Plan – sets out the framework and requirements for the management of environmental impacts associated with the construction phase of the project

Contaminated Land - defined in section 78A of the Environmental Protection Act 1990 as 'any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that -

- (a) significant harm is being caused or there is a significant possibility of such harm being caused; or
- (b) pollution of controlled waters is being, or is likely to be, caused'.

Convenience Goods – items bought for everyday needs and can include food and other groceries, newspapers, drink and tobacco and chemist's goods. Generally, such goods are used or consumed over a relatively short period of time.

Conversions - the physical work necessary to change the use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats, apartments or maisonettes.

Cotswold Canals Project - a project to restore and connect two waterways – the 29 mile (46 km) Thames & Severn Canal and the 7 mile (13 km) Stroudwater Navigation. When restored, the Cotswold Canals will form a continuous waterway from Saul Junction on the Gloucester & Sharpness Canal to the River Thames at Lechlade.

Curtilage – the area of land associated with a building. The curtilage of a dwelling house is normally its garden and the curtilage of a commercial building is its ancillary open areas such as for parking / services and landscaping.

Cycle Network - an integrated network of both on-and off-road routes to facilitate an easier and safer journey for cyclists.

Demand Responsive Transport - A local transport service tailored to passenger needs, operating not unlike a taxi service. Usually provided where there are infrequent bus services, such as rural areas.

Density - In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Design and Access Statements (DAS) - A report accompanying and supporting a planning application. DAS provides a framework for applicants to explain how a proposed development is a suitable design response to the site and its setting, and to demonstrate that it can be adequately accessed by prospective users. The access component of the DAS relates to access to the development and does not extend to the internal treatment of individual buildings. It needs to cover both vehicular and transport links and inclusive access. The statement should provide information on consultations carried out such as with community groups or technical specialists including highway engineers or urban designers. The DAS must explain relationships with the existing highway network including paths.

Designated heritage asset - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Design Statements - a document that describes the distinctive characteristics of the locality, and provides design guidance to shape the form and character of new development.

Design Code or Framework - a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such a masterplan or a design and development framework for a site or area.

Development – defined in planning law as 'the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land' (see also Permitted Development).

Development Brief – outlines the type of development preferred on a site and is often used on sites to encourage development. On large sites the brief may set out very general development principles and on smaller sites it may specify uses,



massing of buildings and any particular uses essential to securing planning permission.

Development Limits - the 'line' that distinguishes between those parts of a settlement where development is acceptable in principle and those parts outside the settlement where more restrictive policies towards development apply. Settlement development limits are designated for the settlements set out in the hierarchy.

Development Management – is the process through which the local planning authority determines whether applications for consent should be granted (often subject to conditions or a legal agreement) or refused. It also involves the planning enforcement function and giving advice on planning matters.

Development Management Policies – criteria-based policies which are used to ensure that development proposals meet planning objectives.

Development Plan – document setting out the local planning authority's policies and proposals for the development and use of land and buildings in their area. It is the starting point for the determination of planning applications. Local plans and neighbourhood plans form part of the development plan.

District Heating Systems - are a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating. The heat is often obtained from a cogeneration plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.

Durable Goods - those bought on an infrequent basis (e.g. clothes, furniture, electrical goods, DIY equipment).

Dwelling and Dwelling house - A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building for example.

Early Engagement - a very early stage for consultation and community involvement, when interested parties can comment on aspects of the local authority's spatial planning.

Ecological Statement / Assessment - Ecological statements and assessments allow suitably qualified people to monitor the current and changing conditions of any ecological resources on a site from which the importance, quantity and movement of those resources can be judged without bias. Usually it comprises a phase 1 habitat survey that maps an area under consideration based on the habitats present. It is a tool to inform on the need for further survey; as a baseline to record an area's current state; or to help in the impact assessment of a development. Such a survey improves the understanding about the structure and function of the biodiversity on a site in order that any such wildlife interest can be protected or enhanced. Such information allows any developments to be fully assessed prior to a planning decision being made.

Ecological networks - the joined up natural infrastructure of existing and future habitat needed to allow populations of species and habitats to survive in fluctuating conditions. A landscape that species can move through easily allows recolonisation of areas after disturbance events and can help prevent local extinctions. They generally link sites of biodiversity importance. In the long term as our climate change, well connected habitats offer opportunities for populations to move as conditions become more or less suitable.

Ecosystem Services –the many and varied benefits to humans provided by the natural environment and from healthy ecosystems. Such ecosystems include, for example, agroecosystems, forest ecosystems, grassland ecosystems and aquatic ecosystems all found within the District. The benefits people obtain from ecosystems include food, water, flood and disease control and recreation for example.

Employment Land - land used, with planning permission, or allocated in a development plan for employment uses.

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

Environmental Impact Assessment (EIA) – A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Environmental Net Gain – This is still being developed as a concept but is likely to come forward in the next decade(s). It follows the same ideas as biodiversity net gain but requires developers to deliver a wider range of environmental benefits over



and above the full environmental impact of the proposed development (e.g. Air, Water, flood risk management).

Equalities and Diversity - term used in the United Kingdom to define and champion equality, diversity and human rights as defining values of society. Equality is about ensuring everybody has an equal opportunity, and is not treated differently or discriminated against because of their characteristics. Diversity is about taking account of the differences between people and groups of people, and placing a positive value on those differences.

Evidence Base – is the information and data gathered by local authorities to justify the “soundness” of the policy approach, including physical, economic, and social characteristics of an area.

Exception Test – is used to ensure that any development permitted in flood risk areas is in exceptional circumstances only. It is in addition to the initial Sequential Test that accords with NPPF.

Flood plain - Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood or would flow but for the presence of flood defences.

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

Frontage - the ground floor public front of a building usually facing onto a street or pedestrianised area.

Geographical Information Systems (GIS) – A computer software system to record, store, process, and analyse overlays of information linked to geographic areas.

Gloucestershire Clinical Commissioning Group (GCGG) - established as part of the major changes to the NHS. Clinical Commissioning Groups and is responsible for commissioning or buying health and care services including: Elective care; Rehabilitation; Urgent and emergency care; Most community health services; Mental health and learning disability services; and Primary care services.

Greenhouse Gas (GHG) - is a gas in an atmosphere that absorbs and emits radiation within the thermal infra-red range. This process is the fundamental cause of the greenhouse effect.

Green Infrastructure (GI) - is a network of high quality green spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors (sometimes referred to as blue infrastructure), allotments and private gardens.

Greenfield Land – is land (or a defined site) usually farmland, that has not previously been developed.

Ground Water Source Protection Zones – is an integral part of land surface zoning within the Environment Agency’s Policy and Practice for the Protection of Groundwater. Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. Groundwater sources include wells, boreholes and springs used for public drinking water supply. The zones show the risk of contamination from any activities that might cause pollution in the area and in general the closer the activity, the greater the risk.

Gypsies & Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.

Gypsy & Traveller Accommodation Assessment (GTAA) – is a document that identifies the accommodation requirements of Gypsies and Travellers.

Habitat Regulations Assessment (HRA) – refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it. European Sites and European Offshore Marine Sites identified under these regulations are referred to as ‘habitats sites’ in the National Planning Policy Framework. All plans and projects (including planning applications) which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the



plan or project is likely to have significant effects on that site. This consideration – typically referred to as the ‘Habitats Regulations Assessment screening’ – should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.

Health Impact Assessment - a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population

Heritage Asset – a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing)

High Hedges - High Hedges are dealt with under Part 8 of the Anti-Social Behaviour Act 2003. The role of the local authority is not to mediate or negotiate between the complainant and the hedge owner but to adjudicate on whether - in the words of the Act - the hedge is adversely affecting the complainant's reasonable enjoyment of their property. In doing so, the authority must take account of all relevant factors and must strike a balance between the competing interests of the complainant and hedge owner, as well as the interests of the wider community.

Highway - A publicly maintained road, together with footways and verges.

Historic Environment – All aspects of the environment that result from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscape and planted or managed flora

Housing Needs Survey or Housing Needs Assessment (HNA) – an assessment of housing needs in the local area. This plays a crucial role in underpinning the planning policies relating to affordable housing and housing location.

Independent Living - Stroud District Council's sheltered housing service has recently been renamed to reflect the fact that residents are leading increasingly independent lives, and many of them no longer want or need the type of service traditionally associated with sheltered accommodation.

Industrial symbiosis - the interaction and association between various companies and industries in which by-products and waste materials can form the raw materials and resources for other industry.

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

Infrastructure – the network of services to which it is usual for most buildings to be connected. It includes physical services serving the particular development (e.g. gas, electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc.

Key Employment Site – is a Stroud District Local Plan designation for sites that will be retained for B and E(g) Class Uses. (See also Use Classes Order).

Landscape Character Assessment - identifies areas with similar features or qualities, mapping and classifying them and describing their character. It is based on an understanding of landscape character and of the natural, historic and aesthetic factors that combine to create local distinctiveness.

Legal Agreement – see section 106 Agreements (s106).

Lifetime Accommodation - Accommodation that is designed to support the changing needs of individuals and families at different stages of life. It is about flexibility and adaptability to encourage a better living environment, with designs that work well for all people throughout their lifetime. Wherever we live – whether in ordinary housing or specialist housing – our homes have a powerful influence on our capacity to remain independent, socially involved and enjoy a good quality of life.

Listed Building – a building of special historical and/or architectural interest considered worthy of special protection and included and described in the statutory list of such buildings.

Local Development Order - allows local planning authorities to introduce local permitted development rights.

Local Enterprise Partnership (LEP) – A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Listing – Local listing is a non statutory process for identifying buildings, sites or monuments as ‘local heritage assets’. Whilst local listing provides no additional planning controls, the fact that an asset is on a local list means that its conservation



as a heritage asset with local significance is an objective of the NPPF and a material consideration when determining the outcome of a planning application.

Local Nature Partnership (LNP) – A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Nature Recovery Strategy (LNRS) – The Environment Bill will require a LNRS which will map the most valuable sites and habitats for wildlife in an area and identify where nature can be restored. Nature will be linked with spatial planning and it could see the creation of wildflower habitat for pollinators, green spaces for people or new woodlands and wetlands which are important for both healthy communities and to tackle climate change.

Local Nature Reserve – is an area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

Local Plan – The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. The Plan is the starting point for considering whether planning applications should be approved.

Local Planning Authority (LPA) - is the local authority or council that is empowered by law to exercise statutory town and country planning functions for a particular area of the United Kingdom.

Local Strategic Partnership (LSP) – are partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.

Local Transport Plan (LTP) – is a five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Local Wildlife Site – a Gloucestershire wildlife habitat identified and designated as being of particular local interest or importance but is not of sufficient national merit to be declared as an SSSI.

Major Development – in respect of residential is 10 or more dwellings or a site area of 0.5 hectares or more. For other uses- the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more. This definition does not apply to development within an AONB.

Major Infrastructure Projects - major or 'nationally significant' infrastructure projects for energy, transport, water and waste.

Market Town - Small to medium-sized country towns that are rural service, social and economic centres to rural hinterlands. Most also hold or used to hold a regular market.

Masterplan - in broad terms, it describes how an area will be developed. Its scope can range from strategic planning at a regional scale to small scale groups of buildings. Commonly, it is a plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. It is based upon an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development. Whereas a development plan sets out the scale and type of development, and the key characteristics of a locality, a masterplan is generally employed where there is a greater degree of certainty regarding the development of a specific site, and is linked to social and economic analysis and a delivery strategy. Although a masterplan may specify more detailed governing principles such as building heights, spaces, movement, landscape type and predominant uses, it does not necessarily preclude a degree of flexibility in designs within the plan.

Material Consideration - A matter relevant to planning that should be taken into account in deciding a planning application or on an appeal against a planning decision.

Ministry of Housing, Communities and Local Government (MHCLG) - The Ministry of Housing, Communities and Local Government's (formerly the Department for Communities and Local Government) job is to create great places to live and work, and to give more power to local people to shape what happens in their area. MHCLG is a ministerial department, supported by 12 agencies and public bodies.

Mitigation Measures - any works or actions required to be carried out by developers to reduce the impact of the development on the surrounding environment or to



address particular environmental effects which would otherwise make that development unacceptable.

Mixed use (or mixed use development) - Provision of a mix of complementary uses, such as residential, community, certain employment uses and leisure uses, on a site or within a particular area.

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

Monitoring – a regular collection and analysis of relevant information in order to assess the outcome and effectiveness of policies and proposals and to identify whether they need to be reviewed or altered.

National Planning Policy Framework (NPPF) - this sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

National Planning Practice Guidance (NPPG) – this adds further context to the National Planning Policy Framework and the two documents should be read together.

Nationally Significant Infrastructure Projects (NSIP) – are major infrastructure developments, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc.

Natural Capital - the stock of natural resources which includes geology, soils, air, water and all living organisms. Some natural capital assets provide people with free goods and services, often called ecosystem services.

Nature Recovery Network - is a joined-up system of places important for wild plants and animals, on land and at sea. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change. It provides plants and animals with places to live, feed and breed.

Neighbourhood Plans - Parish councils can use neighbourhood planning powers to establish general planning policies for the development and use of land in a neighbourhood. Neighbourhood plans form part of the development plan.

Non-Conforming Uses - established industrial/commercial uses which cause a particular nuisance to neighbours (through either the activities undertaken or the amount or type of traffic generated).

Objectives and Indicators - Objectives are achievement goals, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or in helping to conduct a Sustainability Appraisal.

Open Space - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building - dwelling as it was built, or as it existed on the 1st July 1948.

Park and Ride - a motorist leaving vehicles at a car park, typically at the edge of a town, and making the journey to the centre by a connecting bus or rail service. The term is also used for facilities to encourage this.

Passive Solar Energy - energy provided by a simple architectural design to capture and store the sun's heat. An example is a south facing window in a dwelling.

Permaculture - The development of agricultural ecosystems intended to be sustainable and self-sufficient.

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

Phase 1 Habitat Survey - is designed to map an area under consideration based on the habitats present. In a Phase 1 habitat survey, habitats are assigned a type in accordance with guidance set down by the Joint Nature Conservation Committee (JNCC); primarily this refers to the landscape structure and vegetation present.

Phasing or Phased Development - The phasing of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand and/or seeking any housing is balanced with local employment opportunity and infrastructure provision in a timely manner.

Photovoltaic Cells - technological component of solar panels that capture energy from the sun and transform it into electricity for use in homes and businesses



Pitch / plot - area of land on a site / development generally home to one licensee household. Can be varying sizes and have varying caravan occupancy levels. Can also be referred to as a plot or yard, particularly in relation to Travelling Showpeople.

Plan-led system - The principle that the decisions upon planning applications should be made in accordance with the adopted development plan, unless there are other material considerations that may indicate otherwise.

Planning Condition - A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Obligations – A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Planning Permission - Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

Place Making - capitalises on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and wellbeing. Place making is both a process and a philosophy.

Playing Field - The whole of a site which encompasses at least one playing pitch as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Playing Pitch Strategy (PPS) - provides a robust audit and assessment evidence base of open space and sport and recreation areas set within a Green Infrastructure network, enabling a coherent strategy approach to policy and development. Its objectives are (i) Protect the existing open space network; (ii) Enhance and improve the accessibility and quality of existing provision; (iii) Provide new open space to expand the network strategically; (iv) Create multifunctional strategic hubs of open space; and (v) Work together to protect, deliver and effectively manage open space, green infrastructure, sport and recreation provision across the District. The Stroud PPS covers the sports of football, cricket, rugby and hockey and other sports making use of playing pitch areas such as lacrosse, softball, and associated facilities for tennis and bowls. Consideration is given to the provision of all facilities – both grass

and artificial grass- that allow these sports to be played, The PPS is one of a suite of reports covering Stroud District, as part of a wide assessment of Green Infrastructure, Open Space, Sport and Recreation within the District. The others are the Open Space and Green Infrastructure Study and the Indoor/Built Sports Facility Needs Assessment.

Pollution - Anything that adversely affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

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

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

Prior Approval - A procedure where permission is deemed granted if the local planning authority does not respond to the developer's application within a certain time. Often relating to telecommunication or agricultural developments.

Policies Map - an obligatory component of a local plan (formerly referred to as a Proposals Map) showing the location of proposals in the plan on an Ordnance Survey base map.

Protected Species - any species (of wildlife etc.) which, because of its rarity or threatened status is protected by statutory legislation.



Public Art - Permanent or temporary physical works of art visible to the general public, whether part of a building or free-standing. For example, sculpture, lighting effects, street furniture, paving, railings and signs.

Public Open Space (POS) - Space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Public Realm - any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

Ramsar Sites - a term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance, especially as waterfowl habitat.

Registered Providers - independent housing organisations, including trusts, co-operatives and companies, registered under the Housing Act 1996.

Register of Historic Parks & Gardens - a non-statutory list of parks and gardens of special historic interest maintained by English Heritage.

Renewable Energy and Low Carbon Energy – Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Retail and Leisure Impact Assessment – an assessment which may be required in connection with retail and leisure development outside town centres assessing the impact on existing investment in the town centre or catchment area and the impact on town centre vitality and viability.

Regionally Important Geological & Geomorphological Sites (RIGS) - commonly referred to by their acronym RIGS are locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology) in the United Kingdom. RIGS may be designated for their value to science, and to geological heritage in general, and may include cultural, educational, historical and aesthetic resources.

Rural Diversification - The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).

Rural Exception Site - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

SANG/Suitable Alternative Natural Greenspace – is the term given to green space that is of a quality and type suitable to be used as mitigation to a wildlife international site. Its role is to provide alternative open space to divert visitors from visiting a protected international site. SANG provides mitigation for the potential impact of residential development. The effectiveness will depend upon location and high quality design providing a more attractive space to users than the protected area(s) and of a kind that currently the protected area(s) provides.

Scheduled Ancient Monument – ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State.

Section 106 Agreements (s106) - allow a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue (often to fund necessary improvements elsewhere).

Self build and Custom build - Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Semi-natural & natural green space - this type of open space includes woodlands, urban forestry, scrubland, grasslands (e.g. commons and meadows), wetlands, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity within settlements. The approach is to provide easily accessible, natural

and semi-natural green space for communities which, as well as its intrinsic value for biodiversity, also provides a range of other ecosystem functions and benefits.

Sequential Approach/Test - a planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Sequential Test (Flooding) - a test carried out in accordance with NPPF to demonstrate that certain land is appropriate to develop as has less flood risk, after alternative sites have been ruled out.

Setting - The place or way in which something is set, for example the position or surroundings of a listed building.

Settlement Hierarchy - a settlement hierarchy ranks settlements according to their size, function and their range of services and facilities. When coupled with an understanding of the possible capacity for growth, this enables decisions to be taken about the most appropriate planning strategy for each settlement.

Shoreline Management Plan (SMP) - A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

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

Site of Special Scientific Interest (SSSI) - site or area designated as being of national importance because of its wildlife plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status.

Soundness - to be considered sound, a Development Plan Document must be positively prepared, justified, effective and consistent with national policy.

Spatial Planning - brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function geographically.

Spatial Strategy - a 'spatial' vision and strategy specific to the area.

Strategic Assessment of Land Availability (SALA) – a District-wide assessment of land availability for housing, employment and community uses

Strategic Environmental Assessment (SEA) - a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use which have a significant effect on the environment.'

Strategic Flood Risk Assessment (SFRA) - provides information about flood risk throughout the area of the local planning authority (LPA), either individually or combined with neighbouring LPAs. The SFRA will consider the effects of climate change on river and coastal flooding, identify the risk from other sources of flooding, and consider appropriate policies for development in or adjacent to flood risk areas. Stroud District has published level 1 and level 2 SFRA's.

Strategic Housing Market Assessment (SHMA) - an assessment of housing need and demand within a housing market area.

Strategic Road Network - The major road network is defined by the Department for Transport as the network of motorways, trunk roads and principal roads that serve the country's strategic transport needs. Motorways and trunk roads (nationally significant A-roads) managed by the Highways Agency make up approximately 20% of the national major road network. The remaining 80% of the major road network consists of principal roads—other A-roads managed by the local highway authority. For the purposes of this Local Plan we have accepted this definition which includes both major and principal roads.

Statement of Community Involvement (SCI) - sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions.

Supplementary Planning Document (SPD) - additional advice issued by the local planning authority to explain how policies will be implemented. It is a material consideration when adopted and is subject to community and stakeholder consultation. It must be linked to policies or proposals in the Local Plan but are not part of the development plan.

Supplementary Planning Guidance (SPG) - additional advice issued by the local planning authority to explain how policies will be implemented. Replaced by Supplementary Planning Documents (SPD).



Sustainability Appraisal (SA) - an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable Development – is development which meets the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF states sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

Sustainable Drainage System (SuDS) – efficient drainage system which seeks to minimise wastage of water including the use of appropriate groundcover to enable maximum penetration of clean water run- off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

Sustainable Transport – are all forms of transport which minimise emissions of carbon dioxide and pollutants. It can refer to public transport, car sharing, walking and cycling as well as technology such as electric and hybrid cars and biodiesel.

Sustainable Transport Modes - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Sustrans - is a charity which promotes sustainable transport. The charity is currently working on a number of practical projects to encourage people to walk, cycle and use public transport, to give people the choice of "travelling in ways that benefit their health and the environment.

Town Centre - Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment - A Transport Assessment is a comprehensive review of all the potential transport impacts of a proposed development or re-development, with an agreed plan to mitigate any adverse consequences. The purpose of Transport Assessment is to provide enough information to understand how the proposed

development is likely to function in transport terms. Assessing the transport impacts in a systematic manner contributes towards understanding how more sustainable travel patterns might be achieved through changing travel behaviour. The preparation and detail of a Transport Assessment will vary depending on the location, scale and nature of the proposed development. Transport Assessment should, where appropriate, propose a package of measures designed to promote access to the site by walking, cycling and public transport, while reducing the role of car access as much as possible.

Transport Nodes - identified locations that provide greater integration of land uses with transportation requirements, particularly focusing on public transport networks.

Travel Plan – All developments which generate significant amounts of movement should be required to provide a Travel Plan. A Travel Plan is a strategy for managing multi-modal access to a site or development, focusing on promoting access by sustainable modes. The main objective of a travel plan is to reduce the number of single occupant car trips to a site. A successful travel plan will give anyone travelling to or from a business or organisation a choice of travel options and encourage them to use the more sustainable ones. Travel plans can be used to ensure that infrastructure and transport services (e.g. buses/minibuses) are provided as part of a development to ensure that the travel requirements of occupiers and visitors to a development can be met. Effective travel plans will include measures to restrain and manage parking on the site. The travel plan will include a set of agreed targets for the percentage of journeys to the site by car driver alone and details of action to be taken if the travel plan fails to achieve its aims and objectives. Travel plans benefit the community by helping to reduce traffic congestion and pollution for local residents. They can be used to help identify problems that are occurring (e.g. commuter parking taking place on residential streets) and include measures to address such problems. They benefit organisations by reducing the space that has to be allocated on site to car parking, encouraging healthier travel options for the workforce, widening the range of travel options available to the site and improving access to the site for a wider range of users.

Travelling Showpeople - members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their families or dependants more



localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

Tree Preservation Order (TPO) - statutory protection for individual trees, groups, areas or woodlands. Any works to preserved trees require the consent of the local planning authority.

Urban Design – understanding the relationship between different buildings; between buildings and the streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with another part; and the pattern of movement and activity which is thereby established.

Urban Fringe - the boundary between built up areas and the open countryside.

Urban Regeneration – is a process for enhancing the quality of life in urban areas through improvements in the vitality and viability of its activities and the quality of its environment together with a reduction in the disparities between areas and groups within the urban community.

Use Classes Order – is a statute that groups uses into various categories and which specifically states that permission is not required to change from one use to another within the same class. Class A 1/2/3 are effectively replaced with the new Class E(a,b,c). A4/5 uses are not covered by the new Class E and become defined as '*Sui Generis*'. B1 Business is effectively replaced with the new Class E(g). Uses B2 and B8 remain valid. D1 is split out and replaced by the new Classes E(e-f) and F1. D2 is split out and replaced by the new Classes E(d) and F2(c-d) as well as several newly defined '*Sui Generis*' uses.

- **E(a)** Display or retail sale of goods, other than hot food
- **E(b)** Sale of food and drink for consumption (mostly) on the premises
- **E(c)** Provision of:
 - **E(c)(i)** Financial services,
 - **E(c)(ii)** Professional services (other than health or medical services), or
 - **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- **E(d)** Indoor sport, recreation or fitness (not involving motorised vehicles or firearms)

- **E(e)** Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
- **E(f)** Creche, day nursery or day centre (not including a residential use)
- **E(g)** Uses which can be carried out in a residential area without detriment to its amenity:
 - **E(g)(i)** Offices to carry out any operational or administrative functions,
 - **E(g)(ii)** Research and development of products or processes
 - **E(g)(iii)** Industrial processes
- **F1 Learning and non-residential institutions** – Use (not including residential use) defined in 7 parts:
 - **F1(a)** Provision of education
 - **F1(b)** Display of works of art (otherwise than for sale or hire)
 - **F1(c)** Museums
 - **F1(d)** Public libraries or public reading rooms
 - **F1(e)** Public halls or exhibition halls
 - **F1(f)** Public worship or religious instruction (or in connection with such use)
 - **F1(g)** Law courts
- **F2 Local community** – Use as defined in 4 parts:
 - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres
 - **F2(b)** Halls or meeting places for the principal use of the local community
 - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
 - **F2(d)** Indoor or outdoor swimming pools or skating rinks

'Sui generis' is a Latin term that, in this context, means 'in a class of its own'. Certain uses are specifically defined and excluded from classification by legislation, and therefore become '*sui generis*'. These are:

- theatres
- amusement arcades/centres or funfairs



- launderettes
- fuel stations
- hiring, selling and/or displaying motor vehicles
- taxi businesses
- scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles
- 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended))
- hostels (providing no significant element of care)
- waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
- retail warehouse clubs
- nightclubs
- casinos
- betting offices/shops
- pay day loan shops
- public houses, wine bars, or drinking establishments – from 1 September 2020, previously Class A4
- drinking establishments with expanded food provision – from 1 September 2020, previously Class A4
- hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) – from 1 September 2020, previously Class A5
- venues for live music performance – newly defined as 'Sui Generis' use from 1 September 2020
- cinemas – from 1 September 2020, previously Class D2(a)
- concert halls – from 1 September 2020, previously Class D2(b)
- bingo halls – from 1 September 2020, previously Class D2(c)
- dance halls – from 1 September 2020, previously Class D2(d)

Other uses become '*sui generis*' where they fall outside the defined limits of any other use class.

Viability - an objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, whilst ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project. Essentially it is the ability to attract investment and business.

Vitality - in the context of planning, vitality refers to the capacity of a place to grow or develop its likeliness and level of economic activity.

Waste Hierarchy - A framework for securing a sustainable approach to waste management. Waste should be minimised wherever possible. If waste cannot be avoided, then it should be re-used; after this value recovered by recycling or composting; or waste to energy; and finally landfill disposal.

Water Framework Directive – is legislation that aims to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater.

Wildlife Corridor - Areas of habitat connecting wildlife populations.

Windfall Sites – Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Zero-carbon Home - Over a year, the net carbon emissions from all energy use in the home are zero. This includes energy use from cooking, washing and electronic entertainment appliances as well as space heating, cooling, ventilation, lighting and hot water.

Image credits and information

Front cover:

Credit: Martin Fry. View from Sesley Common.

1. Setting the scene

Page 4:

Ham Mill at Thrupp, one of many former historic industrial and sites within the Stroud valleys that are awaiting regeneration and redevelopment.

Page 8:

- [1] © Nick Turner. Stroud farmers market.
- [2] Frampton on Severn
- [3] The Severn estuary
- [4] Stroud town centre
- [5] © Countryside Agency / Jo Ward

Page 13: 40 Key Issues

- [1] *Credit: Assael Architecture.* This scheme for Ham Mill, Thrupp, was granted Planning Permission in 2017. Site section.
- [2] *Credit: Assael Architecture.* This scheme for Ham Mill, Thrupp, was granted Planning Permission in 2017. Street scene.
- [3] *Credit: Tomas Millar.* Architectural practice Millar Howard Workshop is one of many creative industries, particularly in the Stroud Valleys, now putting former industrial buildings to new use as modern work space.
- [4] Young people grow up and need homes too.
- [5] Wotton-Under-Edge, the town centre is a focus for the rural communities around it.
- [6] Residents have begun to move into new social rented and shared-ownership Council homes in Stroud this year. New homes have been built to replace old, poorly insulated concrete section houses.
- [7] New energy efficient homes being built in Leonard Stanley, to replace older concrete section Council homes.
- [8] Littlecombe (Dursley) in 2017.

Page 15: 40 Key Issues

- [9] Solar panels on a traditional stone roof.
- [10] Stonehouse railway station. Is there potential to improve links to Bristol, South Wales and the Midlands?
- [11] A new build home in Frampton-on-Severn. Modern oak framing techniques can be extremely energy efficient, whilst reflecting the architectural heritage of the Gloucester Vale.
- [12] Extracts from the Stroud Industrial Heritage Conservation Area character appraisal.
- [13] Westmorland Gloucester Services, designed by Glenn Howells Architects with AFL Architects, won several Royal Institute of British Architects (RIBA) awards in 2016.
- [14] Rural Suds Project: Stroud District Council is pioneering an approach to natural flood management in the River Frome catchment.
- [15] The Severn Estuary is subject to multiple national and international landscape and habitat designations. Impacts on the estuarine environment of leisure use and development need to be managed and mitigated.
- [16] © Nick Turner. Block Party at Stroud Fringe Festival. The District, and Stroud Town in particular, has a great deal of artistic and cultural capital.
- [17] Some of the Neighbourhood Development Plans (NDPs) adopted so far.
- [18] © Nick Turner.
- [19] Caring for the Commons 'til the Cows Come Home. The Rodborough Common Mitigation Strategy helps to deliver infrastructure and mitigation measures, funded through a charge levied on some new development within the Common's catchment area.
- [20] Rush Skate Park, Brimscombe Port.
- [21] The Cotswold Canals restoration project.

2. Making Places | the development strategy

Page 17:

View towards Painswick, "Queen of the Cotswolds"

Page 38: Economy and jobs

- [1] *Credit: Megan Crouse.* Millar Howard Workshop.
- [2] Littlecombe (Dursley) in 2017.
- [3] © Renishaw.
- [4] *Credit: SpaceHoppers Co-Working*
- [5] Discover Stroud District www.visitthecotswolds.org.uk

Page 39:

Aerial view of Oldends Lane, Bonds Mill and the Stroudwater Business Park, off the A419 at Stonehouse

Page 42: Our town centres

© Nick Turner. Stroud town centre

Page 44:

- [1] © Nick Turner. Dursley town centre.
- [2] Stonehouse town centre
- [3] Stroud Valley Artspace (SVA)
- [4] © Nick Turner. Stroud's night time economy.
- [5] © Nick Turner. Stroud's Farmers Market
- [6] © Nick Turner. Stroud's Farmers Market
- [7] © Nick Turner. Wotton-Under-Edge town centre.

Page 46:

© Nick Turner. Nailsworth town centre.

Page 48: Local green spaces and community facilities

- [1] Brimscombe Port, one of the Draft Plan's proposed site allocations



- [2] A restored section of The Stroudwater Navigation – part of the Cotswolds Canals project
- [3] Horsley Play Project, completed two years ago, was first dreamed up several years earlier by local parents. Working with the Parish Council, they secured funding from several sponsors to update facilities and re-landscape the space, so that it now caters for a wider age range, as well as providing enhanced habitats for wildlife.
- [4] *Credit: Rob Thorne.* Paragliders over Selsley Common.
- [5] *© Countryside Agency / Nick Turner.* Walkers on the Cotswold Way.
- [6] The cricket ground at Cam Everlands.

Page 60: Core policy CP5

Aerial view of development at Hunts Grove, a significant strategic growth location

Page 62: Core Policy CP6

© Nick Turner. Development on Ebley Road, viewed from Selsley Common

3. Making Places | Shaping the future

Page 63:

© Nick Turner. Picnic on Selsley Common. A view over the Severn Vale.

Page 65:

- [1] *© Nick Turner.* Saul Junction.
- [2] *© Nick Turner.* Bourne Mill, Brimscombe.
- [3] *© Nick Turner.* Cyclist on Stinchcombe Hill
- [4] *Credit: Martin Fry.* Cowslips on Selsley Common
- [5] *© Nick Turner.* Cotswold Way fingerpost.
- [6] *© Nick Turner.* Dursley town centre.
- [7] *© Nick Turner.* Stroud Fringe Festival

The Stroud Valleys

- The Shambles market in Stroud
- Dunkirk Mills, industrial heritage nestled in the Stroud valleys
- Victorian and Edwardian expansion in one of Stroud's suburbs
- Festival art, outside the Subscription Rooms
- Stroud Fringe Festival
- View over Brimscombe and Thrupp from Rodborough Common

Stonehouse cluster

- Red brick from the town's brick works gave Stonehouse a distinctive character
- New homes at Great Oldbury
- St Cyr's church on the Stroudwater Navigation
- Stonehouse is one of the District's major employment hubs
- Westfield Bridge, Eastington
- Cottages on the Stroudwater Canal at Ryeford, with the Cotswold Escarpment beyond

Cam & Dursley

- View of Cam
- Cam & Dursley station
- Dursley's historic market house
- Uley
- Typical Georgian windows in Dursley
- View towards Dursley from Uley Bury

Gloucester's rural fringe

- Timber frame is typical of the Gloucester vale vernacular
- Cricket in Upton St Leonards
- The architecture of Gloucester Services on the M5 is a striking but sympathetic addition to the local landscape
- Hunts Grove
- Apple orchards characterise Gloucester's rural hinterland
- *Credit: Christopher Hargraves.* Haresfield Beacon

Berkeley cluster

- High Street, Berkeley
- Sharpness Docks
- Purton Hulks, a fascinating ships 'graveyard' on the estuary foreshore
- Gloucestershire Science & Technology Park and Berkeley Green University Technical College form an exciting employment and education hub at the former nuclear power station site
- The Gloucester & Sharpness Canal
- Cottages at Slimbridge are typical of the local vernacular

The Severn Vale

- The estuary near Framilode
- Cottages on the Stroudwater Canal are typical of the local vernacular
- Saul Junction
- Timber frame and brick at Frampton-on-Severn

- House at Framilode Basin
- Aerial view of Frampton-on-Severn

Wotton cluster

- Timber frame at Wotton Under Edge
- New Mills at Kingswood is a significant local employer
- North Nibley
- The Tyndale Monument towers above the Cotswold escarpment at North Nibley
- A stone cottage with brick window arches in North Nibley
- *© Nick Turner.* Wotton-Under-Edge town centre

Cotswold cluster

- Bisley
- A mix of sash windows and wooden casements in a stone walled cottage
- Distinctive estate architecture in Miserden
- Cotswold horses
- Lichen and moss on a dry stone wall
- *Credit: Martin Fry.* View over Painswick

4. Homes and Communities

Page 222: modern houses picking drawing influences from industrial heritage at former railway land in Nailsworth

5. Economy and Infrastructure

Page 248: *© Nick Turner.* Dursley town centre.

6. Our Environment and Surroundings

Page 273: listed cottages in Sheepscombe undergoing conservation and renovation

7. Delivery and monitoring

Page 191: Lawnside in Nailsworth, under construction.

8. Appendices

Page 195: *© Nick Turner.* Wotton-Under-Edge town centre



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