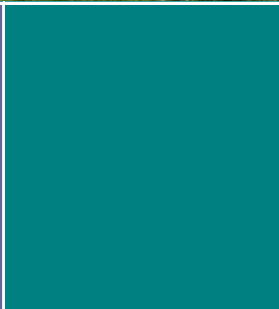


# Your district Your future

## Stroud District Local Plan

November 2015



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- 
- In memory of John Balfe •

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# Setting the Scene

Why do we need a plan?

1

## What is a Local Plan for?

- 1.1 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.
- 1.2 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 2031). 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”.
- 1.3 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 2031.
- 1.4 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 an appendix to explain technical terms.

## Why do we need a new Local Plan?

- 1.5 The previous Stroud District Local Plan was adopted in 2005 and sought to identify development needs for the period to 2011.
- 1.6 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.
- 1.7 Local plans can be reviewed in whole or in part. The intention of this new Local Plan is to replace in one document the 2005 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.
- 1.8 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?

- 1.9 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.

# Setting the scene – why do we need a plan?

- 1.10 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.
- 1.11 Waste local plans and mineral 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.
- 1.12 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.

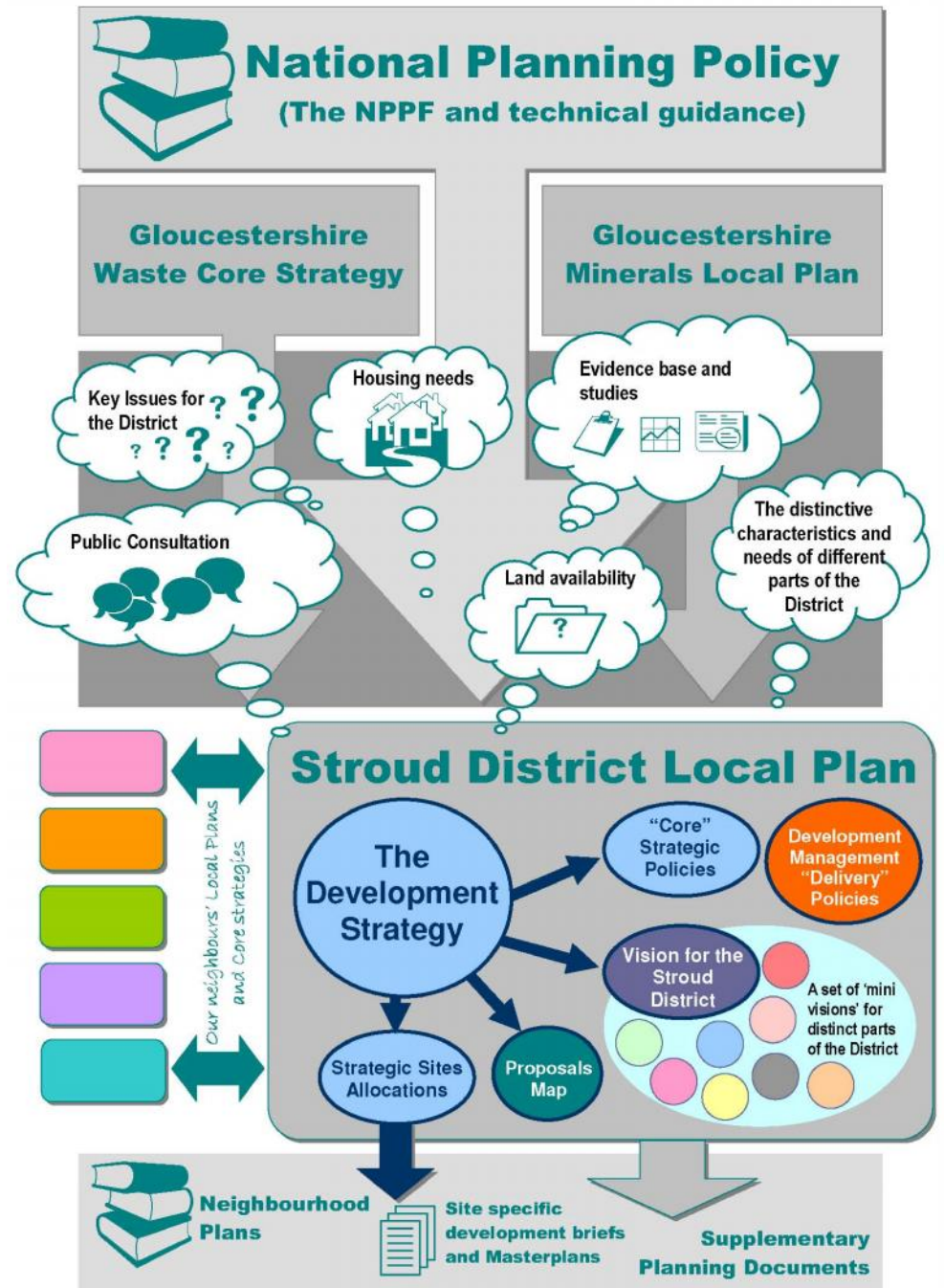


Fig. 1:  
The Local Plan in Context

# Setting the scene – why do we need a plan?

## What evidence supports the Local Plan?

- 1.13 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.
- 1.14 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
- 1.15 We consulted on a Key Issues Discussion Paper in Spring 2009, an Alternative Strategies document in February 2010, a Preferred Strategy document in February 2012 and a Policies document in March 2013, as well as on a number of discussion papers. 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.
- 1.16 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

- 1.17 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.
- 1.18 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 and draft policies 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.
- 1.19 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.
- 1.20 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.

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

### Stroud District in its context

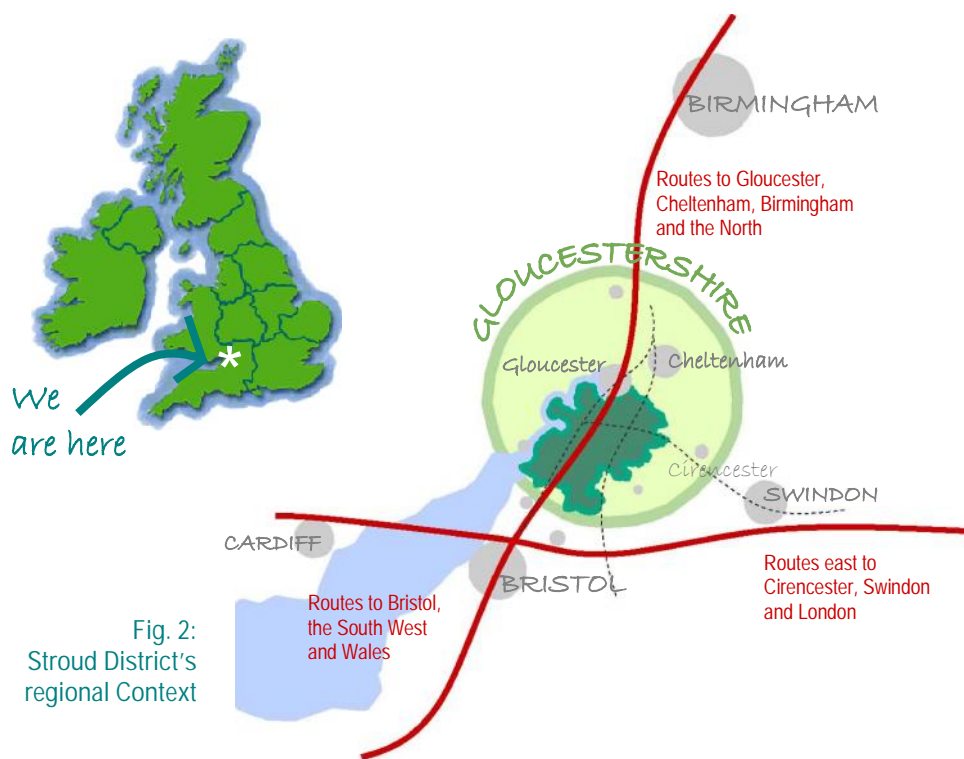
1.21 The District of Stroud is located in the county of Gloucestershire, and covers an area of approximately 45,325 hectares (about 175 square miles). Stroud lies about 20 miles north of Bristol and immediately south of Gloucester and Cheltenham. Gloucestershire sits at the periphery of England's south 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.

1.22 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.

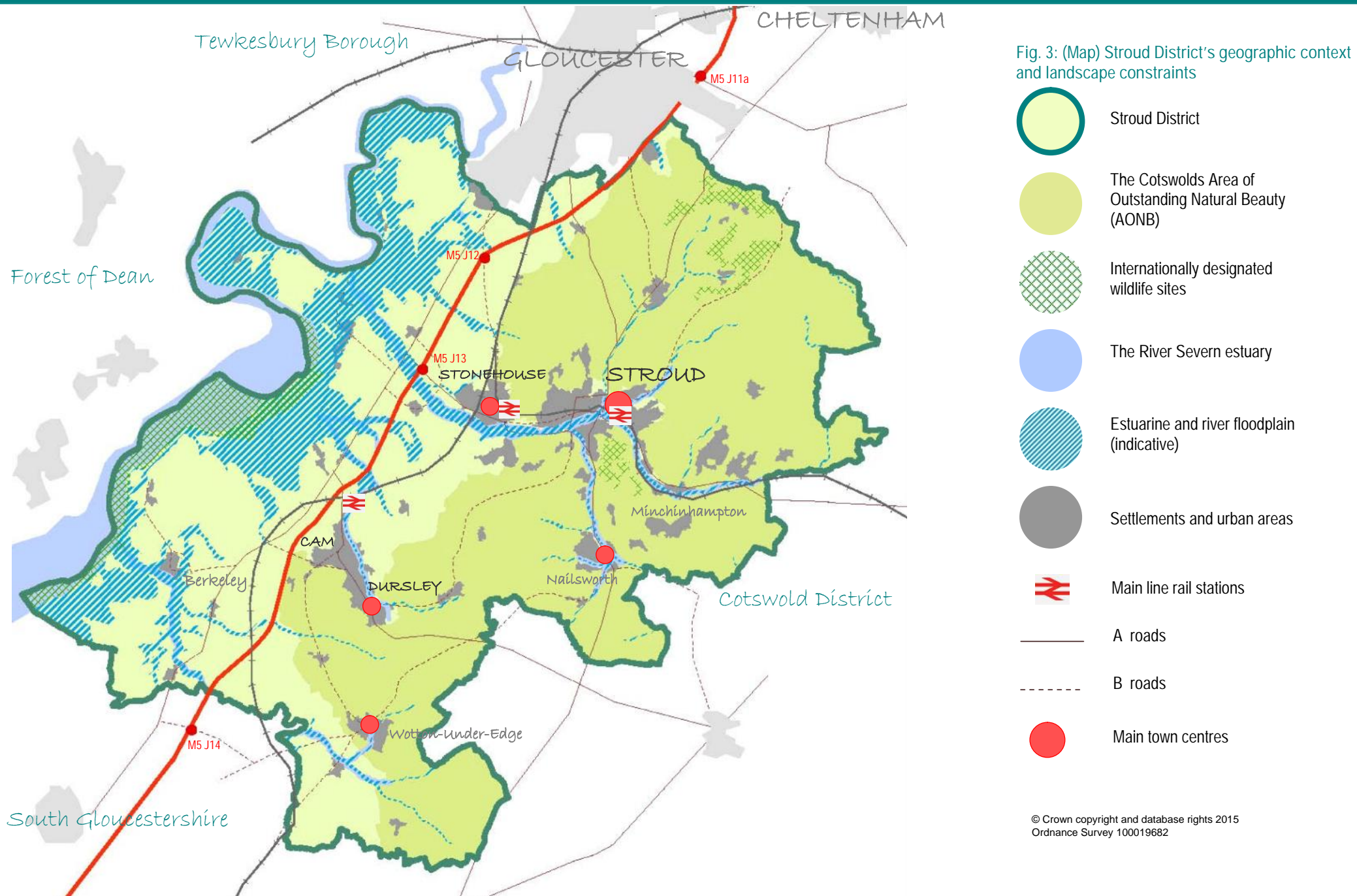
1.23 The District has a rich built heritage, including 42 conservation areas in a wide variety of towns and villages. Amongst these is the unique and very large Industrial Heritage Conservation Area, which extends through the Stroud Valleys, in recognition of the area's important industrial legacy – including historic mill buildings and canal- and river-related structures.

1.24 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.

1.25 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.



# Setting the scene – why do we need a plan?



# Setting the scene – why do we need a plan?

- 1.26 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.
- 1.27 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.
- 1.28 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.



## Stroud District today

- 1.29 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.
- 1.30 This ‘snapshot’ should help to put the key issues facing Stroud District between now and 2031 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
  - 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 CO<sub>2</sub> emissions are rising
  - 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

<b>Area</b>	175 sq.miles / 45,325 ha / 112,000 acres
<b>Population (2011)</b>	112,779 <sup>a</sup>
<b>Population density (2011)</b>	2.4 persons per hectare
<b>No. of households (2011)</b>	47,794 <sup>c</sup>
<b>Average household size (2011)</b>	2.35 <sup>c</sup>
<b>Life expectancy</b>	women 83.3 yrs / men 79.9 yrs <sup>d</sup>
<b>Mean age of population</b>	42.3 years <sup>e</sup>
<b>No. of dwellings (2012)</b>	50,340 <sup>f</sup>
<b>Total economically active (2012)</b>	64,000 people <sup>g</sup>
<b>Average household income</b>	£26,228 <sup>g</sup>
<b>Unemployed (May. 2013)</b>	1.9% <sup>h</sup>

<sup>a</sup> Source: Census 2011

<sup>b</sup> Source: Gloucestershire County Council - Gloucestershire Local Projection 2008

<sup>c</sup> Source: Census 2011

<sup>d</sup> Source: NHS - Stroud Health Profile 2012

<sup>e</sup> Source: Census 2011

<sup>f</sup> Source: ONS Neighbourhood Statistics 2011

<sup>g</sup> Source: ONS/NOMIS - Labour Market Profile Stroud 2008

<sup>h</sup> Source: NOMIS Claimant Count



# Setting the scene – why do we need a plan?

## The Key Issues for Stroud District

### Meeting the District's identified future housing needs

1. Projections suggest that at least 11,400 new homes need to be provided across the District between 2006 and 2031. Whilst a significant number of these homes are already built or committed through planning permissions, there remains a need to identify land for about 3,600 new homes.
2. There is a need to work with neighbouring authorities to meet the needs of the housing market area as a whole.
3. There is an acute lack of affordable housing in the District.
4. There is a requirement to meet the needs of the Gypsy, Traveller and Travelling Showpeople communities in the District.
5. The District's population is ageing which means that there are increasing demands for accommodation that will meet the particular needs of the elderly.
6. The average household size is decreasing, according to long term trends, with a rise in 1 or 2 person households. This presents challenges in meeting the District's housing needs and achieving social cohesion.
7. There is a need to consider where new housing should be located to create sustainable development. Should we be planning to disperse new homes around our towns and villages or should there be a more urban focus (around Stroud, Stonehouse, the Gloucester fringe, Cam & Dursley)?
8. The District has a high quality environment and is an attractive place to live. There is a need to consider how housing needs can be met without compromising the high quality environment.
9. Many people who currently live in the District commute out of it to work. One of the challenges is to ensure that new developments are planned to ensure that they do not become simply dormitories for commuters.

10. How do we balance the need for new housing with the need for development that generates jobs?
11. We need to consider the quality and types of homes that are built, and how the District's existing housing stock is likely to be affected by future trends: how should we respond to pressure to extend or subdivide existing houses.
12. How can new or existing homes contribute to the reduction of CO<sub>2</sub> emissions?

### Maintaining and improving the sustainability of our villages

13. Villages are no longer the self-contained settlements they once were. The last twenty years have seen an acceleration of changing lifestyles in villages based on greater use of the car and decline of rural public transport, growth of supermarkets and regional shopping centres and the loss of local employment opportunities and local services and facilities.
14. Affordable housing needs are heightened in rural areas and local home seekers find competing with socially mobile incomers difficult.
15. The District's ageing population is particularly acute in rural areas, where meeting the needs of an elderly population can be especially difficult.
16. More young people than ever are leaving rural areas to seek work and affordable accommodation.
17. Accessibility to jobs and services is more difficult in rural areas, leading to pockets of rural deprivation.
18. Over a prolonged period, changing agricultural technology has been leading to the loss of rural jobs and skills.
19. The District faces a dilemma in supporting the need for farm diversification, as new uses often increase the need to travel.

# Setting the scene – why do we need a plan?

20. Some modern farming practices can undermine environmental quality in ways that differ from traditional land management techniques; some have detrimental visual impacts upon the countryside / landscape.
21. There is increasing pressure for/interest in locally sourced food in the face of globalisation and the environmental impacts of transportation; large scale production could potentially have impacts on current landscape character and local ecology.
22. There is a perceived loss of local character and distinctiveness in many villages where poorly designed “anywhere” housing design has been introduced.

## Meeting the needs of young people

23. We need to improve the provision of facilities for young children, teenagers and young adults in the District.
24. In rural areas, isolation and boredom can be an issue; facilities can be more difficult to access and declining numbers of children and young adults in the District’s rural settlements means that there are fewer service users.
25. Right across the District, children’s engagement in sport and physical activity (including walking or cycling to school) is relatively low, below the national average.

## Meeting the needs of an increasingly elderly population

26. The number of over 65s in this District is expected to increase by over 60% by 2031.
27. Although some over 65s may choose to or need to continue working, our District will have an increasingly dependent population, with differing needs to be met. This will present a long-term challenge to local service providers – in particular in fields of primary health and social care, housing services, public transport infrastructure and community safety.

28. Accessibility to services and facilities is a particular problem for this District.
29. Among over 65s, fuel poverty is a very real issue, as rising fuel costs dominate many household budgets.

## Meeting the District’s needs for sports facilities

30. The low level of participation in sports and physical activity in this District is pretty typical of the rest of the country, but among children and young people physical activity is below average.
31. We need to provide opportunities for development that will enable all kinds of people, with all kinds of needs and abilities, to take advantage of accessible, good quality sports facilities.
32. The District’s landscape presents topographic challenges to the provision of flat playing surfaces for formal sports and activities, particularly in heavily populated parts of the Stroud valleys.
33. Suitable land is often at a premium and there are competing demands for developable housing / employment sites as well.
34. Our public open spaces need to be adaptable and capable of accommodating multiple uses in accessible locations.

## Achieving mixed, balanced and cohesive communities

35. Many people are excluded from activities and opportunities open to mainstream society. Those facing the most severe exclusion often live in areas experiencing multiple deprivation, and consequently suffer from inequalities surrounding issues such as health, housing, employment, education, crime, skills, and access to services.
36. Whilst the District does not suffer widely from deprivation, there are pockets in our main towns and in rural areas where some people face additional challenges such as poor accessibility to jobs, services and facilities.

# Setting the scene – why do we need a plan?

37. There is a need to identify pitches and plots for Gypsy, Traveller and Travelling Showpeople communities in the District, to ensure access for these communities to health services and education and to promote integrated co-existence with the settled community.
38. Sustainable communities in the District should offer a sense of community identity and belonging, tolerance, respect and engagement with people from different cultures, background and beliefs.

## Providing for job opportunities across the District

39. Stroud District has relatively low levels of unemployment but there are too few jobs within the District itself to meet the needs of the resident workforce.
40. There are high levels of daily commuting out of and into the District, but overall there is a significant net outflow of people working in larger centres like Bristol, Gloucester, Cheltenham and Swindon.
41. Projections suggest a need to plan for between 6,800 and 12,500 net new jobs (2006-2031) and a need to provide about 58 ha of additional employment (B1-B8) land from 2006 to 2031, based upon past take-up rates.
42. The District needs to attract more knowledge-based industries, enabling greater employment opportunities for the highly skilled and well qualified working population.
43. Improved access is required to land and premises, particularly to the east of the District.
44. Stroud has a higher percentage of factory and warehouse stock and less office and retail floor space than either the county or South West average. There is a need to rebalance the stock to help meet the skills of the resident population and to reflect changes in employment demands.
45. There is an issue of quality of employment stock in the District. Stroud District lacks, in particular, modern office premises with business support services and freehold small industrial sites.

46. A large proportion of the District's current protected employment land lies along the valley bottoms to the east, west and south of Stroud, where sites are constrained and transport and infrastructure are inconvenient for many traditional industries.
47. Many of the District's historic mills are unsuited to modern industry, and some have fallen vacant, but converting them solely for other uses could undermine the District's employment base.
48. Many of our current employment sites are on low-lying land, close to rivers; some are already flood-prone and future climate change may increase the risk.
49. The high quality environment constrains the location of some forms of commercial development but also provides opportunities for others.

## Achieving a better transport system to help reduce CO<sub>2</sub> emissions

50. The District has a relatively poor public transport system. At best, frequent bus services only run in Stroud urban area on a few main routes. Many communities have only a few services a day or, worse, only a few services a week.
51. Approximately 20% of the population do not have the use of a car and are reliant to some extent on bus services.
52. There is a high level of car ownership in the District (only 16% of households do not have a car, compared to a 20% average in the South West and a 27% average across England). This has implications for carbon reduction; it also puts pressure on our existing roads and car parks and puts those that do not own or have access to a car at a disadvantage.
53. Accessibility to jobs and services can be difficult in rural areas, leading to pockets of rural deprivation.
54. The average age of the District's population is rising, and the transport needs of older people need to be addressed.

# Setting the scene – why do we need a plan?

- 55. The Stonehouse-Stroud urban area has no railway station serving it on the Birmingham to Bristol line. The station at Cam & Dursley requires better passenger facilities.
- 56. Special cycle provision by way of tracks and trails in the District is limited. There are serious limitations to retro-fitting such facilities into an existing urban framework – both in terms of space and cost. Road conditions for cycling could be improved.

## Improving the vitality and viability of our town centres

- 57. Stroud, as the main centre within the District, is underperforming compared to other market towns and is not attracting a large number of multiple retailers.
- 58. The other four main town centres within the District are generally performing well, although there are some specific quantitative and qualitative deficiencies
- 59. There is a very limited night time economy.
- 60. Our town centres do have some big assets: Stroud does have a strong independent retailing sector, farmers markets have been local success stories, several of our towns have 'Fair Trade' status and many shops and businesses are supportive of ethical trading and sustainable sourcing.
- 61. Our town centres benefit from high concentrations of historic buildings, which contributes greatly to the character and quality of the townscape; but equally, this can place restrictions on development, floorspace and capacity for change and growth.
- 62. Changing shopping patterns (such as increased use of the internet and the growth of regional shopping centres) are impacting on the viability and vitality of the District's retail offer and have implications for how our town centres grow and develop in the future.

## Developing the tourism potential of the District

- 63. The District has a successful tourism industry, but underperforms considering the quality of our assets and the District's offer.
- 64. The individual towns and villages within the Stroud District need to capitalise on their unique offer whilst, at the same time, closely aligning themselves to the globally recognised 'Cotswolds' destination brand.
- 65. A good mix of quality-assured accommodation is needed to suit all budgets and tastes e.g. campsites, B&Bs, self-catering and budget through to high quality hotels.
- 66. In addition to the quality visitor attractions in the District, key themes need to be promoted to draw in a wider audience such as festivals & events, outdoor activities, the canal, arts & crafts and local produce markets.
- 67. How can 'green' tourism be encouraged, to reduce the impacts of carbon emissions?

## Supporting and capitalising on the District's artistic and cultural assets

- 68. The Stroud area has attracted artists, writers and craftspeople for over a century and today we have an exceptionally rich creative arts scene, which 'punches above its weight' nationally and internationally.
- 69. Stroud's strong 'Green Scene' gave us Britain's first organic café and first Green mayor. This and our creative arts scene have combined to give our District a unique cultural environment, which is one of the most distinctive qualities we have
- 70. How can we maximise the potential of our artistic and cultural assets for the future? How do we continue to stand out from the crowd, as the rest of the country catches on and catches up with us?

# Setting the scene – why do we need a plan?

## Conserving and enhancing Stroud District's countryside and biodiversity

71. Half the District falls within the Cotswold Area of Outstanding Natural Beauty, which is recognised as a nationally important landscape, while the Severn estuary and its foreshore is an internationally protected wetland and wildfowl habitat.
72. Our area includes over 30 nationally and internationally protected wildlife sites, whose designations recognise their wider-than-local significance and biodiversity value.
73. These need to be protected and enhanced, with the aim of strengthening their ability to cope with or adapt to future change (such as changes in land usage, or the gradual migration of species due to changing climatic conditions).
74. This high quality environment places constraints on all kinds of development: where it should go, what it should look like, and how it impacts on the surroundings. The challenge is how to accommodate modern needs in this environment without changing its character or value.
75. The introduction of alien species can spread disease and have a harmful effect on native species and ecosystems.
76. Changes in the way that land is used and managed can impact on the character and quality of landscapes and ecosystems. Some issues, such as whether or not the District may need to make new land available for food growing, and the development of land for allotments, glass houses or permanent poly-tunnels can often be controlled through the planning system and can profoundly affect the character of the landscape and countryside.
77. There are knowledge gaps about habitats and species on non-designated and un-protected sites in the District; this needs to be addressed in order to provide a baseline against which future change can be measured.

## Protecting and enhancing our historic environment

78. Stroud District's built heritage is a huge part of its character, identity and interest. We have nearly 5,000 individual listed buildings or structures (many of which are homes and business premises), 42 conservation areas, 14 historic parks or gardens and many sites of archaeological interest.
79. Often the land most in demand for new development is also that at the heart of our environmental assets in the built environment (e.g. town centre conservation areas and the industrial valley bottoms, which are rich in industrial heritage).
80. There is increasing pressure/desire for historic buildings to adapt to meet modern demands (e.g. climate change, new activities and uses). We need to find ways to achieve this without compromising the integrity of the historic asset.
81. Statistically, scheduled monuments are at greater risk of loss or damage in the AONB than those in national parks or other protected landscapes; the Cotswold AONB is a living, working landscape, which is subject to modern farming and interventions that can sometimes be damaging to archaeology and above-ground historic relics.
82. New building technologies, improving the sustainability of construction materials and 'greening' the way that buildings function will all inevitably impact on the appearance and composition of 'next generation' buildings in the District. We need to find ways to reconcile this with the traditional architectural character of our buildings, towns and villages, which is such an important part of the District's local distinctiveness and our high quality surroundings.
83. Over the past two or three decades, economic pressures, global markets and 'anywhere' standard design in many new developments has begun to water down our area's local distinctiveness. We need to consider how the District's 'sense of place' should be maintained and enhanced.

# Setting the scene – why do we need a plan?

## Contributing to the provision of renewable and low-carbon energy generation in the District

84. The Government has set a target to reduce the UK's CO<sub>2</sub> emissions by 80% by 2050 and the District's ability to exploit renewable and low-carbon energy sources plays a key role in achieving this at a local level.
85. Improving renewable energy generation, together with improvements in the energy efficiency of our buildings, will help the District to become more resilient to the impacts of future fuel costs and fuel scarcity.
86. Retro-fitting older buildings to become more energy efficient is not always a viable option and does not produce the best results. This is further complicated by the potential impact that modifications could have on the District's high numbers of historic buildings and historic areas.
87. The District's current capacity for renewable and low-carbon energy generation is insufficient to effectively reduce carbon emissions.
88. Increasing our capacity could impact on the District's high quality natural and built environment.

## Ensuring that the Cotswolds Canals restoration plays a positive role in the District

89. The Council is committed to progressing the restoration of the historic Stroudwater Navigation and the Thames & Severn Canal, collectively known as the 'Cotswold Canals'.
90. Significant progress has already been made restoring the stretch between Stonehouse and Stroud town centre. Further works are proposed and Stroud town and Brimscombe Port are identified as crucial 'staging posts' along the route.
91. The challenge is to make the most of the canal restoration and its regeneration potential whilst maintaining and enhancing key

employment land and conserving the rural character of much of the route.

92. There are opportunities to utilise the canal corridor to achieve wider objectives, including improving transport infrastructure, extending public access and making public realm improvements.

## Providing resilience to flood risk

93. The District has an abundance of rivers, streams and brooks, as well as the estuarine coastline. Natural watercourses need to be managed, to adapt to and mitigate flood risk.
94. The western half of the District, characterised by the low lying landscape of the Severn Vale, includes extensive areas of land liable to flooding which extend eastwards along the river corridors within the Stroud Valleys.
95. There is a need to consider where new development should go in order to minimise and not exacerbate flood risk and whether there is an acceptable level of risk for some types of development.
96. With warmer winters and wetter summers there comes an increased risk of extreme weather conditions and flooding, bringing a need to adapt to and mitigate for such events.
97. Poor management of drainage systems, ditches, sewers and flood defences etc. exacerbates flood risk and requires attention through a Surface Water Management Plan.
98. The location of key infrastructure needs to be flood resilient and buildings need to be designed to cope with potential flood events.

# Making Places

## The Development Strategy

# 2

This chapter sets out the Local Plan's overall strategy for managing growth and development across the District, up to 2031. 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.

# Making Places: the development strategy





## Stroud District tomorrow: a vision for the future

- 2.1 What do we want tomorrow's Stroud District to be like? 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 to shape that place.
- 2.2 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.
- 2.3 We have drafted a broad and over-arching vision, which expresses aspirations for the future of our District, drawn from issues arising in our evidence base and refined through public consultation.<sup>1</sup> 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.
- 2.4 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](#).

## What do we want for the future?

*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 through our Local Plan core policies and actions. These contribute to reducing our CO<sub>2</sub> emissions and adapting our lifestyles to live within our environmental limits.*

*Our District supports a network of market towns, well connected to their rural hinterlands and 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 in green technologies and creative industries. We are adaptable and able to respond to changing needs and modern lifestyles.*

*We enjoy a high quality of life within our vibrant and diverse communities, which 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 vulnerable people are supported.*

*Every day we see the richness, diversity and beauty of our District. We nurture our historic and cultural heritage, from our arts and crafts, through to the Cotswold Canals and our wool and cloth mills.*

Vision 1.0: a vision for Stroud District up to 2031

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<sup>1</sup> (Core Strategy Key Issues Consultation, Spring 2009; Alternative Strategies Consultation, Spring 2010)

## Strategic objectives for the future

- 2.5 Taking account of all identified issues and priorities, we have drawn up six principal objectives for the Local Plan. These objectives provide a more tangible and measurable way of taking forward the overall vision for the District, and have helped us to assess the relative merits of potential locations for strategic growth.

### Homes and communities:

#### Strategic Objective SO1: Accessible communities

*Maintaining and improving accessibility to services and amenities for our communities, with:*

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

### Economy and infrastructure:

#### Strategic Objective SO2: Local economy and jobs

*Providing for a strong, diverse, vibrant local economy that enables balanced economic growth, coupled with enhanced 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 CO<sub>2</sub> 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*

### Our environment and surroundings:

#### Strategic Objective SO5: Climate Change and environmental limits

*Promoting a development strategy that mitigates global warming, adapts to climate change and respects our environmental limits by:*

- *Securing energy efficiency 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 facilitates the use of sustainable modes of transport*
- *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, townscape and biodiversity*

- 2.6 Whilst there is considerable overlap, these six 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**).

## An introduction to the development strategy

- 2.7 The development strategy sets out how we will deliver the visions and objectives for the District. It identifies how much development will be supported 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.
- 2.8 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.
- 2.9 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 have been tested.
- 2.10 The main headlines of the final development strategy are:
- It is a strategy that prioritises opportunities for employment growth: it is based on an aspiration that development up to 2031 will generate the equivalent of two new jobs for every new allocated home built
  - It supports the provision of between 6,800 and 12,500 net jobs with new employment land allocations and support for further town centre and retail floorspace to meet needs up to 2031
  - It addresses the District's housing need through the planned provision of at least 11,400 new homes up to 2031
- It is based on concentrated development, focussed on a small number of strategic growth areas, within or adjacent to larger settlements (where there is best access to services, facilities, jobs and infrastructure), rather than dispersed development within small settlements
  - There are five strategic growth locations: at Cam, through the Stroud Valleys, south of Gloucester, at Sharpness and to the west of Stonehouse
  - It will nevertheless allow for smaller-scaled local growth (outside of the main strategic growth areas), through a settlement hierarchy which supports levels of development in accordance with the level of facilities available and through the development of neighbourhood plans
  - It will support the growth and regeneration of key areas, including the District's main towns of Stroud, Dursley and Stonehouse; the Cotswold canals corridor; and Sharpness Docks
  - It aims to achieve the intensification of underused employment resources, particularly within the Stroud Valleys and at Sharpness Docks
  - It will encourage the development of mixed-use schemes, to help build inclusive, diverse communities with good access to services and facilities, with a view to improving the District's sustainability, self-containment and reducing our carbon footprint

## How the development strategy will meet our objectives

### Strategic Objective SO1: Accessible communities

- 2.11 New development will be located within or adjacent to large settlements, where people can benefit from existing facilities and services that would be readily available and accessible. 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 concentrated approach, the strategy will enable a greater range of service and leisure provision, which can be used by people living within the existing settlement as well as those inhabiting the new development.
- 2.12 The development of larger housing sites is likely to bring about the provision of a greater number of affordable homes than a dispersed option would. 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.

### Strategic Objective SO2: Local economy and jobs

- 2.13 The concentration of employment on a fewer larger sites in the M5/A38 corridor and at Stroud 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.

### Strategic Objective SO3: Town centres and rural hinterlands

- 2.14 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. The potential benefits of economic growth are targeted particularly to Stroud and Dursley, which are the District's two principal town centres and will be particular targets for regeneration. A focus on tourism- and leisure-led mixed-use development on sites lying close to the canal and Stroud town centre should bring about public realm enhancements, improved linkages and a boost to town centre trade.

### Strategic Objective SO4: Transport and travel

- 2.15 By concentrating development within or adjacent to the District's larger settlements, the strategy should make delivery of new and improved transport infrastructure easier and more viable (to serve both existing and new communities). Potential links to rail, bus and other forms of public transport and the strategic road network are all maximised by choosing to locate major employment growth at the larger settlement areas of Stroud, Cam and Stonehouse.
- 2.16 Development in the Stroud Valleys will contribute funds to the restoration of the canals and towpaths, as well as potentially 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.

## **Strategic Objective SO5: Climate change and environmental limits**

- 2.17 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 away from the low-lying estuarine floodplain. New development will be required to incorporate appropriate Sustainable Drainage Measures (SuDs). For developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required. The strategy seeks to promote the generation of renewable energy.
- 2.18 Regeneration of the Stroud Valleys 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 waste material.

## **Strategic Objective SO6: Our District's distinctive qualities**

- 2.19 The strategy seeks to minimise the impact of development on biodiversity and sensitive landscapes by prioritising sites that lie outside the Cotswolds AONB or the protected landscapes of the River Severn estuary. Focusing development on brownfield sites within the Stroud Valleys 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.
- 2.20 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 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.

## Housing

**The development strategy needs to establish just how and where at least 11,400 dwellings are to be located across the District by 2031**

### Stroud District's housing requirement to 2031

- 2.21 National policy requires local planning authorities to have a clear understanding of housing needs in their areas and to ensure that their local plans meet the full objectively assessed needs for housing as far as is consistent with all other aspects of policy.
- 2.22 The Council has worked with adjoining authorities to prepare a Strategic Housing Market Assessment that identifies the amount and types of housing that are likely to be needed during the Plan period to 2031. The Council has considered a range of estimates of local population growth, the changing nature and size of households and future housing demand.
- 2.23 The Council has considered the most up to date evidence about housing needs in order to establish a reasonable target, whilst bearing in mind the capacity of the District to absorb further growth and the ability of the market to deliver the housing.
- 2.24 A lot of research has been carried out looking at current population and lifestyle trends to work out how many new homes we will need in our area in the future. Much of our natural population growth can be attributed 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 life and environment.
- 2.25 Economic factors are also important. It is particularly important to ensure that sufficient housing is delivered for the future workforce who will drive the economic growth. This Plan has had regard to the latest economic projections to determine this.
- 2.26 A range of alternative projections have been assessed, in order to determine the most appropriate target for Stroud District.
- 2.27 You can find more information about the projection methodologies and the evidence that Council has considered through the evidence base section of our Local Plan website: [www.stroud.gov.uk/localplan](http://www.stroud.gov.uk/localplan)
- 2.28 This Plan identifies a target of at least 11,400 dwellings for the period between 2006 - 2031. The evidence suggests that this figure will be sufficient to support the economic growth likely to take place within the District and to provide a modest uplift to the demographically assessed housing need in order to reflect the need for affordable housing. In addition to this figure, this Plan identifies a target of 950 additional bedspaces in Class C2 care homes, to meet the needs of elderly people.
- 2.29 Many of these 11,400 dwellings have already been built or are firm "commitments" (i.e. they have been given planning permission but are yet to be completed; or they are awaiting signing of legal agreements). This means that the residual number of homes that the Local Plan must identify is actually at least **3,615** dwellings. The table below illustrates this.

## Calculating our residual housing requirement up to 2031

Supply	A	Completions (1 April 2006 to 31 March 2014)	3,264
	B	Completions between 1 April 2014 and 31 March 2015	573
	C	<b>Total Completions (= A + B)</b>	<b>3,837</b>
	D	Large site commitments at 1 April 2015 (10+ dwellings) [sites with planning permission, including sites either not started or under construction]	3,307
	E	Small site commitments at 1 April 2015 (1-9 dwellings) [sites with planning permission, including sites either not started or under construction]	551
	F	Other firm commitments at 1 April 2015 [sites subject to section 106 legal agreement]	90
	G	<b>Total Commitments (= D + E + F)</b>	<b>3,948</b>
	H	<b>Total Completions and commitments (= C + G)</b>	<b>7,785</b>
Requirement	I	Housing Requirement (1 April 2006 to 31 March 2031)	11,400
	J	<b>Minimum residual housing requirement to 2031 (= I – H)</b>	<b>3,615</b>

## Stroud District's housing distribution up to 2031

- 2.30 Seven alternative strategies for distributing the expected housing requirement were subject to public consultation. The three strategies that proposed levels of concentrated growth proved to be most popular.
- 2.31 The strategies were assessed against broad sustainability objectives and how they might perform from the point of view of CO<sub>2</sub> emissions and their contribution to the renewable energy potential of Stroud District. The three strategies which proposed levels of concentrated growth provide the best opportunity to reduce CO<sub>2</sub> emissions.
- 2.32 A range of potential locations capable of providing for concentrated growth have been assessed and tested against planning and sustainability criteria to determine the most appropriate locations.
- 2.33 The development strategy proposes housing allocations at the main settlements that exist within and adjoining the District: at Stroud, at Stonehouse, at Cam/Dursley and south of Gloucester. A site at Sharpness is proposed, to meet specific regeneration and tourism objectives.

### Strategic sites

Hunts Grove Extension	750
North East Cam	450
Sharpness	300
Stroud Valleys	450
West of Stonehouse	1,350

### Non-site specific allowance

Council housing programme	150
Dispersal / windfall	750

**Total** **At least 4,200**

# Making Places: the development strategy

- 2.34 A settlement hierarchy (Core Policy **CP3**) directs other housing development to those settlements that already have a range of employment opportunities and levels of services, to reduce the need to travel elsewhere.
- 2.35 The advantages of this concentrated distribution of housing are:
- It is the best fit with the wider national planning policy context in that such development can be served more effectively and efficiently by a range of community facilities with good access to jobs, key services and infrastructure
  - New housing can be better related to existing job opportunities
  - It makes better use of main public transport services / routes and it is easier to extend existing services rather than set up new services
  - This approach makes best use of available previously developed land, which is generally focused in urban areas
  - New infrastructure is more likely to be deliverable and can be phased in with new development
  - It makes better use of existing infrastructure – taking up any spare capacity and/or easier to extend existing infrastructure rather than start anew
  - By co-locating housing, employment and associated uses close together there is the opportunity to minimise the carbon footprint of development both by enabling reduced vehicle use and the potential to introduce on-site energy technologies better suited to low carbon district heating schemes
  - There is greater opportunity for self-containment and building of cohesive communities, leading to social sustainability
  - It reduces the strain on wider countryside and environmental assets
- 2.36 Dispersal strategy options proved less popular during public consultation. They also perform less well in terms of meeting sustainability objectives. Nevertheless, the Local Plan strategy does provide for some dispersal, to meet specific local needs.
- 2.37 The settlement hierarchy identifies many villages outside the Local Service Centres where limited development within defined settlement development limits would be appropriate. In order to accommodate this element of dispersed development, a small sites windfall allowance, based upon historic development rates in accordance with Local Plan policy, has been identified.
- 2.38 Should local communities decide that local needs require levels of development in excess of those allowed for within the development strategy, this Local Plan supports the production of neighbourhood plans to meet those specific needs.



## Employment and economic growth

### How will the strategy provide sufficient employment to balance the planned housing growth?

#### Stroud District's employment requirement for the period up to 2031

- 2.39 National policy identifies a clear role for the planning system to support and not to act as an impediment to sustainable economic growth. Local plans should be proactive in meeting the development needs of business.
- 2.40 The Council is working with adjoining authorities and local businesses through the Gloucestershire Local Enterprise Partnership (GFirst LEP) to develop and deliver a Strategic Economic Plan for Gloucestershire. The Council has prepared an Economic Assessment and Employment Land Study to inform the local strategy for employment development to 2031.
- 2.41 The latest forecasts suggest the need to plan for between 6,800 and 12,500 net new jobs (2006-2031). A range of forecast models suggest that the District has a significant oversupply of employment land to meet these requirements. However, these models take no account of pent up demand, failures in the property market or the need for a range of sites and locations to provide for choice and a continuum of supply beyond the Plan period. Based upon past take-up rates, there is a need to provide about 58 ha of additional employment (B1-B8) land (2006 to 2031).
- 2.42 Stroud District faces a number of economic development related challenges. Whilst the population is growing it is also ageing – with the prospects of a smaller available workforce in the future. However, we also have rising economic activity rates and rising average earnings. On the whole the District has a skilled workforce. Despite this, Stroud still has considerable out-commuting, a problem which continues to grow today. In some areas of the District up to

one third of the working population commutes out of Stroud District to their place of work. This presents a big challenge if we are to reduce our District's carbon footprint: as a rural district, many of us 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.

- 2.43 Within Stroud District, employment sites are mainly concentrated at a few key locations including Hardwicke, Stroud town centre, Stonehouse, the Stroud Valleys area, and to a lesser degree within Cam/Dursley and near Wotton-Under-Edge (where the Renishaw HQ is located).
- 2.44 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.
- 2.45 Stroud has a higher percentage of factory and warehouse stock and less office and retail floor space than either the county or South West average. In order to help meet the skills of the resident population and to reflect changes in employment demands within the District, the overall balance of future uses should include an increase in retail and offices relative to industrial stock.
- 2.46 There is also an issue of quality in the District. Stroud District lacks, in particular, modern office premises with business support services.
- 2.47 In seeking to address some of the District's employment trends and commuting imbalances, the Council will support growth in the following sectors:- construction, distribution, retailing, computing services, hotel & catering, transport, professional services, other business services and health and social work. Professional services, other business services, computing services and health

and social work will be key growth areas to provide higher skilled jobs. A healthy supply of premises in the right locations will be required to serve this demand and to build the potential for more self-contained communities.

## Stroud District's employment distribution for the period up to 2031

- 2.48 All this points to a land-use strategy within the District that integrates employment provision with housing opportunities. This is necessary to help ensure that the existing housing/employment imbalance is not exacerbated and to help greater self-containment of communities. An aspiration for employment growth is to achieve the creation of two new jobs for every allocated home that gets built as a fundamental element of the development strategy.
- 2.49 Where such growth is also targeted to locations easily accessible by a range of transport modes then we can help minimise commuting and reduce the carbon footprint of new development. Co-location of housing and employment provides the opportunity for 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 the lower value employment land uses in mixed development proposals.
- 2.50 It is important that the employment distribution reflects the requirements of business and strategic growth objectives. For example, the GFirst LEP Strategic Economic Plan (SEP) (2014) identifies that there are major opportunities for future economic growth along the M5/A38 corridor, which is the property market focus for sub-regional industrial and modern office demand.
- 2.51 The development strategy therefore identifies that employment growth should be broadly targeted at the south of Gloucester/M5 Corridor/Stroud Valleys strategic locations also identified for housing development, but this does not necessarily mean that it will be appropriate to try and achieve the 2 jobs for 1 home ratio at each location: some will be better suited to a greater proportion of housing, while some will be stronger as a focus for employment growth.
- 2.52 There are a number of sites throughout the District, but particularly in the Stroud Valleys, that are in existing employment use but that are somewhat run down and under-used. These require further investment to realise a greater employment potential. Better use should be made of such existing sites. The strategy supports the release of parts of these sites for higher value uses to provide funding for intensified employment provision on the rest of the site. The aim for these mixed use redevelopment sites is to retain existing employment numbers and supplement these on-site with at least one job for each unit of housing provided.
- 2.53 In order to achieve a more diverse employment base, we need to consider "employment" in a more rounded sense than the traditional B1-B8 uses. For example, uses such as retail, leisure facilities, education, health services and residential care can all be big employment providers. The mix of future job opportunities provided through new development in the District will be as important as simply providing 'employment land' in the traditional sense.
- 2.54 The Council recognises the importance of sustainable economic development to the rural economy and the strategy recognises the benefits of the extension and intensification of existing sites within environmental limits. Through neighbourhood planning, local communities could consider how local employment opportunities may be enhanced through the allocation of small areas of land for employment uses. Local employment can increase the use of some local facilities throughout the day (e.g. shops, cafes, pubs) making them more viable. It also provides opportunities for living closer to work and cutting out unnecessary longer distance commuting.
- 2.55 You can find more information about economic forecasts, employment supply and the evidence that Council has considered through the evidence base section of our Local Plan website: [www.stroud.gov.uk/localplan](http://www.stroud.gov.uk/localplan)

## Town centres and retailing

### Stroud District's retail requirement up to 2031

- 2.56 National policy supports competitive town centres where needs for retail, leisure, office and other main town centre uses are met in full. Local plans should set out policies for the management and growth of town centres through the plan period.
- 2.57 The Council has prepared a Town Centres and Retailing Study and **Update** to inform the local strategy for the town centres to 2031. Within the District as a whole, the Study forecasts 2640 sqm of convenience goods floorspace capacity by 2031 and 4840 sqm of comparison goods floorspace capacity by 2031 on the basis of the anticipated population growth and distribution of development in accordance with the development strategy.

	Net additional convenience floorspace capacity by 2031	Net additional comparison floorspace capacity by 2031
<b>Stroud</b>	1,390	3,630
<b>Cam/Dursley</b>	320	320
<b>Nailsworth</b>	500	480
<b>Stonehouse</b>	410	140
<b>Wotton</b>	30	270

All figures rounded

- 2.58 Stroud, as the main centre within the District, is underperforming compared to other market towns and is not attracting a large number of multiple retailers, partly due to the number of small units. Access to the centre during the evening has also been identified as a key constraint together with the limited range of eating and drinking establishments. However, Stroud does have a strong independent retailing sector and there are opportunities to further enhance both this and the evening economy.
- 2.59 Wotton, Stonehouse 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).
- 2.60 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. Stroud is the centre most likely to attract a noticeable level of new comparison goods floorspace and improve its market share, although actions to support this increase should only be supported where new provision can be placed within or as an extension to the town centre.
- 2.61 The Local Plan establishes a retail hierarchy 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 town centre locations, with edge and out of centre proposals tested against their impact on the health of nearby town centres.
- 2.62 The Local Plan does not allocate sites for future retail development but identifies opportunities for further investigation based upon the analysis of key sites contained within the Town Centres and Retailing Study (2010).

## Core Policy CP1

### National Planning Policy Framework: a presumption in favour of sustainable development

- 2.63 The National Planning Policy Framework (NPPF) requires Local Plans to be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.
- 2.64 The Planning Inspectorate considers that this model wording is an appropriate way of meeting this expectation.
- 2.65 The definition of sustainable development, as referred to in the Ministerial Foreword of the NPPF, is as follows:
- "The purpose of planning is to help achieve sustainable development. **Sustainable** means ensuring that better lives for ourselves don't mean worse lives for future generations. **Development** means growth. **Sustainable development** is about change for the better, and not only in our built environment."*
- 2.66 In summary, sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

## Core Policy CP1

### Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
2. Specific policies in that Framework indicate that development should be restricted.

## Core Policy CP2

### Strategic growth and development locations

- 2.67 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 2006-2031.
- 2.68 The strategy for delivering the residual requirement for the period 2015-2031 is to concentrate most development at a series of strategic locations, where housing, jobs and necessary infrastructure can be co-ordinated and delivered together in a timely manner.
- 2.69 The strategic sites are located at the principal settlements within and adjoining the District and/or within the key employment property market areas: south of Gloucester, M5/A38 Corridor, Stroud Valleys.
- 2.70 Smaller scale development is expected to come forward at those settlements identified in the Plan's settlement hierarchy, as set out in Policy CP3.
- 2.71 The policies within the Local Plan identify designated areas where housing, employment and retail development are considered appropriate.
- 2.72 If local planning authorities in the housing market area can demonstrate through their local plan process that there are unmet development and infrastructure needs that could be met more sustainably through provision in Stroud District, these will be considered, including through an early review of this Local Plan, commencing within five years from adoption or by December 2019, whichever is the sooner.

## Core Policy CP2

### Strategic growth and development locations

Stroud District will accommodate at least 11,400 additional dwellings, 950 additional care home bedspaces (2013-31) and 58 hectares of additional employment land for the period 2006-2031.

Strategic sites are identified at the following locations:

Location	Employment	Housing
Hunts Grove Extension		750
Quedgeley East	13 ha	
North East Cam	12 ha	450
Sharpness	17 ha	300
Stroud Valleys	Intensification	450
West of Stonehouse	10 ha	1,350

Outside of strategic sites, development will take place in accordance with the settlement hierarchy set out in this Plan.

Housing development will take place within settlement development limits, B class employment development will take place within designated employment areas and retail development will take place in accordance with the Retail Hierarchy.

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

Stroud District Council will give due consideration to the need to assist other local planning authorities in this housing market area in meeting their unmet objectively assessed development and infrastructure needs, including through an early review of this Local Plan, to ensure that any shortfalls that may arise in the delivery of housing and employment growth (as identified through the other authority's local plan process) are provided for in sustainable locations.

## Core Policy CP3

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

- 2.73 A settlement hierarchy ranks settlements according to their size 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.
- 2.74 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.
- 2.75 The development strategy aims to prioritise growth at sustainable locations, in accordance with the settlement hierarchy set out here in Core Policy **CP3**.
- 2.76 The settlements set out within this hierarchy all have defined settlement boundaries or "development limits", within which suitable development may be permitted. These are identified on the Policies Map.
- 2.77 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, tourism and essential community facilities, in accordance with Policy **CP15**.
- 2.78 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.

## Core Policy CP3 Settlement Hierarchy

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 will be encouraged.

### Accessible Local Service Centres - First Tier Cam and Dursley, Stonehouse, Stroud

These are the District's main towns. They are the primary focus for growth and development to safeguard and enhance 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.

### Local Service Centres – Second Tier Berkeley, Frampton on Severn, Hunts Grove (anticipated) Minchinhampton, Nailsworth, Wotton Under Edge

These market towns, large villages and planned urban extension have the ability to support sustainable patterns of living in the District because of their current levels of facilities, services and employment opportunities. They have the potential to provide for modest levels of jobs and homes in order to help sustain and, where necessary, enhance their services and facilities, promoting better levels of self containment and viable, sustainable communities.

### Accessible Settlements with Limited Facilities – Third Tier Amberley, Bisley, Brimscombe, Chalford, Coaley, Eastington, Hardwicke, Horsley, Kings Stanley, Kingswood, Leonard Stanley, Manor Village, Newtown / Sharpness, North Nibley, North

**Woodchester, Oakridge Lynch, Painswick, Slimbridge, Uley, Upton St. Leonards Whiteshill / Ruscombe, Whitminster.**

These villages possess a limited level of facilities and services that, together with improved local employment, provide the best opportunities outside the Local Service Centres for greater self containment. They will provide for lesser levels of development in order to safeguard their role and to provide through any Neighbourhood Plans some opportunities for growth and to deliver affordable housing.

**Accessible Settlements with Minimal Facilities – Fourth Tier  
Box, Brookthorpe, Bussage, Cambridge, Eastcombe, France Lynch, Middleyard, Newport, Nympsfield, Randwick, Selsley, South Woodchester, Stinchcombe, Stone, Thrupp**

Accessible Settlements with minimal facilities are defined as settlements with a very limited range of employment, services and facilities. Small villages have a low level of services and facilities and few employment opportunities. Development will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities. As such there is some limited scope for development within these settlements, should this be required to meet specific needs identified by these communities in any Neighbourhood Plans.

**Unclassified – Fifth Tier**

**Arlingham, Cranham, Haresfield, Hillesley, Longney, Saul, Sheepscombe,**

These remaining settlements have a lack of basic facilities to meet day to day requirements. However, there could be scope for very limited development, should this be required to meet a specific need identified by these communities in any Neighbourhood Plans.

## Core Policy CP4

### Making Places: a Spatial Vision for the Stroud District

- 2.79 The Local Plan includes a spatial vision for the whole District, which is set out at the start of this chapter (**Chapter 2**). It also sets out 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**). The visions will set out the envisaged and desired effects that the development strategy should have on particular parts of the District. The Council consulted on potential visions alongside its preferred strategy in 2012. The final visions take account of this consultation.
- 2.80 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.
- 2.81 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 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 (taking 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 and colours, 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

- 2.82 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.
- 2.83 This policy seeks to ensure that development at the strategic sites identified in Core Policy **CP2** will meet the highest standards of energy efficiency; incorporate on-site renewable and low-carbon energy technologies; reduce the volume of waste going to landfill; and mitigate against climate change.
- 2.84 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.
- 2.85 It is important that steps are taken to reduce the amount of energy which we use. In order to contribute to meeting national targets, 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 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.

- 2.86 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.

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.

## Core Policy CP6

### Infrastructure and developer contributions

- 2.87 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.
- 2.88 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.
- 2.89 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 on an annual basis 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.
- 2.90 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.
- 2.91 The Council is currently considering the introduction of a Community Infrastructure Levy (CIL), which will enable contributions from development to be pooled to deliver District infrastructure priorities.

CIL will be subject to review in accordance with national legislation and advice. In respect of legal agreements the Council anticipate producing a Supplementary Planning Document on the types of contributions that will be sought, triggers and how these will be calculated. The County Council has also produced a Local Developer Guide to assist with discussion regarding developer contributions.

## 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 preparation of a Community Infrastructure Levy (CIL) charging schedule that sets out the level of developer contributions towards 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

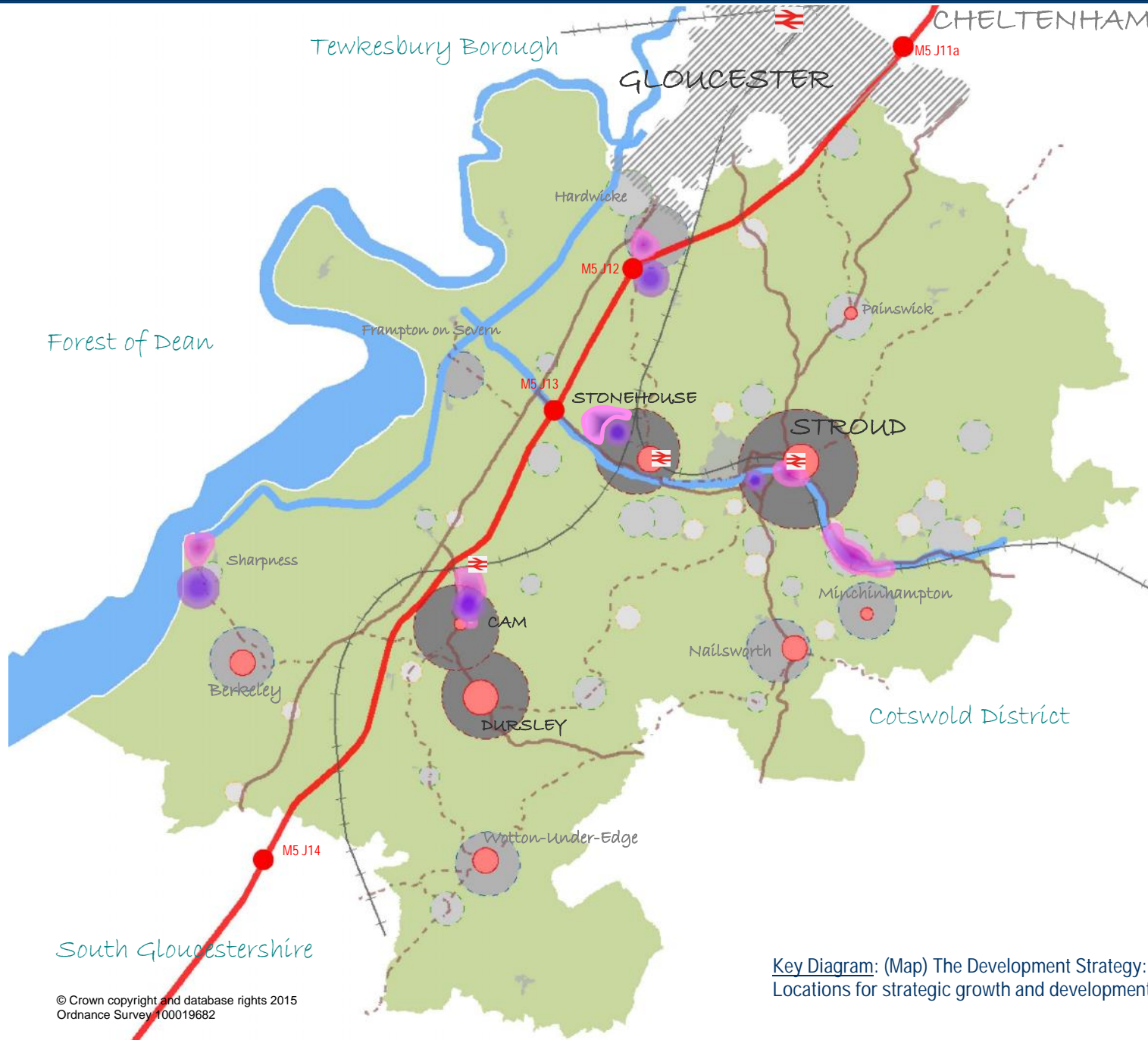
provision, the Council will require the developer to make a proportionate contribution to the overall cost of such provision through a legal agreement and/or Community Infrastructure Levy.

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

1. In-kind contributions and financial payments
2. Phased payments and one-off payments
3. Maintenance payments
4. Pooled contributions
5. 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.

# Making Places: the development strategy









Core Policy CP2: Strategic Growth and Development Locations:

-  Location for strategic housing growth and mixed uses (new allocations)
-  Location for strategic employment growth (new allocations)

Core Policy CP3: Settlement Hierarchy:

-  'First tier' settlement: an Accessible Local Service Centre
-  'Second tier' settlement: a Local Service Centre
-  'Third tier' settlement: an Accessible Village with Limited Facilities
-  'Fourth tier' settlement: an Accessible Village

-  Town centres
-  Main line rail stations
-  A roads
-  B roads
-  M5 Motorway
-  Canals

Key Diagram: (Map) The Development Strategy: Locations for strategic growth and development

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# Making Places

## Shaping the future of Stroud District

# 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.

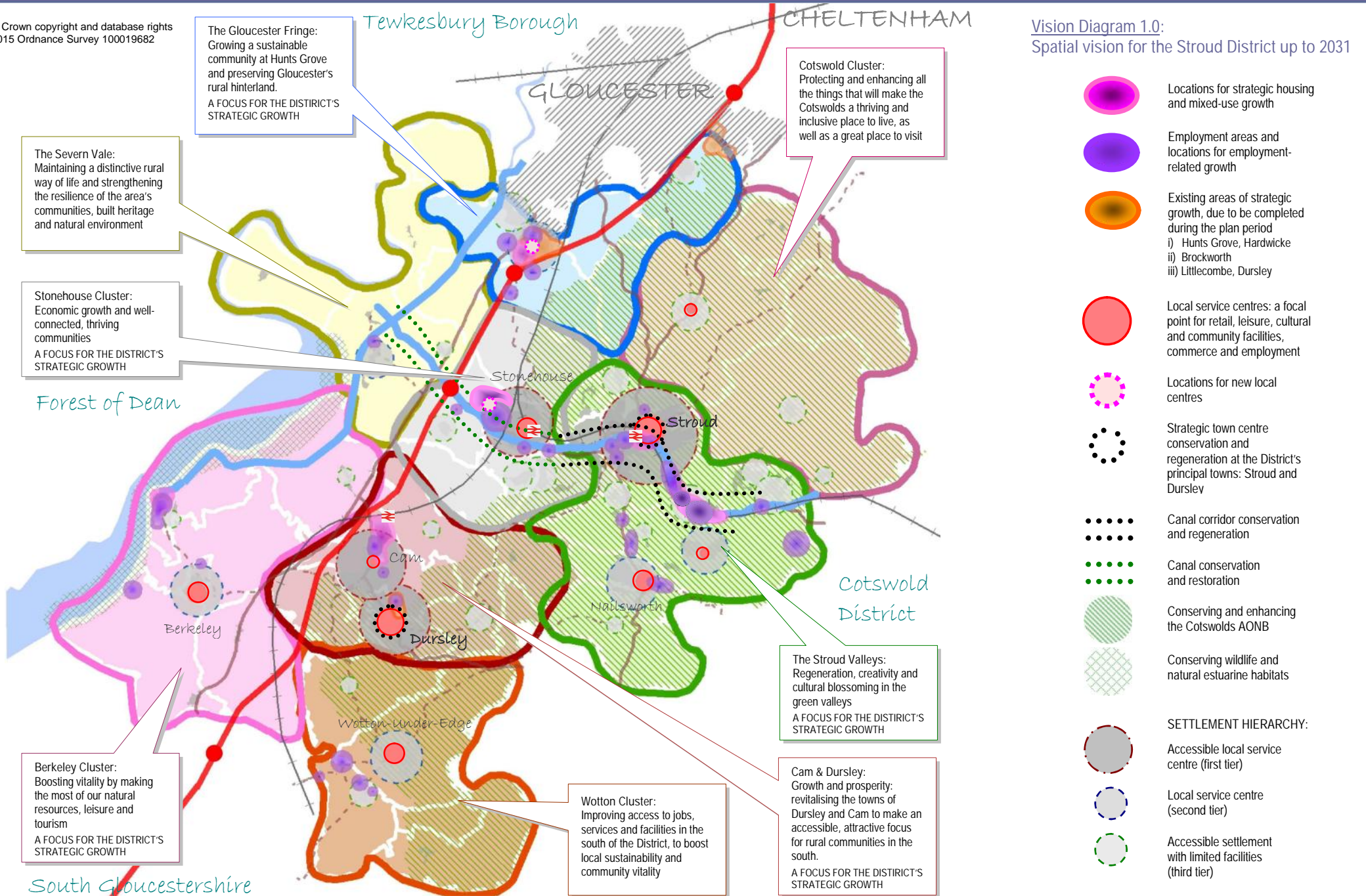
## Making Places: a spatial vision for the Stroud District

- 3.1 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](#).
- 3.2 Derived from this, [Chapter 3](#) 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.
- 3.3 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, 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.
- 3.4 The Plan's spatial vision for the District (and the eight 'mini visions' that feed into it) is illustrated in the [Vision Diagram 1.0](#) (opposite). Over the following pages, the eight 'mini visions' for the eight parish cluster areas are set out in detail.



# Making Places: shaping the future of Stroud District

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## The Stroud Valleys

Vision to 2031: regeneration, creativity and cultural blossoming in the green valleys

### A STRATEGIC GROWTH AREA

#### Where are we now?

3.5 According to the 2011 census, 43% of the District's population is concentrated within the parishes of the Stroud valleys – some 49,000 people, including the towns of Stroud (population 13,000+) and Nailsworth (5,500+). 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 individual traders and relatively few chain stores on the high street, but as the District's principal commercial centre it underperforms and has little draw for residents in the south of the District. The recession has affected high street vitality and it faces fierce competition from Cheltenham, Gloucester, Cirencester, Bristol and Swindon.

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy

3.6 This is the most populous part of the District, yet it retains a distinctive rural character. The majority of this area falls within the Cotswold 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. 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 Thrupp, Brimscombe, North Woodchester, South Woodchester, Nailsworth and Stonehouse having strong functional links to that core.

#### 3.7 Key issues and top priorities:

Public consultation and our evidence base have shown the following points to be high priorities for residents of the Stroud Valleys parishes:

- \* Providing for job opportunities across the District
- \* Conserving and enhancing Stroud District's countryside and biodiversity
- \* Achieving a better transport system to help reduce CO<sub>2</sub> emissions
- \* Maintaining and improving the sustainability of our villages
- \* Protecting and enhancing our historic environment
- \* Minimising waste generation and increasing recycling
- \* Meeting the needs of an increasingly elderly population
- \* Ensuring the Cotswold Canals restoration plays a positive role in the District's future

#### Where do we want to be?


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. It will act as both focal point and gateway for surrounding communities and visitors, with good links to the wider rural area.

As the principal commercial centre for the District, the 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 offer and tourist appeal.

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

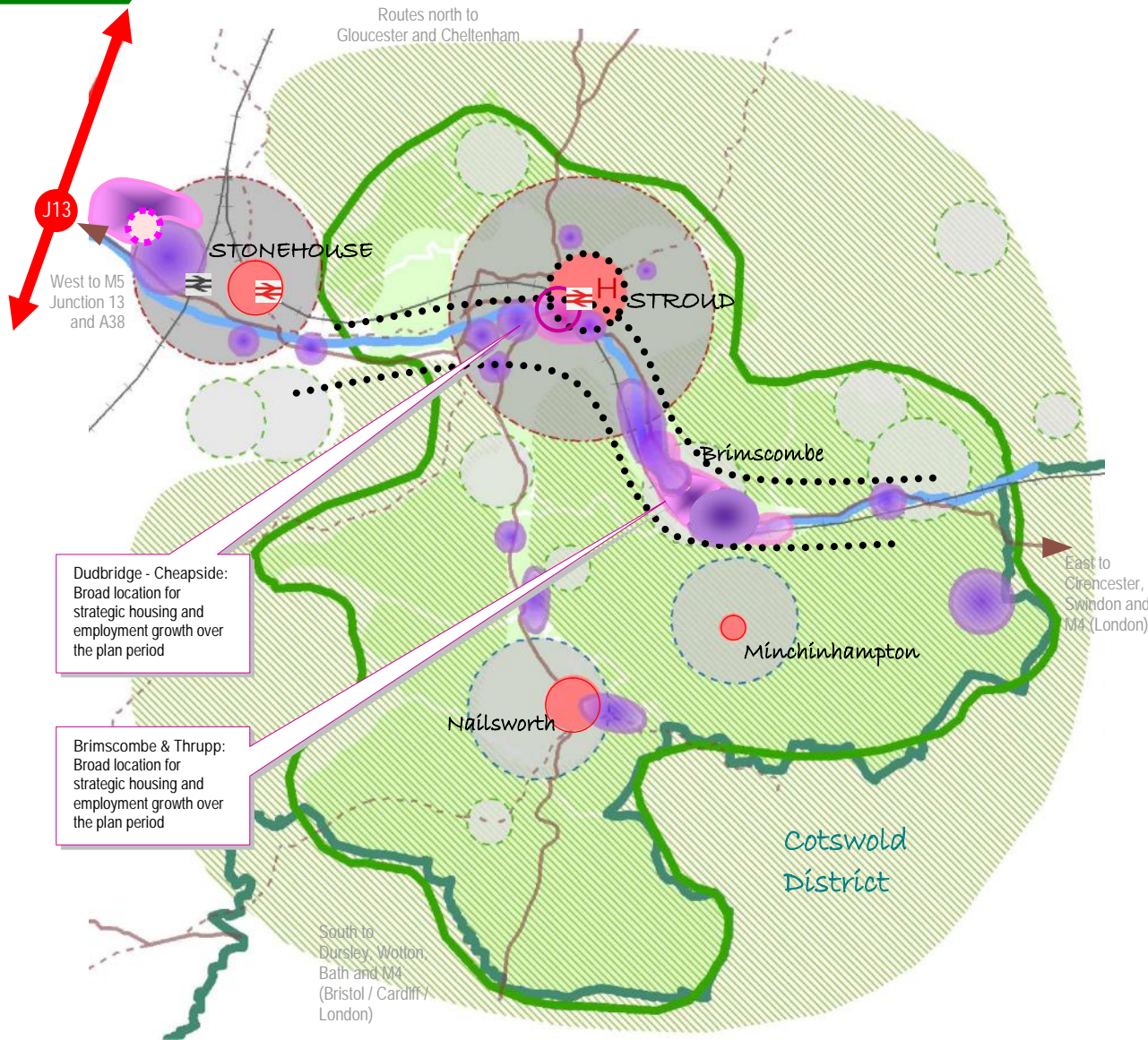
The regeneration of the industrial valley bottoms and the restoration of the Cotswold Canals will provide a new lease of life for the valleys' rich architectural heritage: a home for thriving businesses, creative industries and green technologies, as well as for people. This will be an environment that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

 [Vision 1.1: vision for the Stroud Valleys](#)



# Making Places: shaping the future of the Stroud Valleys

## What does the Strategy look like?



Dudbridge - Cheapside:  
Broad location for strategic housing and employment growth over the plan period

Brimscombe & Thrupp:  
Broad location for strategic housing and employment growth over the plan period

### Settlement hierarchy and key growth and development opportunities:

- Parishes:**
    - Stroud
    - Cainscoss
    - Brimscombe & Thrupp
    - Rodborough
    - Nailsworth
    - Minchinhampton
    - Chalford
    - Whiteshill & Ruscombe
    - Randwick
    - Woodchester
    - Horsley
  - Towns:**
    - “Accessible Local Service Centre”:
      - Stroud
    - “Local Service Centre”:
      - Nailsworth
  - Major villages and suburbs:**
    - “Local Service Centres”:
      - Minchinhampton
    - “Settlements with limited facilities”:
      - Whiteshill/Ruscombe
      - Brimscombe
      - Chalford
      - Manor Village
      - N. Woodchester
      - Amberley
      - Horsley
  - Town Centres**
    - Local service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment
  - New Centres**
    - Location for new local service centre (west of Stonehouse)
- 
- The parishes of the Stroud Valleys vision area
  - Conserving and enhancing the Cotswolds AONB
  - Strategic growth areas
  - Employment areas (outside of town centres)
  - Stroud town centre conservation and regeneration
  - Canal corridor conservation and regeneration
  - “Gateway Stroud” / “Stroud Waterfront”
  - Railway station (main line)
  - Safeguarded location for new railway station
  - Hospital
  - Stroud District boundary

Vision Diagram 1.1: spatial vision for the Stroud Valleys

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## How are we going to get there?

### 3.8 Guiding principles

1. A focus for the District's strategic growth, with particular emphasis on the valley bottoms and canal corridor, providing up to 450 homes 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, Minchinhampton and Brimscombe 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 the identified Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
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
11. Cater for an ageing population through provision of accommodation, services and facilities, as well as through the design of new development
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

## 3.9 Opportunities, growth and key projects:

- 450 new homes and maintaining and diversifying the economic base, focussed principally on brownfield sites in the valley bottoms / canal corridor
- The Cotswold Canals project, including the redevelopment of Brimscombe Port
- Enhancing Stroud's 'waterfront' and gateway
- Increasing open space provision as there is a 33 ha current shortage in outdoor play space
- Town centre public realm improvements and retail expansion/redevelopment
- Nailsworth has the potential to increase its 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
- There are opportunities to improve the quality of comparison goods floorspace provision within Stroud and Nailsworth. Stroud is the centre most likely to attract a noticeable level of new comparison goods floorspace and improve its market share
- Regeneration potential within Stroud town centre: either side of the Thames & Severn Canal, north of the High Street, and between Rowcroft and Merrywalks north of the railway line
- Regeneration potential at Nailsworth town centre within Days Mill / Old Market area to provide a combined retail, community and residential offer for the town
- The National Trust 'Management Plan for Rodborough Common' and the Habitat Regulations Assessment accompanying the Stroud District Local Plan

## 3.10 Key supporting evidence base:

- Stroud Town Centre Public Realm Strategy (2009)
- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study (2013)
- Industrial Heritage Conservation Area Design Guide SPA (2008)
- Industrial Heritage Conservation Area Management Proposals SPD (2008)
- Parish plans
- Cotswold AONB management plan
- Design statements: Nailsworth (adopted as SPA, 2009); Woodchester (adopted as SPA, 2012)
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs (including guiding delivery of strategic sites)
- Place-specific masterplans, development and design briefs, to shape delivery of strategic sites
- Strategic Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

# Making Places: shaping the future of the Stroud Valleys

## Policies that will help to implement the Stroud Valleys vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Stroud Valleys. However, the following policies have particular spatial relevance to this part of the District:

### Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

### Chapter 3: Making Places: shaping the future of the Stroud Valleys

Site Allocations Policy SA1 Stroud Valleys strategic sites allocations

### Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

### Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy E11 Key employment sites

Delivery Policy E12 Regenerating existing employment sites

Delivery Policy E17 Non-retail uses in primary frontages

Delivery Policy E18 Non-retail uses in secondary frontages

Delivery Policy E19 Floorspace thresholds for impact assessments

Delivery Policy E113 Protecting and extending our cycle routes

Delivery Policy E114 Provision and protection of rail stations and halts

### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES4 Water resources, quality and flood risk

Delivery Policy ES6 Providing for biodiversity and geodiversity

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

Delivery Policy ES11 Maintaining, restoring and regenerating the District's canals



# Making Places: shaping the future of the Stroud Valleys

## Site Allocations Policy SA1 Stroud Valleys

Land within the Stroud Valleys at the following specific locations (as identified on the policies map) is allocated for mixed use development, subject to viability and site specific circumstances, including at least 450 dwellings:

<b>SA1a</b>	Land at Dudbridge	Canal related tourism development, retail and employment uses
<b>SA1b</b>	Cheapside	30 dwellings, town centre and canal uses
<b>SA1c</b>	Ham Mill	100 dwellings and employment uses
<b>SA1d</b>	Brimscombe Mill	40 dwellings and employment uses
<b>SA1e</b>	Brimscombe Port	150 dwellings, canal related tourism development and employment uses
<b>SA1f</b>	Wimberley Mills	100 dwellings and employment B1-B8 uses
<b>SA1g</b>	Dockyard Works	30 dwellings and employment B1-B8 uses

Development briefs, 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.

These will address the following:

1. The provision of 30% affordable dwellings, unless viability testing indicates otherwise
2. Contributions to education and community uses to meet the needs of the development
3. Accessible natural greenspace, public outdoor playing space and/or appropriately landscaped canal public realm space
4. Landscaping incorporating existing hedgerows and trees
5. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)

6. Adequate and timely infrastructure to tackle wastewater generated by the development, in accordance with the infrastructure Delivery Plan and with the agreement of the relevant water companies
7. Be supported by an acceptable Flood Risk Assessment, which also addresses the Flood Risk Sequential Test document recommendations that accompanied this Local Plan
8. Improvements to, and restoration of, the river corridor for biodiversity and flood risk enhancements
9. Cycle and pedestrian routes along the canal and river corridors, linking up with the existing network
10. Improvements to or restoration of the related canal and towpaths
11. Contributions towards bus services to improve bus frequencies and quality, and to connect the development with Stroud and adjoining settlements as part of a wider managed, safe and accessible transport network

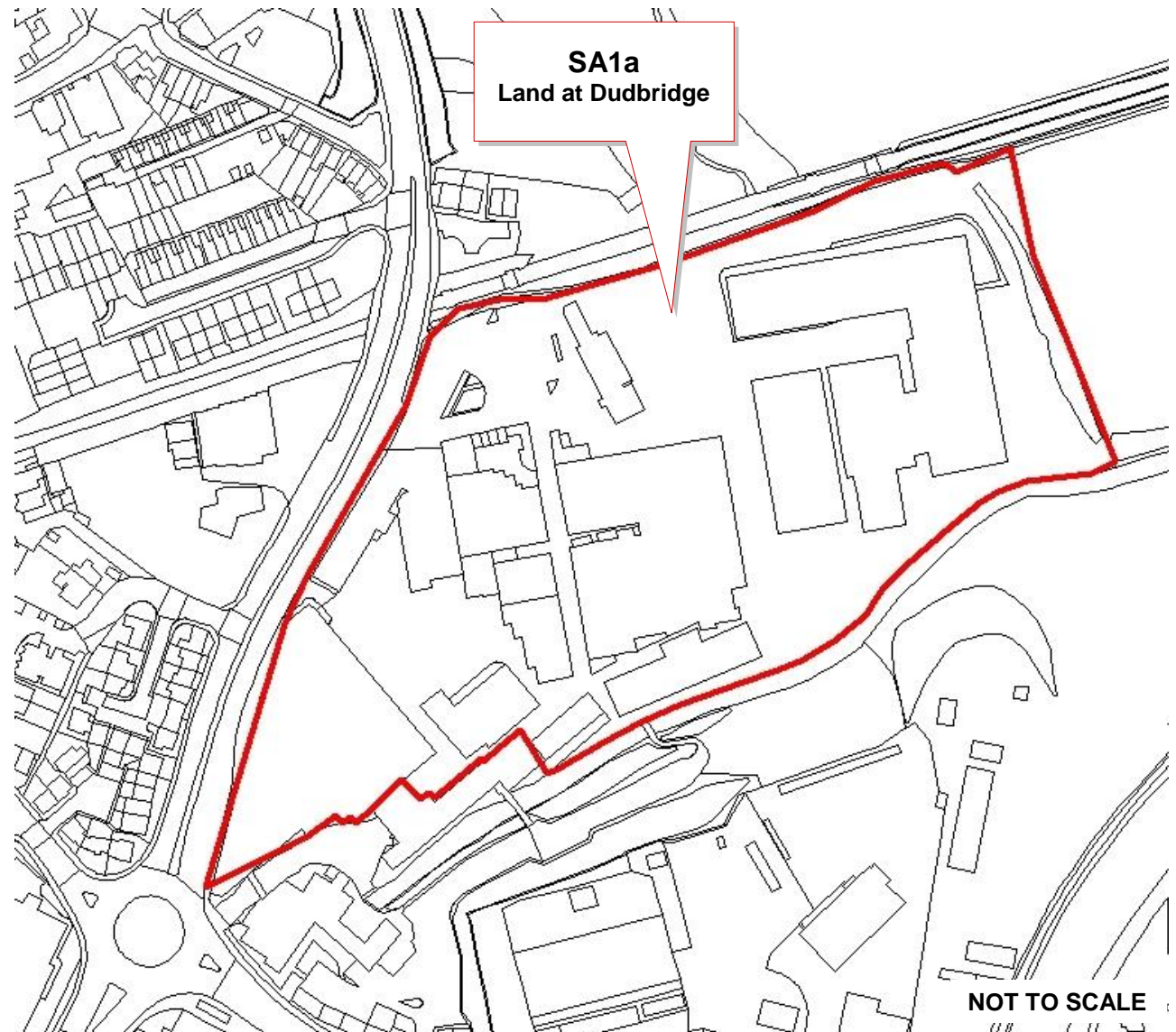
Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.

- 3.11 Land within the valley bottom between Stroud, Thrupp and Brimscombe enjoys a rich heritage of industry within a high quality landscape setting. However, a number of historic mills and adjoining employment sites lie partly vacant and the river and canal remain a relatively under used recreational resource, although the Cotswold Canal Partnership is progressively delivering the restoration of the canal as a navigable waterway. Allocation of specific sites within the Stroud Valleys for a mix of uses provides an opportunity to regenerate the built fabric of these sites, to intensify and diversify the employment offer, to deliver sustainable locations for living and to support canal conservation and recreation and tourism objectives. The exact mix of uses will have regard to the key priorities for each site, site conditions, detailed feasibility and viability evidence.
- 3.12 The sites identified in **Policy SA1** all lie within the Industrial Heritage Conservation Area and specific policy and design guidance is contained within the Industrial Heritage Conservation Area Management Proposals SPD. The Cotswold Canals Conservation Management Plan will also be referred to when assessing proposals for physical works to the canal channel or for existing or new canal structures.
- 3.13 Whilst there are common requirements for all sites, the following list identifies the key priorities for each site:
- Land at Dudbridge has potential, in addition to employment provision, for canal related tourism and retail development provided it is compatible with the retail hierarchy. The site is significantly constrained by functional floodplain and any redevelopment should not result in any net loss of flood storage. Safe and emergency access considerations are paramount and will need to be fully resolved. A new access to the site will be achieved from Dudbridge Road. There is potential to enhance significantly this gateway location into the town and the setting of the canal.
  - Cheapside is located adjacent to the town centre and town centre uses and housing are appropriate here. Development will need to enhance the public realm within the canal corridor and encourage links with the town centre. It will be important to retain and enhance listed buildings.
  - Ham Mills has potential for apartment housing and high quality office space, focussed on achieving the conservation and adaptation of the historic mill and enhancement of its setting. No development should take place in Flood Zones 3a and 3b at the south eastern end of the site: this area will act as a natural buffer to the river.
  - 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.
  - 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.



## Site Allocation SA1a Stroud Valleys

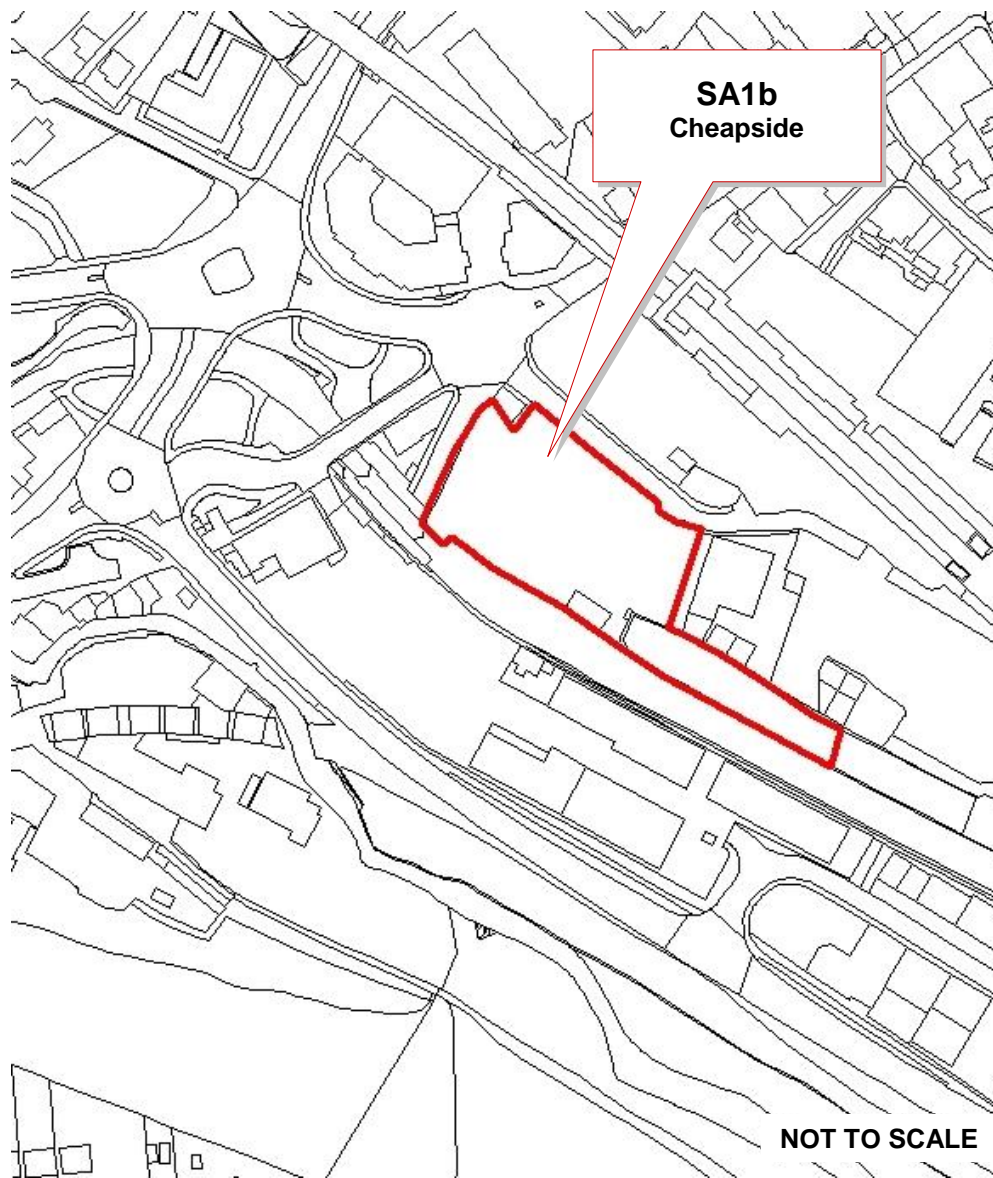
- Wimberley Mills and Dockyard Works have potential, subject to the relocation of existing businesses, for comprehensive redevelopment for housing and high quality employment space. It is essential that development at Wimberley Mills de-culverts the River Frome, to take the site out of the floodplain. Development at Dockyard Works is expected to be phased after the Wimberley development has been completed and is to include the de-culverting of the Toadsmoor Stream on-site and the reinstatement and maintenance of the adjacent Canal channel off-site. These measures are to enable development by reducing flood risk and improving river corridor functionality. Development will require a comprehensive solution to achieve satisfactory access through Knapp Lane and Toadsmoor Road to the A419.



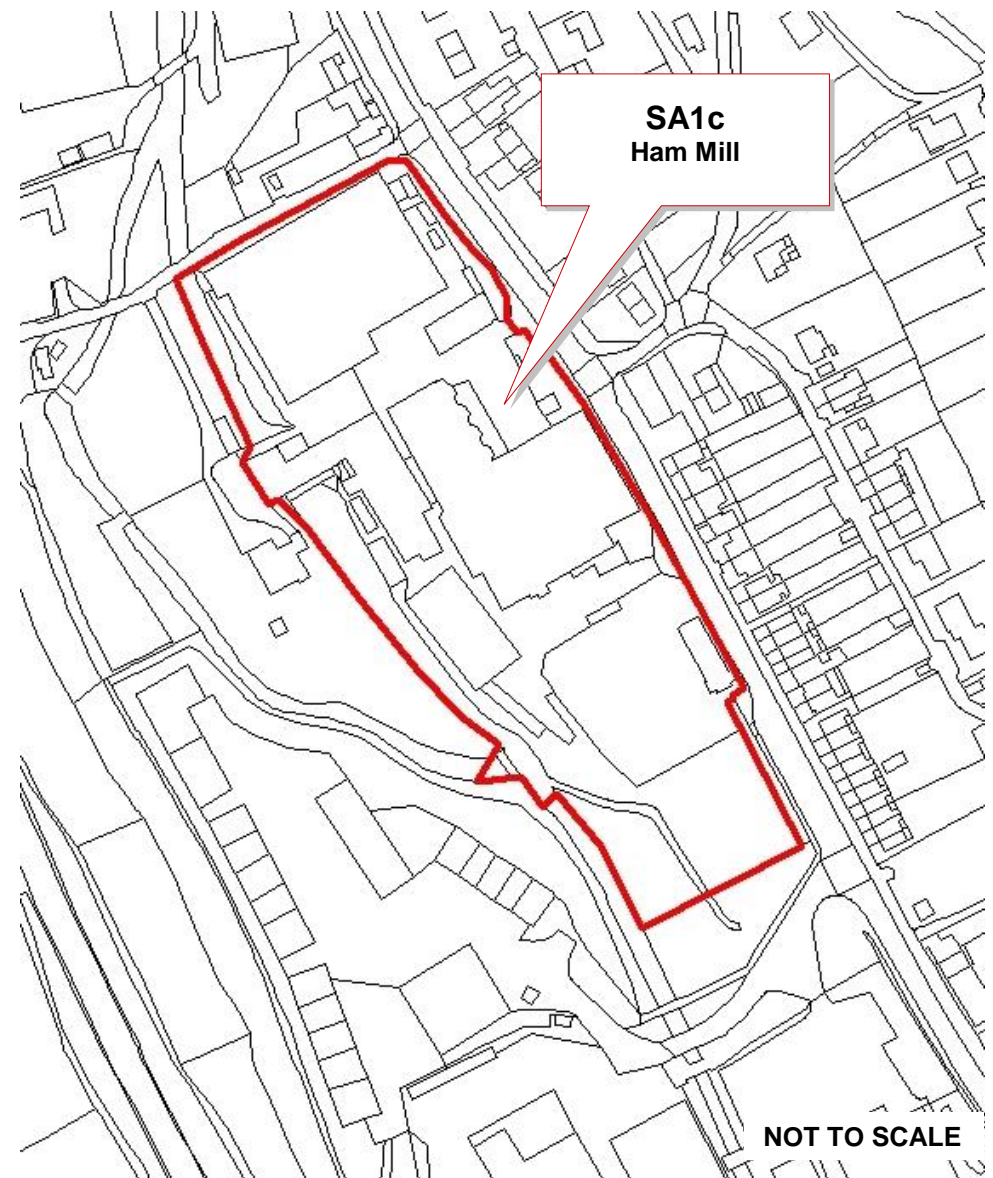
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# Making Places: shaping the future of the Stroud Valleys

## Site Allocations SA1b and SA1c Stroud Valleys



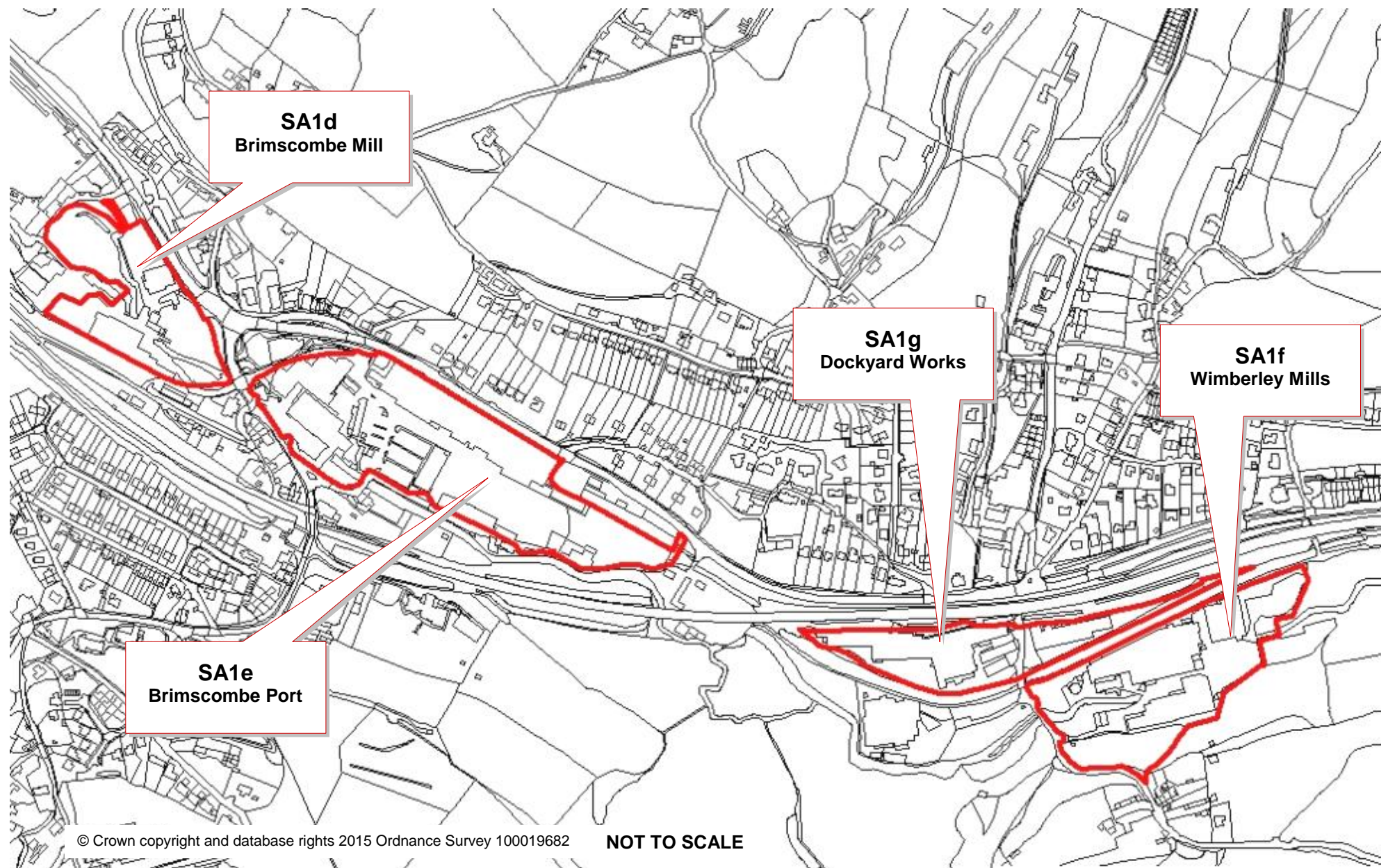
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# Making Places: shaping the future of the Stroud Valleys

Site Allocations SA1d, SA1e, SA1f and SA1g  
Stroud Valleys



## The Stonehouse cluster

Vision to 2031: economic growth and well-connected, thriving communities

### A STRATEGIC GROWTH AREA

#### Where are we now?

- 3.14 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, with a good range of services and shops at its centre (high street vitality is good, with low vacancy rates). 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. Traffic congestion can be an issue around here at peak times.
- 3.15 Around 12% of the District's total population live within the parishes of the Stonehouse cluster (more than 13,400 people). Of these, over 7,700 are residents of Stonehouse itself (census 2011), making it the District's second most populous town. By contrast, Standish and Frocester are amongst the most sparsely populated parishes in the District, with no defined settlements and 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 AONB.

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy

#### 3.16 Key issues and top priorities:

Public consultation and our evidence base have shown the following points to be high priorities for residents of the Stonehouse cluster of parishes:

- \* Achieving a better transport system to help reduce CO<sub>2</sub> emissions
- \* Minimising waste generation and increasing recycling
- \* Contributing to the provision of renewable and low-carbon energy generation in the District
- \* Providing for job opportunities across the District
- \* Maintaining and improving the sustainability of our villages


#### Where do we want to be?

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

Development to the west of Stonehouse will expand the existing Oldends/Stroudwater employment area, with attendant transport and infrastructure improvements – including 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 area will feel the environmental enhancement of both the river corridor and the canal restoration with boosted tourist appeal all contributing to the local economy. Links will be improved 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.

Though growth and development will be minimal outside of the 'strategic location' identified west of Stonehouse, 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, 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.

 [Vision 1.2](#) : vision for the parishes around Stonehouse



# Making Places: shaping the future of the Stonehouse cluster

## Settlement hierarchy and key growth and development opportunities:

### Parishes:

- Stonehouse
- Eastington
- Kings Stanley
- Leonard Stanley
- Standish
- Frocester

### Towns:

"Accessible Local Service Centre":

- Stonehouse

### Major villages:

"Settlements with limited facilities":

- Eastington
- Kings Stanley
- Leonard Stanley

### Town Centres:

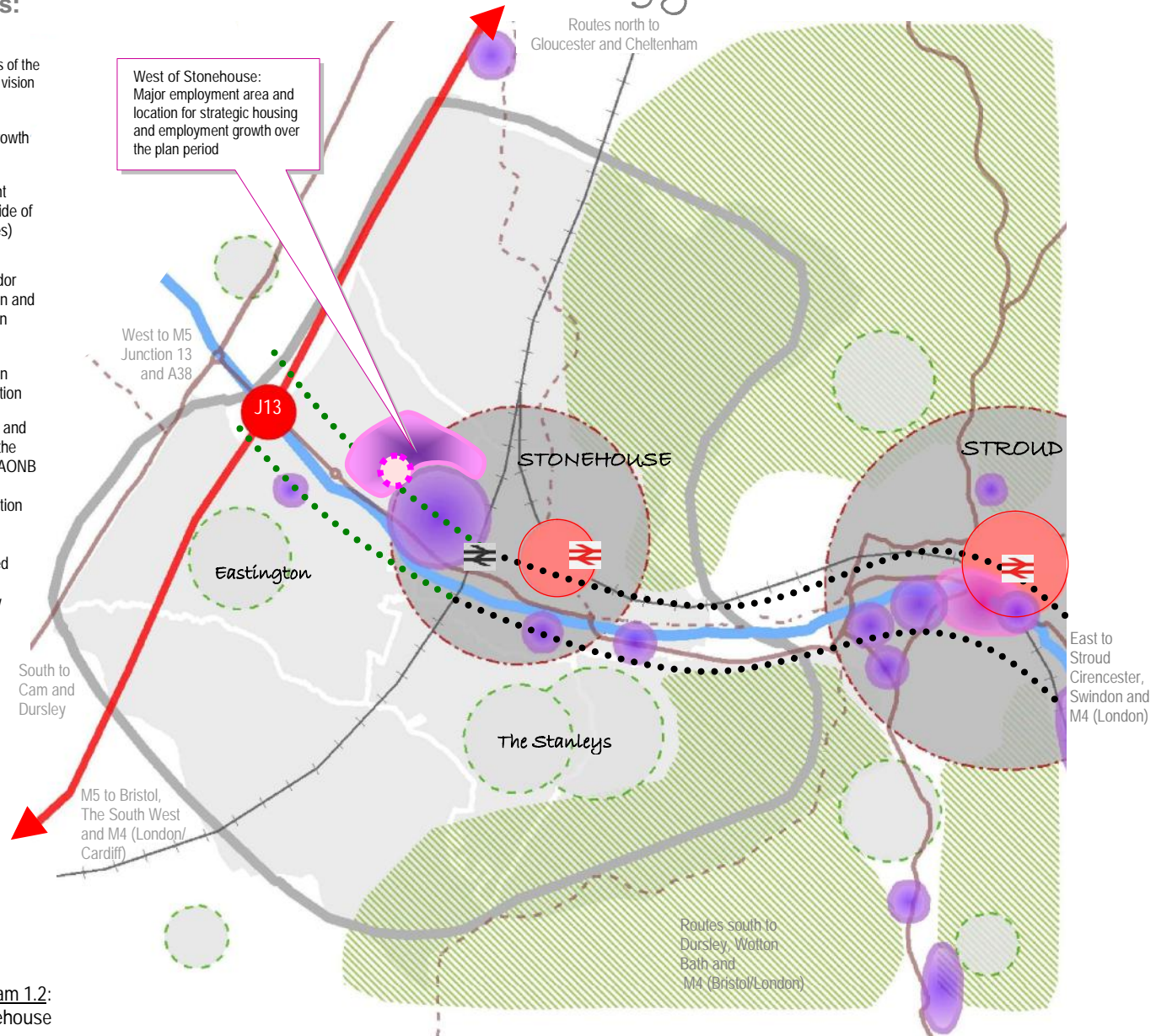
Local service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

### New Centres:

Locations for a new local service centre (west of Stonehouse)

- The parishes of the Stonehouse vision area
- Strategic growth areas
- Employment areas (outside of town centres)
- Canal corridor conservation and regeneration
- Canal conservation and restoration
- Conserving and enhancing the Cotswolds AONB
- Railway station (main line)
- Safeguarded location for new railway station

## What does the strategy look like?



Vision Diagram 1.2: spatial vision for the parishes around Stonehouse

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## How are we going to get there?

### 3.17 Guiding principles

1. This area will continue to be a major employment focus for the District. Land to the west of Stonehouse will be a focus for the District's strategic growth, providing 1,350 homes and up to 2,000 jobs by 2031
2. Appropriate development will be supported to sustain Stonehouse town centre as an Accessible Local Service Centre 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 to sustain Eastington, Kings Stanley and Leonard Stanley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their neighbourhood plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
5. Focus on canal restoration and canal corridor conservation and regeneration; improve physical accessibility between canal and town centre
6. Enhance the existing good transport links and movement corridors. 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)
11. Avoid development on floodplain or areas at risk of flooding
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

## 3.18 Opportunities, growth and key projects:

- 1,350 new homes plus significant employment development (up to 2,000 jobs) on land to the west of Stonehouse
- Provision of a new primary school, local centre, community facilities and open space
- The Cotswold Canals project
- Increasing open space provision as there is a 5 ha current shortage in playing pitch provision and a 2.7 ha shortage of children's play space
- Public realm improvements to Stonehouse town centre and traffic calming measures
- Stonehouse has the potential to increase its 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
- There are opportunities to improve the quality of comparison goods floorspace provision within Stonehouse
- Redevelopment and conservation at Stanley Mill
- Improvements to the evening economy
- Contributions from development towards the potential re-opening of a railway station on the Gloucester-Bristol line

## 3.19 Key supporting evidence base:

- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study (2013)
- Industrial Heritage Conservation Area Design Guide SPA (2008)
- Industrial Heritage Conservation Area Management Proposals SPD (2008)
- Parish plans
- Design statements: Stonehouse (adopted as SPA, 2005)
- Cotswold AONB management plan
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs (including guiding delivery of strategic sites)
- Place-specific masterplans, development and design briefs to shape the delivery of strategic sites
- Strategic Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

# Making Places: shaping the future of the Stonehouse cluster

## Policies that will help to implement the Stonehouse vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Stonehouse area. However, the following policies have particular spatial relevance to this part of the District:

### Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

### Chapter 3: Making Places: shaping the future of the Stonehouse cluster

Site Allocations Policy SA2 West of Stonehouse strategic site allocation

### Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

### Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI7 Non-retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES4 Water resources, quality and flood risk

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

Delivery Policy ES11 Maintaining, restoring and regenerating the District's canals





# Making Places: shaping the future of the Stonehouse cluster

## Site Allocations Policy SA2

### West of Stonehouse

Land to the west of Stonehouse, as identified on the policies map, is allocated for a mixed use development including residential, employment and community uses. A development brief, incorporating a design vision and 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. This will address the following:

1. 1,350 dwellings, including at least 405 (30%) affordable dwellings, unless viability testing indicates otherwise
2. 10 hectares of B1, B2 and B8 employment land
3. A local centre, incorporating local retail and community uses to meet the needs of the development
4. A two form entry primary school and contributions to secondary school provision
5. Contributions to local community services
6. Accessible structural natural green space, allotments and formal public outdoor playing space, including sports pavilion/community building
7. Structural landscaping buffer around Nastend and to the east of Nupend, incorporating existing hedgerows and trees
8. Long term management and maintenance of open spaces to deliver local biodiversity targets
9. The acceptable management, maintenance and disposal of surface water, including sustainable urban drainage systems (SuDs)
10. Restored watercourse corridor that enhances biodiversity and water quality and improves flood storage and flow rates
11. Adequate and timely infrastructure to tackle wastewater generated by development, in agreement with the relevant water authorities
12. Opportunities to improve transport connectivity with Stonehouse and Stonehouse town centre for pedestrians, cyclists, public transport and private car
13. Cycle and pedestrian routes through the development, connecting Nastend and Nupend with the town centre, Stroudwater Industrial Estate and Oldends Lane and footpath links from the development to the surrounding rural network, including improvements to the canal towpath
14. Primary vehicular access from A419 Chipmans Platt roundabout and additional vehicular access from Brunel Way and Oldends Lane
15. Traffic calming measures within the development and locality, as approved by the Highways Authority
16. Bus stops and shelters at appropriate locations to serve the new development
17. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Stonehouse and Stonehouse town centre
18. Contributions towards the provision of a new railway station at Stonehouse, subject to the plans of Network rail
19. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan in this location
20. Phasing arrangements to ensure that employment land is developed and completed in parallel with housing land completions and community and retail provision is made in a timely manner.

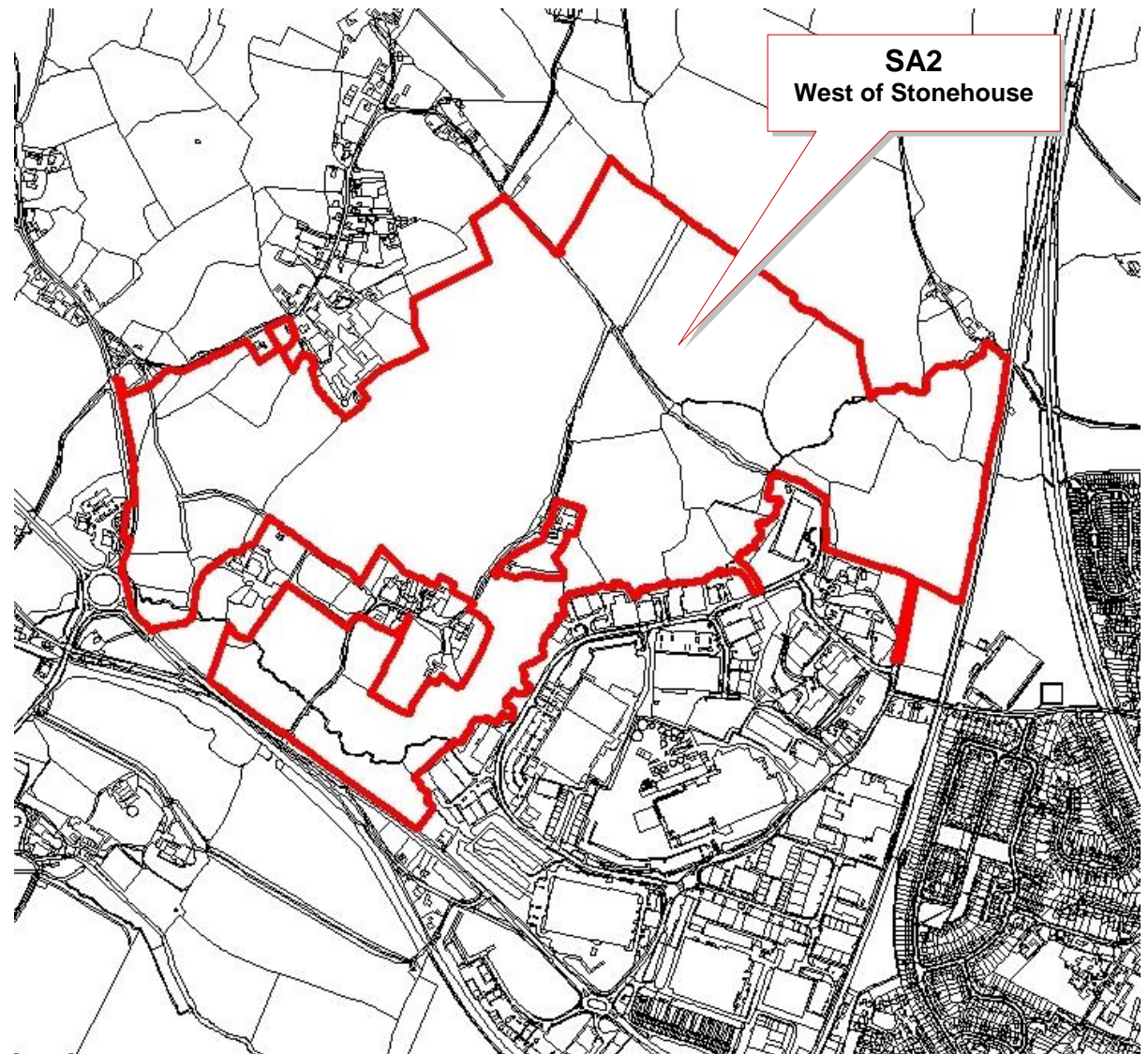
# Making Places: shaping the future of the Stonehouse cluster

- 3.20 Land west of Stonehouse is identified as a sustainable urban extension to Stonehouse, which will deliver a high quality mixed use development including housing, employment, local centre and open space that meets the day-to-day needs of its residents.
- 3.21 Land west of Stonehouse is located north of the A419 between the Chipmans Platt roundabout and the Stroudwater Industrial Estate. The site comprises two parcels of land. Land to the south and west of Nastend will be retained primarily in existing uses but offering opportunities for ecological enhancement. The remaining land to the north and east of Nastend and the Industrial Estate will be developed for residential, employment and community uses including landscaping and open space.
- 3.22 The site could accommodate 1350 dwellings, incorporating at least 30% affordable housing unless independently scrutinised viability testing indicates otherwise, a local centre and 10 hectares of B1, B2 and B8 employment land.
- 3.23 Employment land should include high quality office space and opportunities should be explored for small, incubator and grow on business units and for provision which facilitates industrial symbiosis. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.
- 3.24 A local centre will be developed to incorporate local shopping, community uses and a 2 form entry primary school to meet the needs of the development and will be phased to ensure the new community has access to facilities in a timely manner. Contributions will also be required to secondary school provision and community services, for example funding for a community development officer and for extending opening hours at Stonehouse library or other library infrastructure improvements. Options for additional healthcare provision will be investigated.
- 3.25 The site will deliver a high quality sustainable and distinctive mixed use development accommodated in a series of interlinked neighbourhoods within an extensive landscape framework. The design vision and form and design of the main perimeter elevations will be submitted to and agreed by the Council before reserved matters applications can be considered. Subsequent applications will be required to demonstrate how they conform to the design vision and masterplan. This will ensure that design quality is maintained through the build out of the development.
- 3.26 The visual setting of Nastend Farm as generally experienced from Nastend Lane will be preserved and structural landscaping around Nastend and to the east of Nupend will maintain the separate character of these settlement areas. Accessible structural natural greenspace, allotments and formal public outdoor playing space in accordance with local standards and to meet needs arising from the development will be provided on-site. Long term management and maintenance of open spaces will be designed to deliver local biodiversity targets, including for orchards, Great-crested Newts and Barn Owls.
- 3.27 The Council will seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development. Development here will need to comply with habitats regulation assessment recommendations and should include the appropriate application of sustainable drainage systems and create space for flooding to occur by improving flood flow pathways and by identifying, allocating and safeguarding open space for flood storage and biodiversity enhancements both on-site and off-site.
- 3.28 An archaeological evaluation has been carried out on the site and provision will be made for a programme of archaeological mitigation.

# Making Places: shaping the future of the Stonehouse cluster

## Site Allocation SA2 West of Stonehouse

- 3.29 The site is situated 4.5km east of the Severn Estuary SPA/Ramsar site. Due to the size of the development it will be necessary for the applicants to supply a report to inform a Habitat Regulations Assessment, which will specifically investigate the potential recreational impacts of the new dwellings on the bird populations of the SPA/Ramsar site and consequently detail any measures that may be required to avoid a likely significant effect. Measures could include avoiding an overall increase in usage of the paths along the Estuary by providing alternative dog walking opportunities that would meet the local need, or by contributing to the emerging impact avoidance strategy for the Severn Estuary SPA and Special Area of Conservation (SAC).
- 3.30 Vehicular access will be from A419 Chipmans Platt roundabout and from Oldends Lane. Opportunities to improve transport connectivity with Stonehouse and Stonehouse town centre will be investigated in accordance with a transport assessment to be submitted with the application. In addition, cycle and pedestrian routes will be provided through the development to Stroudwater Industrial Estate and Oldends Lane and footpaths will link the development to the surrounding rural network. Contributions will be made to ensure the canal towpath between Eastington and Stonehouse can accommodate the predicted increase in usage.
- 3.31 Contributions towards improving the frequency and quality of local bus services to connect the development with Stonehouse and Stonehouse town centre will also be provided and towards the provision of a new station at Stonehouse, subject to the plans of Network Rail.



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**NOT TO SCALE**

## Cam and Dursley

**Vision to 2031: Growth and prosperity: revitalising the towns of Dursley and Cam to make an accessible, attractive focus for rural communities in the south**

### A STRATEGIC GROWTH AREA

#### Where are we now?

**3.32** Cam and Dursley adjoin each other and make up the District's second largest population (after the Stroud Valleys). This large conurbation sits nestled at the foot of the Cotswold hills (the AONB covers the southern half of this parish cluster area). The Cotswold Way runs through Dursley town centre, a conservation area which has recently seen some public realm improvements, as well as a major new supermarket development. The historic market town has a population of over 6,500; whilst Cam has a small village centre, which has expanded to serve its larger population of 8,000+.

**3.33** Both communities historically were a centre 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; according to 2011 census results, this is particularly acute in the area of education, skills and training; while the 2020 Cam and Dursley Community Plan\* highlights that businesses identify a local skills gap. A residents' survey in 2007 showed long-term worklessness was prevalent in the "Vale Vision" area, with 60.6% of workless respondents having been out of work for 2 years or more. (\* Vale Vision Development Trust Ltd is a community-led enterprise, whose aims include improving and enhancing the quality of life for residents of Cam, Dursley and the surrounding parishes – a population in excess of 18,000. They were commissioned to produce a Community Strategic Plan for the area).

**3.34 Key issues and top priorities:**

Public consultation and our evidence base have shown the following points to be high priorities for residents of the parishes surrounding Cam and Dursley:

- \* Maintaining and improving the sustainability of our villages
- \* Conserving and enhancing Stroud District's countryside and biodiversity
- \* Improving the vitality and viability of our town centres
- \* Improving the provision of facilities for young people
- \* Meeting the needs of an increasingly elderly population
- \* Minimising waste generation and increasing recycling

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy


#### Where do we want to be?

Cam and Dursley provides a focus for jobs and services in the southern part of the District. Development should create new economic vitality with more high technology and light industrial businesses using the area's skilled, trained workforce. The Strategy enhances the role of this major settlement, consistent with its infrastructure, character and function. As a sustainable place to live and work, growth here will support local services and provide for the social and economic well being of the wider locality.

There will be accessible countryside for leisure, amenity and recreation in this attractive location (nestled in the Cotswolds escarpment overlooking the Severn Vale). Pleasant and safe green routes will be provided for walkers and cyclists. Tourism will be boosted given the location at convenient mid point on the Cotswold Way National Trail and with good transport links to other visitor attractions wider afield at Bath, Bristol, Cotswolds, Severn Vale, Gloucester and Cheltenham

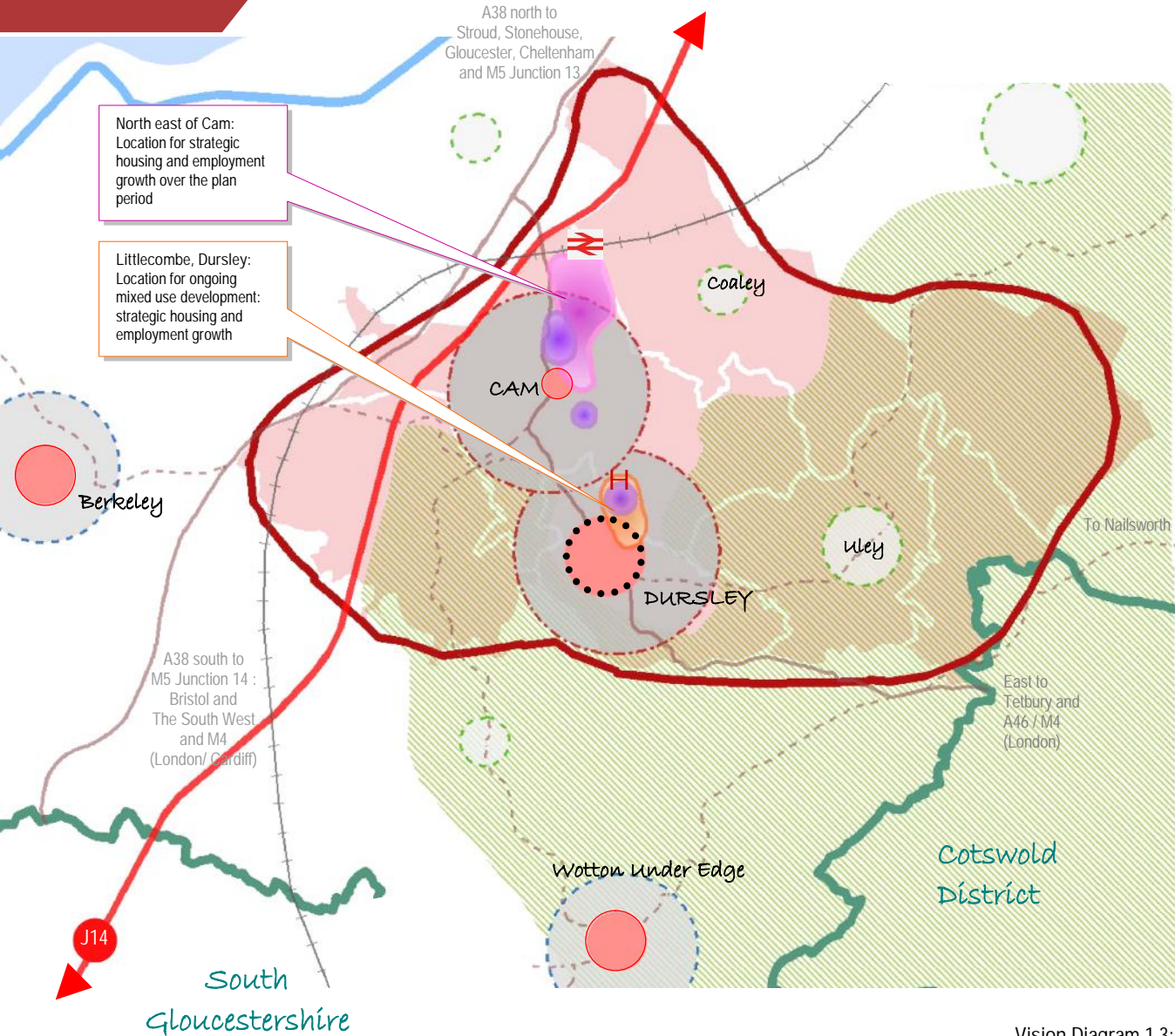
The Strategy supports Vale Vision's aspirations to secure a thriving community that recognises, respects and provides for the varied needs of the people that live in, work in, or visit the area. The attractive local environment will be conserved and cared for, whilst providing learning opportunities, 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 well being. The heritage assets of the locality will be promoted.

 [Vision 1.3: vision for the parishes around Cam and Dursley](#)

# Making Places: shaping the future of Cam and Dursley

## What does the Strategy look like?



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Vision Diagram 1.3: spatial vision for the parishes around Cam and Dursley

### Settlement hierarchy and key growth and development opportunities:

#### Parishes:

- Dursley
- Cam
- Coaley
- Uley
- Stinchcombe
- Nympsfield
- Owlpen

#### Towns:

"Accessible Local Service Centre":  
● Dursley

#### Major villages and suburbs:

"Accessible Local Service Centre":  
● Cam

"Settlements with limited facilities":  
● Coaley  
● Uley

#### Town Centres

- Local service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment
- Dursley town centre conservation and regeneration

The parishes of the Cam & Dursley vision area

Strategic growth areas

Employment areas (outside of town centres)

Existing / ongoing growth area, due to be completed during plan period: Littlecombe mixed-use development

Conserving and enhancing the Cotswolds AONB

Railway station (main line)

Hospital

Stroud District boundary



## How are we going to get there?

### 3.35 Guiding principles

1. Cam and Dursley will be a focus for the District's strategic growth, providing 450 homes and up to 1,500 new jobs over the plan period (up to 2031); land to the northeast of Cam will represent a single key strategic allocation in this vision area to deliver this growth
2. The area will also see continued growth over the plan period through the completion of development at Littlecombe, which will contribute to the vision and priorities identified for the Cam and Dursley area and will accord with these Guiding Principles
3. 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
4. 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)
5. Appropriate development will be supported to boost Cam's role as an Accessible Local Service Centre for its growing communities
6. Appropriate development will be supported to sustain Coaley and Uley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their neighbourhood plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
7. Enhance the existing good transport links and movement corridors. Allow greater permeability through any new development for walkers and cyclists. Development will contribute to securing completion of the Cam to Dursley cycle route, with potential over the longer term to extend towards Uley
8. Maintain the geographical and functional distinctness of Cam and Dursley, avoiding physical coalescence through development/new built form
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 the conservation areas at the heart of Dursley (town centre and Woodmancote), Nympsfield, Stinchcombe and Uley
10. Conserve and enhance high quality natural landscape, including the AONB and its setting
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
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

## 3.36 **Opportunities, growth and key projects:**

- 450 new homes plus significant employment development (up to 1500 jobs) to the north east of Cam
- Provision of community facilities including playing pitches and a riverside park
- Increasing open space provision as there is a 11.3 ha current shortage in outdoor play space
- There are opportunities to improve the quality of comparison goods floorspace provision within Cam/Dursley
- Enhancement of Dursley town centre public realm
- Provision of Dursley Youth Centre
- Cam-Dursley cycle way along Cam Riverside Park, linking into national cycle way

## 3.37 **Key supporting evidence base:**

- Parish Plans
- Draft Dursley Centre Design Framework (2007)
- Stroud Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study 2013
- Vale Vision Community Strategy (2005)
- Vale Vision Survey of Community Needs (2007)
- Place-specific masterplans, development and design briefs to shape the delivery of strategic sites
- Cotswold AONB management plan
- Strategic Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

# Making Places: shaping the future of Cam and Dursley

## Policies that will help to implement the Cam and Dursley vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Cam and Dursley area. However, the following policies have particular spatial relevance to this part of the District:

### Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

### Chapter 3: Making Places: shaping the future of cam and Dursley

Site Allocations Policy SA3 Cam strategic site allocation

### Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

### Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI2 Regenerating existing employment sites

Delivery Policy EI7 Non-retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets





# Making Places: shaping the future of Cam and Dursley

## Site Allocations Policy SA3

### North east of Cam

Land to the north east of Cam, as identified on the policies map, is allocated for a 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. 450 dwellings, including 135 affordable dwellings, unless viability testing indicates otherwise
2. 11.4 hectares of B1, B2 and B8 employment land
3. Contributions towards education provision and to local community services
4. Landscaped linear park, including footpath along the River Cam and enhanced flood plain storage capacity
5. Accessible natural green space and public outdoor playing space, including changing rooms / community building
6. Structural landscaping buffer to the south east of the development, below the 50m contour, incorporating existing hedgerows and trees
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, and including any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan
9. Extension to the Cam and Dursley cycle route along the line of the disused railway, through to the southern edge of the site and connecting Box Road with Courthouse Gardens

10. Improvements to Box Road, including the provision of a lit cycleway and footpath between the A4315 and Cam and Dursley railway station
11. Primary vehicular access from A4315 south of Draycott Industrial Estate, and additional vehicular access from Box Road
12. Traffic calming measures within the development and locality, as approved by the Highways Authority
13. Bus stops and shelters at appropriate locations, to serve the new development
14. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Cam and Dursley
15. Contributions to improvements to passenger facilities at Cam and Dursley railway station

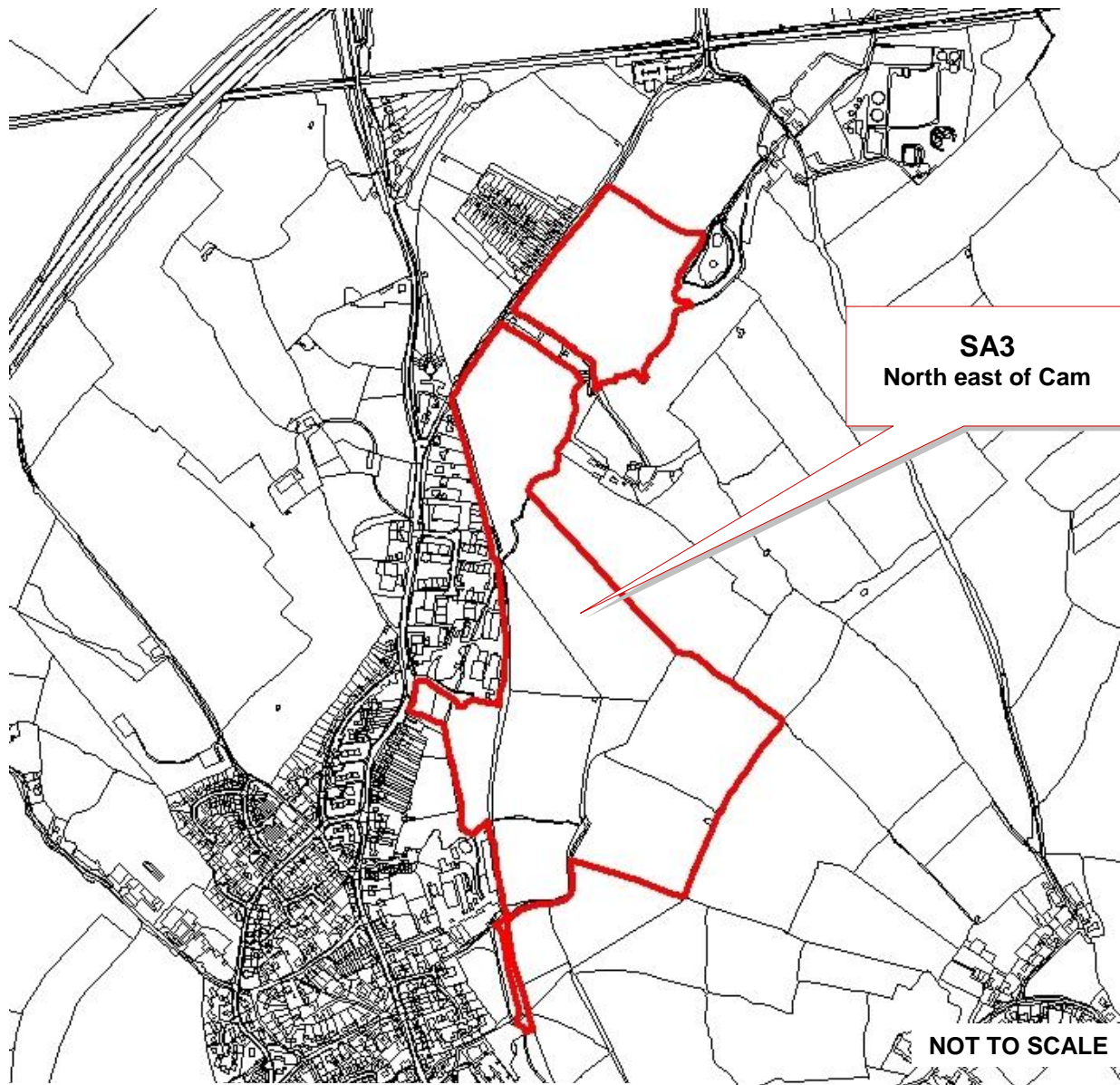
Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.

# Making Places: shaping the future of Cam and Dursley

- 3.38 Land north east of Cam is identified as a sustainable urban extension to Cam, which will unlock an existing Local Plan employment allocation that has not been developed due, in part, to infrastructure constraints. Development will also link with and secure improvements to, the Cam and Dursley railway station and achieve another local priority: the extension of the Cam and Dursley cycle path.
- 3.39 Land north east of Cam is located to the east of the A4135 and Draycott Industrial Estate and to the south of Box Road and the Cam and Dursley railway station. The site comprises 29.1 hectares of land which will be developed for residential, employment and community uses including landscaping and open space.
- 3.40 Development is envisaged as a series of interlinked neighbourhoods and employment areas within an extensive landscape framework. To protect the landscape setting of Cam and Dursley and open countryside in the vicinity of Upton to the east, structural landscaping will provide a green buffer along the line of the 50 contour beyond which no development will occur.
- 3.41 The site is located adjacent to the River Cam 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.
- 3.42 The site could accommodate around 450 dwellings and 11.4 hectares of B1, B2 and B8 employment land including high quality office space. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.
- 3.43 A linear landscape park along the line of the river corridor will provide natural greenspace, increased flood storage and adjacent public outdoor playing space including changing rooms/community building. Contributions will also be required for education provision and community services, for example funding for a community development officer.
- 3.44 Vehicular access will be from the permitted access from A4315 south of Draycott Industrial Estate with an additional vehicular access from Box Road. The development will improve connectivity with Cam district centre, through the provision of a cycle and pedestrian route along the line of the disused railway through to the southern edge of the site and connecting Box Road with Courthouse Gardens and via contributions towards improving the frequency and quality of local bus services. The development will achieve improvements to Box Road including the provision of a lit cycleway and footpath between the A4315 and Cam and Dursley railway station, where contributions will help to upgrade passenger facilities.

# Making Places: shaping the future of Cam and Dursley

Site Allocation SA3  
North east of Cam



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## Gloucester fringe

Vision to 2031: Growing a sustainable community at Hunts Grove and preserving Gloucester's rural hinterland

### A STRATEGIC GROWTH AREA

#### Where are we now?

- 3.45 According to the census, these parishes had a combined population of more than 6,700 people (5.9% of the District's population) in 2011, over half of whom (3,900) lived in Hardwicke, which is part of the Gloucester Urban Area. But this is an expanding population and the figures for Hardwicke are probably higher today; the ongoing development at Hunts Grove will increase this by a further 1,750 households in coming years. There are also several key employment sites here. Over the District boundary, Gloucester City is experiencing significant employment growth, including at Waterwells Business Park. Gloucester is a net importer of workers: with more jobs than its resident workforce.
- 3.46 Upton St Leonards is the second largest settlement on the Gloucester fringe, but both Hardwicke and Upton have limited facilities and there are no towns that act as local service centres. These 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 Cotswold AONB and there are dramatic and far-reaching views to and from the Cotswold escarpment.
- 3.47 All of 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.
- 3.48 **Key issues and top priorities:**

Public consultation and our evidence base have shown the following points to be high priorities for residents of parishes on Gloucester's fringe:

- \* Maintaining and improving the sustainability of our villages
- \* Improving the vitality and viability of our town centres
- \* Conserving and enhancing Stroud District's countryside and biodiversity
- \* Minimising waste generation and increasing recycling
- \* Providing resilience to flood risk

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy


#### Where do we want to be?

Parishes of the Gloucester 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, particularly Hardwicke, Hunts Grove and Upton St Leonards, the motorway will represent a distinct and defensible limit to southerly expansion.

Hardwicke's village character and sense of community will be preserved, while the area to its east sees continued housing and employment growth, and plays an ever more important role as a 'gateway' to Gloucester. High quality design and improvements to 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.

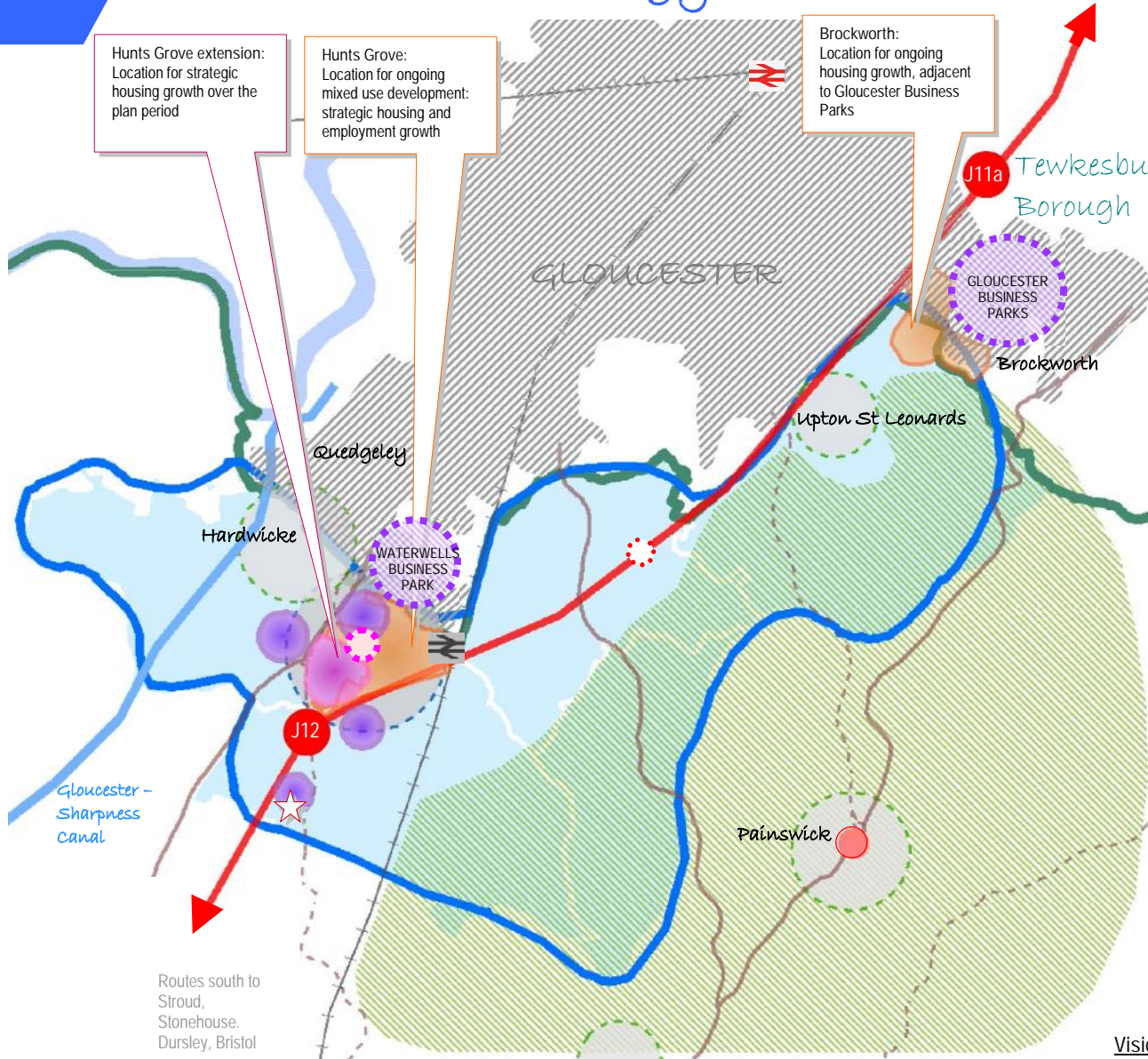
Hunts Grove will grow into a sustainable new community with a strong sense of identity, served by its own "village centre" and providing easy and convenient access to nearby jobs.

Growth and development will be minimal outside of this 'strategic location'. But communities elsewhere will have the chance to help shape their neighbourhoods, protecting and improving those aspects of the area that make it special to them, and identifying needs and opportunities that will help to improve their sustainability.

 **Vision 1.4:** vision for the parishes of the Gloucester Fringe

# Making Places: shaping the future of the Gloucester fringe

## What does the Strategy look like?



## Settlement hierarchy and key growth and development opportunities:

### Parishes:

- Hardwicke
- Haresfield
- Harescombe
- Brookthorpe-with-Whaddon
- Upton St Leonards

### Major villages:

"Local Service Centre":  
● Hunts Grove, Hardwicke (anticipated)

"Settlements with limited facilities":  
● Hardwicke village  
● Upton St Leonards

### Strategically significant city:

Regionally important service centre: Gloucester's urban area includes Hardwicke and Upton St Leonards

### Town Centres:

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

### New Centres:

Location for a new local service centre (Hunts Grove)

The parishes of the Gloucester fringe vision area

Strategic growth areas

Employment areas (outside of town centres)

Strategic employment areas outside of Stroud District

Existing / ongoing growth area, due to be completed during plan period:  
i) Hunts Grove  
ii) Brockworth

Conserving and enhancing the Cotswolds AONB

Railway station (main line)

Location safeguarded for potential new railway station

Motorway Service Area

Javelin Park Waste Core Strategy allocation

Stroud District boundary

Vision Diagram 1.4:  
spatial vision for Gloucester's rural fringe



## How are we going to get there?

### 3.49 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, bringing the total up to 2,500 homes over the plan period (up to 2031) and becoming effectively a "Local Service Centre" in our settlement hierarchy. Hunts Grove, together with adjacent Quedgeley East, will represent a single key focus for development on the Gloucester fringe
2. The Gloucester fringe 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
3. Appropriate development will be supported to sustain Hardwicke and Upton St Leonards in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
4. Conserve and enhance the landscape and built character of the urban/rural fringe to provide a strong and high quality edge to the City of Gloucester. 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
5. Safeguard the AONB and supportive landscapes from development pressure
6. 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
7. Avoid development that would increase the risk of flooding elsewhere or be at risk itself
8. 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)
9. Managed and accessible countryside for leisure, recreation and health
10. 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
11. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

## 3.40 Opportunities, growth and key projects:

- Utilise land to the south of the approved Hunts Grove development area (1,750 homes under construction) as an extension to deliver 750 more homes and supporting infrastructure as an integral part of the whole Hunts Grove new community area. Through comprehensive masterplanning, demonstrate how the extension would complement the existing development to deliver a cohesive, well-connected and accessible community with convenient access to local services and facilities, including basic convenience shopping and community infrastructure
- A focus for employment growth and intensification at key employment sites near to Hunts Grove including an additional 13 ha at Quedgeley East
- Increasing open space provision as there is a 3.7 ha current shortage in outdoor play space
- Land at Naas Lane (on the Hunts Grove development site) has been safeguarded as a location for a potential new railway station. The land should continue to be safeguarded as part of any new masterplan and appropriate contributions sought from development towards the provision of a railway station on the Gloucester-Bristol line, subject to the plans of Network rail
- New M5 Motorway Service Area (at Ongers Farm, Brookthorpe parish)
- Land at Javelin Park is allocated in the Waste Core Strategy for a strategic residual recovery facility

## 3.41 Key supporting evidence base:

- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study 2013
- Cotswold AONB management plan
- Parish plans
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs (including guiding delivery of strategic sites)
- Place-specific masterplans, development and design briefs to shape the delivery of strategic sites
- Strategic Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

# Making Places: shaping the future of the Gloucester fringe

## Policies that will help to implement the Gloucester Fringe vision:

Most of the policies contained within this Plan will be applicable to various forms of development on the Gloucester fringe. However, the following policies have particular spatial relevance to this part of the District:

### Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

### Chapter 3: Making Places: shaping the future of the Gloucester fringe

Site Allocations Policy SA4 Hunts Grove strategic site allocation

Site Allocations Policy SA4a Quedgeley East strategic site allocation

### Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

### Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery policy ES4 Water resources, quality and flood risk

Delivery Policy ES7 Landscape character

Delivery Policy ES11 Maintaining, restoring and regenerating the District's canals





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).

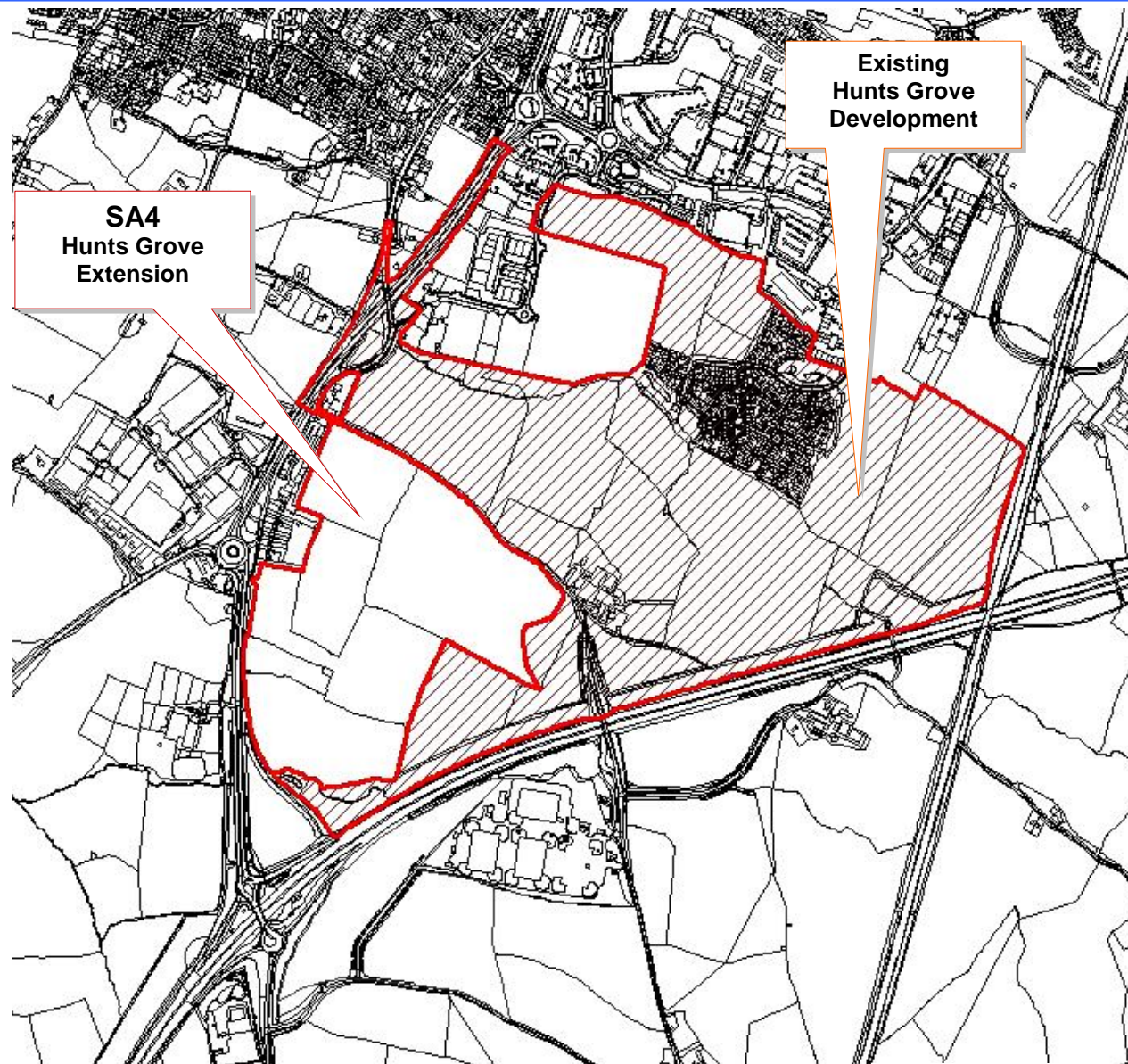
The development proposals for the Hunts Grove extension should be accompanied by a comprehensive masterplan, to be approved by the local planning authority, which demonstrates how the additional development will be integrated into the Hunts Grove new community and how the following components will be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

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 to 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 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).

- 3.52 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 amount of housing. It will also support and extend the community infrastructure planned for in this location.
- 3.53 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.
- 3.54 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.
- 3.55 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.
- 3.56 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.

# Making Places: shaping the future of the Gloucester fringe

## Site Allocation SA4 Hunts Grove Extension



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**NOT TO SCALE**

# Making Places: shaping the future of the Gloucester fringe

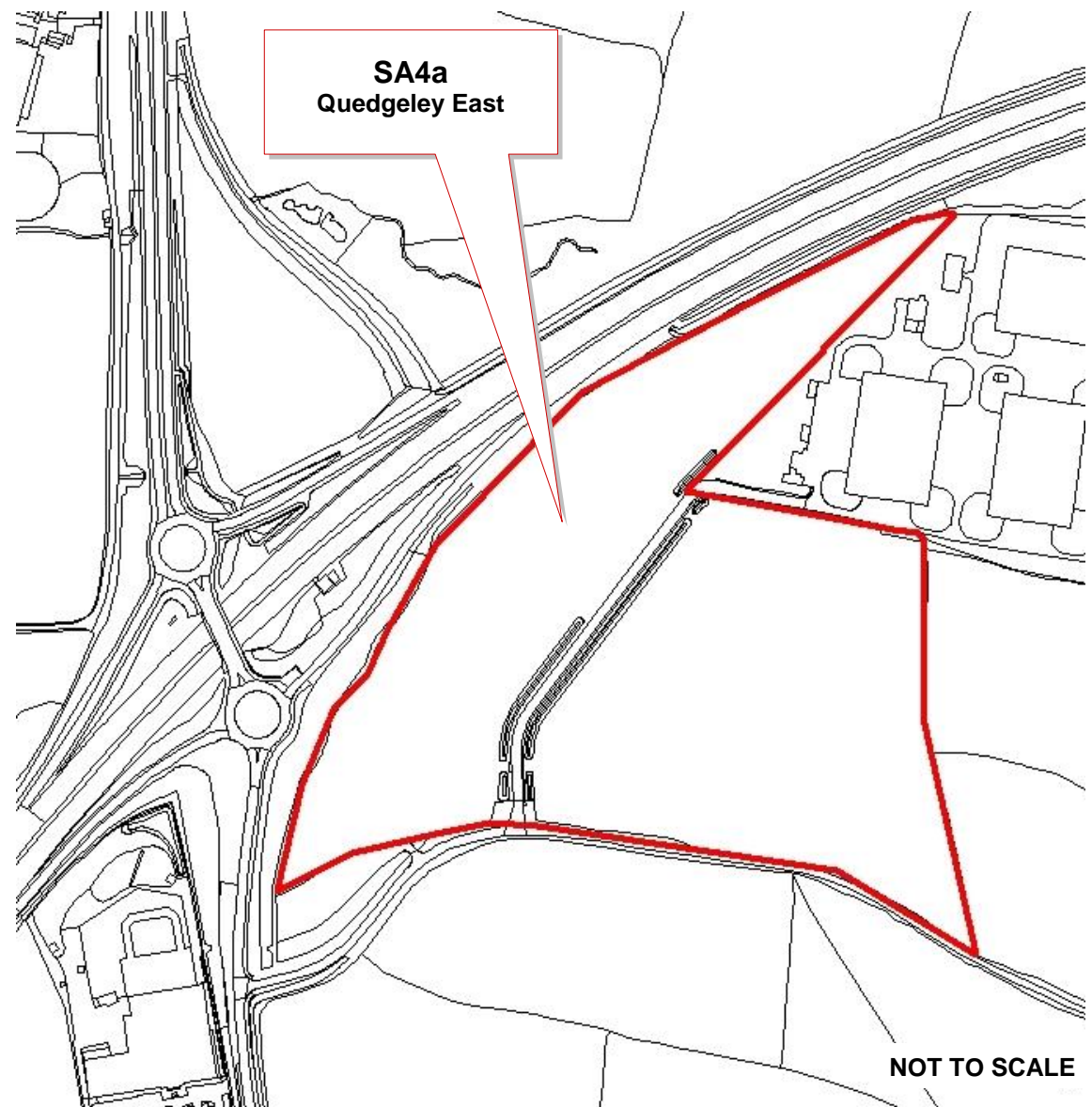
## Site Allocations Policy SA4a Quedgeley East

Land at Quedgeley East (13 hectares), as identified on the policies map, is allocated for B1-B8 employment uses.

The development of the site will provide contributions to off-site highway works including public transport, pedestrian and cycle links to Gloucester city, Stonehouse and Stroud, in accordance with the recommendations of the evidence base transport assessments.

The development must help to reduce the flood risk to the adjacent M5 motorway, by providing floodplain storage on site and keeping the floodplain and flow paths as open space.

## Site Allocation SA4a Quedgeley East



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- 3.57 Land at Quedgeley East, located adjacent to the existing Quedgeley East Business Park, is allocated for a mix of B1-B8 uses, providing opportunities to extend and improve the employment offer at the existing Business Park. Access to be achieved from the existing Business Park access on to the B4008. Contributions will be sought to improve connectivity of the site to the wider local area.
- 3.58 The Council will seek opportunities to reduce the overall level of flood risk in the area, including flooding to the M5 motorway, through the layout and form of the development, the appropriate application of sustainable drainage systems and increased flood storage capacity. There will be no built development in flood zones 2, 3a or 3b. If car parking cannot be avoided in flood risk locations, it should only be allowed if appropriate management plans are agreed and implemented. The plans must demonstrate appropriate flood resilience measures, including safe access and escape routes in the event of a flood. A site specific Flood Risk Assessment will need to accompany any planning application, to address the recommendations within the Sequential Test Document and SFRA Level 2.

## Berkeley cluster

**Vision to 2031: boosting vitality by making the most of our natural resources, leisure and tourism**

### A STRATEGIC GROWTH AREA

#### Where are we now?

**3.59** 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). With the closure of the Vale of Berkeley School, the nearest secondary school is Rednock in Dursley (10km away). Berkeley hospital has also recently closed and relocated to Dursley. The closure of Berkeley Nuclear Power Station has had an impact on local employment opportunities. Whilst Sharpness Docks is a thriving and busy port, the former employment allocations have not been taken up as envisaged in the 2005 Local Plan and accessibility remains an issue.

**3.60** 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 (which can see up to 2,600 visitors in a day).

#### **3.61 Key issues and top priorities:**

Public consultation and our evidence base have shown the following points to be high priorities for residents of the parishes surrounding Berkeley:

- \* Providing for job opportunities across the District
- \* Protecting and enhancing our historic environment
- \* Minimising waste generation and increasing recycling
- \* Providing resilience to flood risk
- \* Maintaining and improving the sustainability of our villages
- \* Conserving and enhancing Stroud District's countryside and biodiversity

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy


#### Where do we want to be?

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.

The town's vitality will also benefit from increased visitor numbers and passing trade, drawn to the area for work or leisure. Improvements to the working environment and leisure amenities at nearby Sharpness and proposals for the Gloucestershire Science and Technology Park at the former Berkeley Nuclear Power Station site will provide a local boost, acting together with other attractions (including Berkeley Castle, Jenner Museum, Slimbridge Wildfowl and Wetlands Trust 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. 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.

 [Vision 1.5](#): vision for the parishes around Berkeley

# Making Places: shaping the future of the Berkeley cluster

## What does the Strategy look like?

### Settlement hierarchy and key growth and development opportunities:

#### Parishes:

- Berkeley
- Ham & Stone
- Alkington
- Hamfallow
- Hinton
- Slimbridge

#### Towns:

"Local Service Centre":

- Berkeley

#### Major villages:

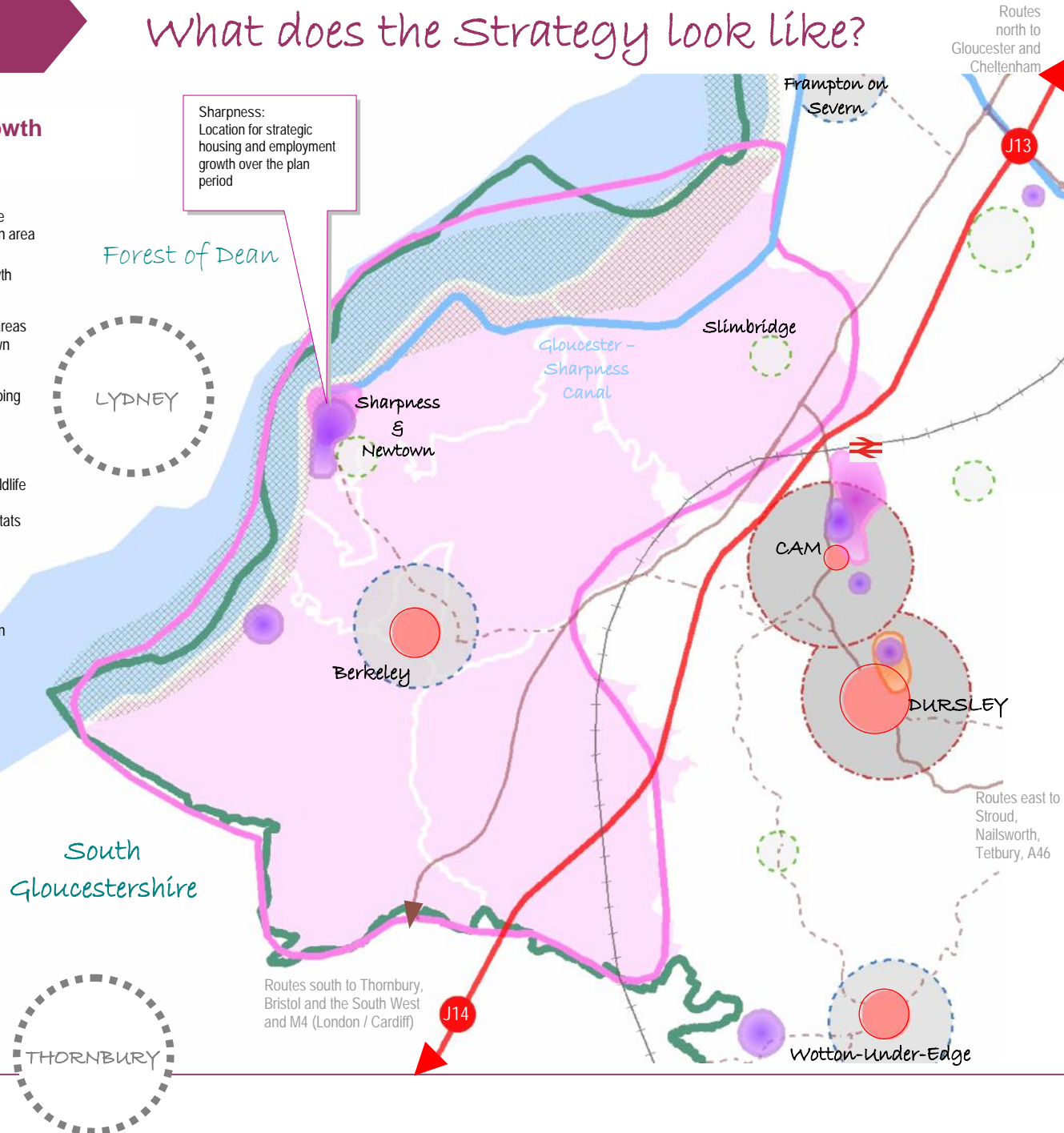
"Settlements with limited facilities":

- Newtown and Sharpness
- Slimbridge

#### Town Centres:

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

- Parishes of the Berkeley vision area
- Strategic growth areas
- Employment areas (outside of town centres)
- Existing / ongoing growth areas (Littlecombe, Dursley)
- Conserving wildlife and natural estuarine habitats
- Stroud District boundary
- Railway station (main line)



Vision Diagram 1.5: spatial vision for the parishes around Berkeley



## How are we going to get there?

### 3.62 Guiding principles:

1. A vision for the regeneration of Sharpness Docks will be progressed including up to 300 new homes over the plan period (up to 2031) 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; land here will represent a key strategic allocation in this 'vision area' to deliver this growth and sustain Sharpness / Newtown in its role as a Settlement with Limited Facilities (as defined in the proposed settlement hierarchy for the district)
2. The former Berkeley Power Station site will be redeveloped as the Gloucestershire Science and Technology Park, to include educational, training and research facilities, together with B1-B8 uses and uses associated with the decommissioning process
3. These will be the only strategic locations for development on the Severn floodplain: other strategic sites will be targeted elsewhere in the District, in order to minimize flood risk and ensure that the District's future growth is resilient to climate change. Detailed flood risk assessments will be required
4. Appropriate development will be supported to boost Berkeley's role as a Local Service Centre for surrounding communities and to sustain Slimbridge as a Settlement with Limited Facilities; lower-tier defined settlements will see minimal levels of development except where it addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
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 - with particular emphasis on the conservation areas at the heart of Berkeley and at Sharpness Docks
7. Protect and enhance high quality natural landscape and estuarine habitats, including the nationally and internationally protected sites
8. Adequate and timely infrastructure to tackle wastewater generated by development, in agreement with the relevant water companies
9. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.



## 3.63 **Opportunities, growth and key projects:**

- 300 new homes plus significant employment development and a tourism-led mixed use waterfront development at Sharpness Docks
- Gloucestershire Science and Technology Park at the former Berkeley Nuclear Power Station site

## 3.64 **Key supporting evidence base:**

- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Town Centres & Retailing Study (2010)
- Parish plans
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs (including guiding delivery of strategic sites)
- Place-specific masterplans, development and design briefs to shape the delivery of strategic sites
- Stroud Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

# Making Places: shaping the future of the Berkeley cluster

## Policies that will help to implement the Berkeley vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Berkeley area. However, the following policies have particular spatial relevance to this part of the District:

### Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

### Chapter 3: Making Places: shaping the future of the Berkeley cluster

Site Allocations Policy SA5 Sharpness Docks strategic site allocation

Site Allocations Policy SA5a Sharpness strategic site allocation

### Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

### Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI2a Former Berkeley Power Station

Delivery Policy EI7 Non retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

Delivery Policy EI15 Protection of freight facilities at Sharpness Dock

### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery policy ES4 Water resources, quality and flood risk

Delivery Policy ES6 Providing for biodiversity and geodiversity

Delivery Policy ES11 Maintaining, restoring and regenerating the District's canals



# Making Places: shaping the future of the Berkeley cluster

## Site Allocations Policy SA5

### 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

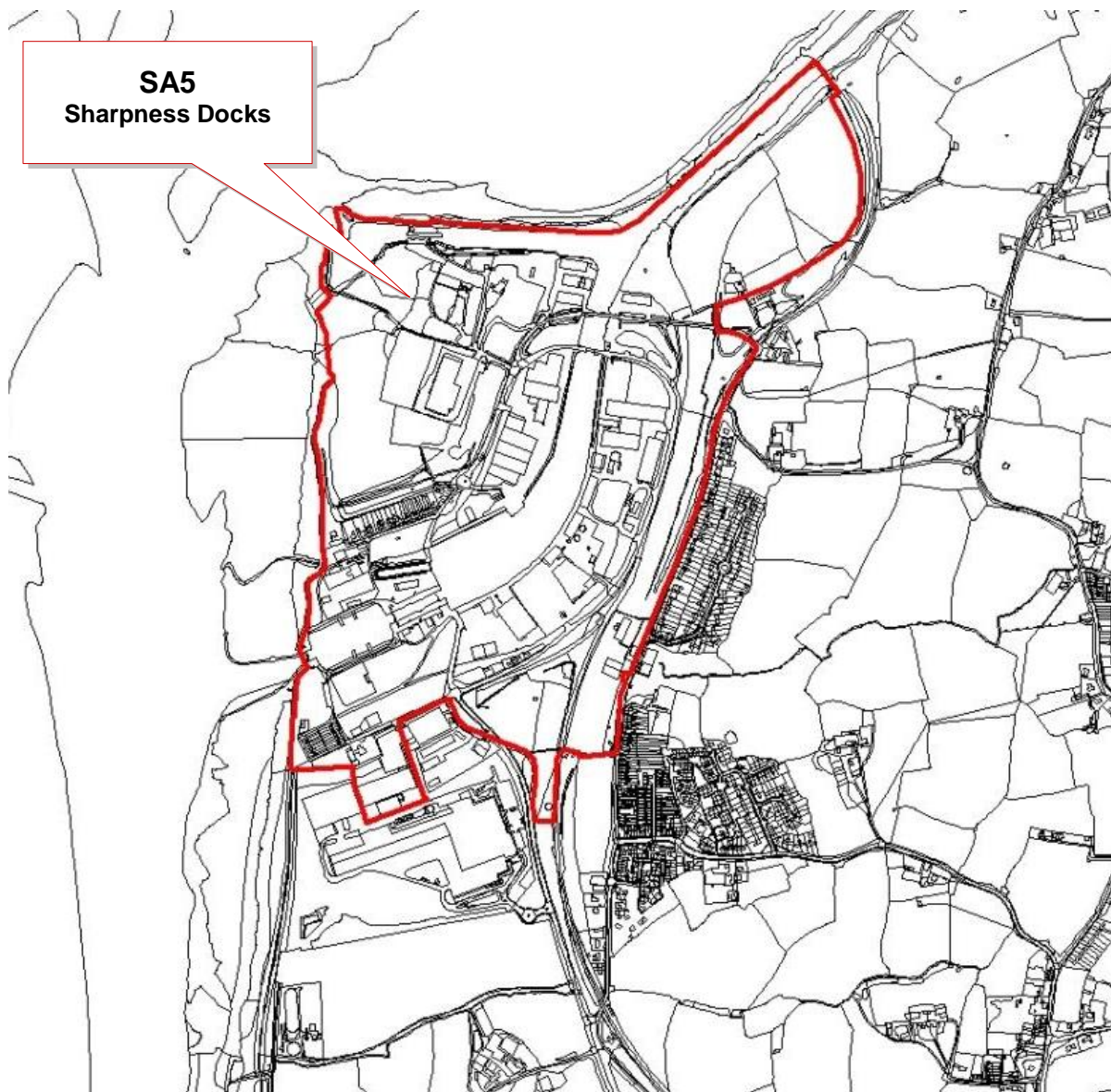
10. Vehicular access from Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west, including safe access and egress during flood events
11. Traffic calming measures within the development and locality, as approved by the Highways 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.

# Making Places: shaping the future of the Berkeley cluster

## Site Allocation SA5 Sharpness Docks



3.65 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.

3.66 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

- 3.67 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 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.
- 3.68 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;
  - 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.

- 3.69 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.
- 3.70 Community provision associated with new residential development will include accessible natural greenspace and public outdoor playing space and contributions towards off-site education provision.
- 3.71 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.

# Making Places: shaping the future of the Berkeley cluster

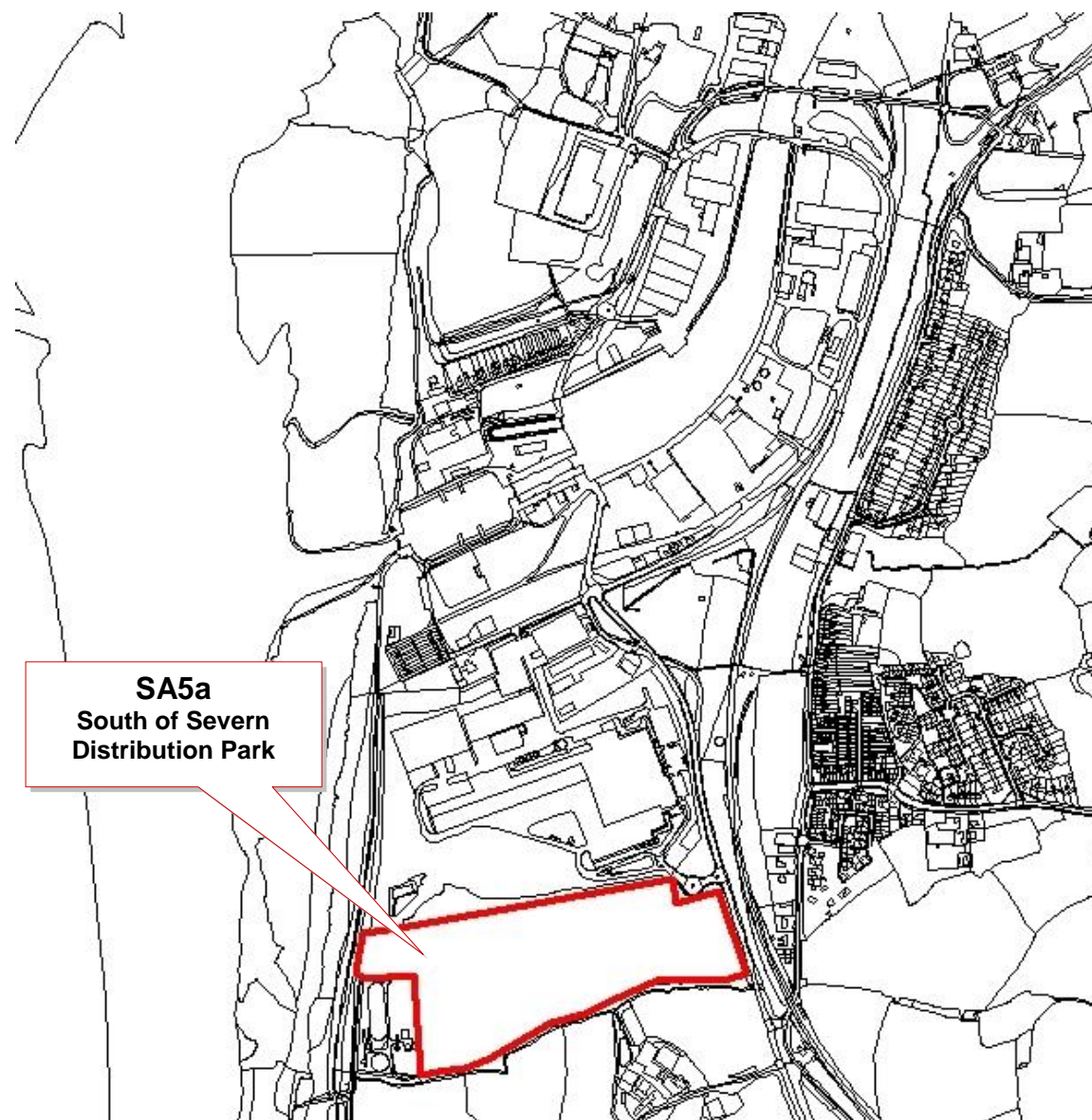
## Site Allocations Policy SA5a South of Severn Distribution Park

Land south of Severn Distribution Park (9.8 hectares), as identified on the policies map, is allocated for B2-B8 employment uses. The development of the site will provide contributions to off-site highway works including public transport, pedestrian and cycle links to Newtown, Berkeley and Dursley, and other infrastructure including flood defences and biodiversity.

Development must be located towards the part of the site at lowest risk in the northern extent of the site (Flood Zone 1). Wherever possible, identified hazard risk areas should be kept as open space, or the type of development should be compatible with the risk areas. It must also be ensured that safe access to and egress from the site can be achieved for the 1 in 200 year climate change scenario.

- 3.72 Land south of Severn Distribution Park, is allocated for B2 or B8 uses as an extension to the existing park. Access will be achieved off the existing access from the B4066. Contributions will be sought to improve connectivity of the site to the wider local area.
- 3.73 The Council will seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development and through financial contributions towards the flood defences and their maintenance, where appropriate. Development here will need to comply with habitats regulations assessment recommendations and should include the appropriate application of sustainable drainage systems and the creation of space for flooding to occur by improving flood flow pathways.

## Site Allocation SA5a South of Severn Distribution Park



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NOT TO SCALE

## Severn Vale

**Vision to 2031: Maintaining a distinctive rural way of life and strengthening the resilience of the area's communities, built heritage and natural environment**

### Where are we now?

- 3.74 With much of this area falling within the functional floodplain of the Severn, it has a generally low lying open and flat landscape with the exception of some hillocks that the River meanders around. 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.
- 3.75 The farming community is strong and holdings range from medium-scale dairy, arable and beef 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 (the only settlement meeting the criteria of a "local service centre" in our proposed settlement hierarchy) has an exceptional built heritage, with a high number of listed buildings set around a very distinctive, long village green.
- 3.76 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 with more than half living there more than 10 years. The area is becoming well known for day tourism for walkers, cyclists and horse-riders. There are no major employment areas within this cluster.

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy


### Where do we want to be?

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 canal. 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 and cycling routes.

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.

 **Vision 1.6:** vision for the parishes of the Severn Vale

### 3.77 Key issues and top priorities:

Public consultation and our evidence base have shown the following points to be high priorities for residents of the Severn Vale parishes:

- \* Achieving a better transport system to help reduce CO<sub>2</sub> emissions
- \* Minimising waste generation and increasing recycling
- \* Contributing to the provision of renewable and low-carbon energy generation in the District
- \* Providing for job opportunities across the District
- \* Maintaining and improving the sustainability of our villages
- \* Providing resilience to flood risk





# Making Places: shaping the future of the Severn Vale

## What does the Strategy look like?

Vision Diagram 1.6:  
spatial vision for the Severn parishes

### Settlement hierarchy and key growth and development opportunities:

#### Parishes:

- Arlingham
- Elmore
- Frampton on Severn
- Fretherne with Saul
- Longney
- Moreton Valence
- Whitminster

- Parishes of the Severn Vale vision area
- Stroud District boundary

#### Major villages:

"Local Service Centre":  
● Frampton on Severn

"Settlements with limited facilities":  
● Whitminster

#### Growth and development:

- Strategic growth areas
- Employment areas (outside of town centres)
- Existing / ongoing growth areas
- Canal conservation and restoration
- Saul Junction: a gateway to the Cotswold Canals
- Conserving wildlife and natural estuarine habitats
- Moreton Valence Waste Core Strategy Allocation

#### Strategically significant city:

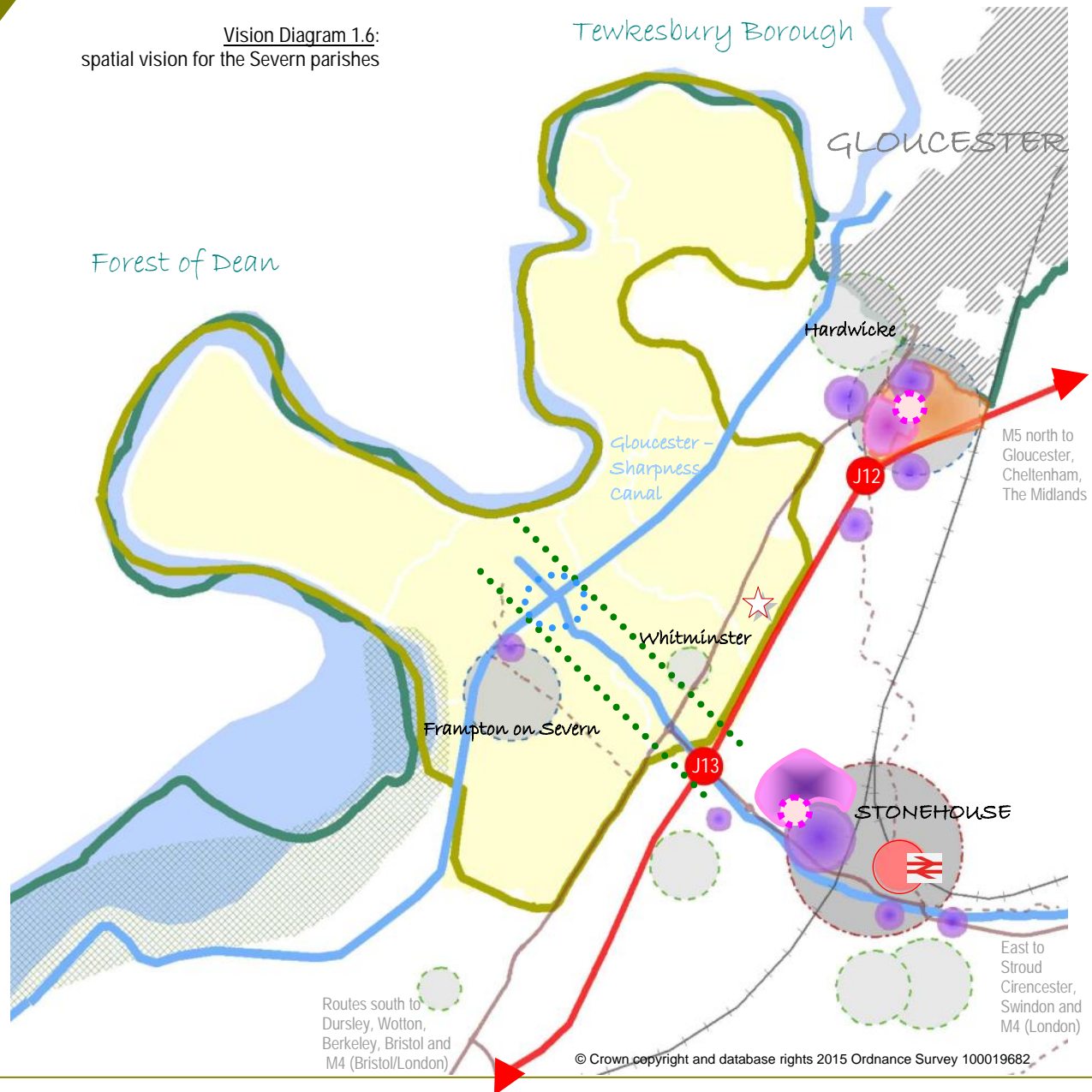
Regionally important service centre: Gloucester's urban area includes nearby Hardwicke

#### Town Centres:

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

#### New Centres:

Locations for a new local service centres



## How are we going to get there?

### 3.78 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 boost Frampton on Severn's role as a Local Service Centre for surrounding communities and to sustain Whitminster as a Settlement with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
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 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
7. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

### Policies that will help to implement the Severn Vale vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Severn Vale area. However, the following policies have particular spatial relevance to this part of the District:

#### Chapter 4: Homes and Communities

Core Policy CP10      Gypsy, Traveller and Travelling Showpeople Sites

#### Chapter 5: Economy and Infrastructure

Delivery Policy EI1      Key employment sites

Delivery Policy EI13      Protecting and extending our cycle routes

#### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2      Renewable or low carbon energy generation

Delivery Policy ES4      Water resources, quality and flood risk

Delivery Policy ES6      Providing for biodiversity and geodiversity

Delivery Policy ES10      Valuing our historic environment and assets

Delivery Policy ES11      Maintaining, restoring and regenerating the District's canals

## 3.79 **Opportunities, growth and key projects:**

- Ñ Canal conservation and restoration at the “gateway to the Cotswold Canals”
- Ñ Developing the Severn Estuary Flood Risk Management Strategy and Action Plan with the Environment Agency
- Ñ Increasing open space provision as there is a 0.8 ha current shortage in children’s play space
- Ñ Improvements to rural broadband
- Ñ Land at Moreton Valence is allocated in the Waste Core Strategy for a strategic residual recovery facility

## 3.80 **Key supporting evidence base:**

- Stroud District Outdoor Play Space Study 2013
- Industrial Heritage Conservation Area Design Guide SPA (2008)
- Industrial Heritage Conservation Area Management Proposals SPD (2008)
- Parish plans
- Design statements: Longney & Epney (adopted as SPA, 2011)
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs
- Conservation Area Statement: Frampton on Severn (2008)
- Strategic Flood Risk Assessment (Levels 1 and 2) and Flood Risk Sequential Test (2014)
- Stroud Infrastructure Delivery Plan (2014)

## Wotton cluster

**Vision to 2031: Improving access to jobs, services and facilities in the south of the District, to boost local sustainability and community vitality**

### Where are we now?

- 3.81 This is a largely rural area (population 8,000+, with 5,500 based in Wotton itself) 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.
- 3.82 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. 74% of working people commute to surrounding towns and cities (it is relatively close to Bristol and to Oldbury Power Station, another major employer), but the town itself is still commercially active. There are a good range of shops and services in the town including an agricultural market, a local cinema and swimming pool.
- 3.83 Accessibility is an issue in all communities. In the town, a combination of car-reliance, topography and historic street layout can lead to congestion. In the villages and hamlets public transport is poor. All the local communities are active with a wide range of community groups. Unemployment is low, as is crime.
- 3.84 **Key issues and top priorities:**

Public consultation and our evidence base have shown the following points to be high priorities for residents of Wotton-Under-Edge and surrounding parishes:

- \* Providing for job opportunities across the District
- \* Improving the vitality and viability of our town centres
- \* Maintaining and improving the sustainability of our villages
- \* Conserving and enhancing Stroud District's countryside and biodiversity
- \* Achieving a better transport system to help reduce CO<sub>2</sub> emissions
- \* Minimising waste generation and increasing recycling


This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy

### Where do we want to be?

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. The impacts of this proximity will always be felt and Stroud District can never compete with Bristol's employment, retail and leisure offer. But 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. The south of the District will benefit from the growth of a major employment 'hub' at Cam, as well as the revitalisation of Dursley as an Accessible Local Service Centre.

Wotton-under-Edge itself will continue to be a town with commercial activity and local employment, meeting the everyday needs of its surrounding rural communities. 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 cultural and leisure facilities, such as the Picture House.

Whilst this area will not see growth on a 'strategic' scale, 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.

 **Vision 1.7:** vision for the parishes around Wotton-Under-Edge



# Making Places: shaping the future of the Wotton cluster

## What does the Strategy look like?

### Settlement hierarchy and key growth and development opportunities:

#### Parishes:

- Wotton-Under-Edge
- North Nibley
- Kingswood
- Alderley
- Hillesley & Tresham

#### Towns:

##### "Local Service Centre":

- Wotton-Under-Edge

#### Major villages:

##### "Settlements with limited facilities":

- Kingswood
- North Nibley

#### Town Centres:

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



Parishes of the Wotton Under Edge vision area



Stroud District boundary

#### Growth and development nearby:



Strategic growth areas



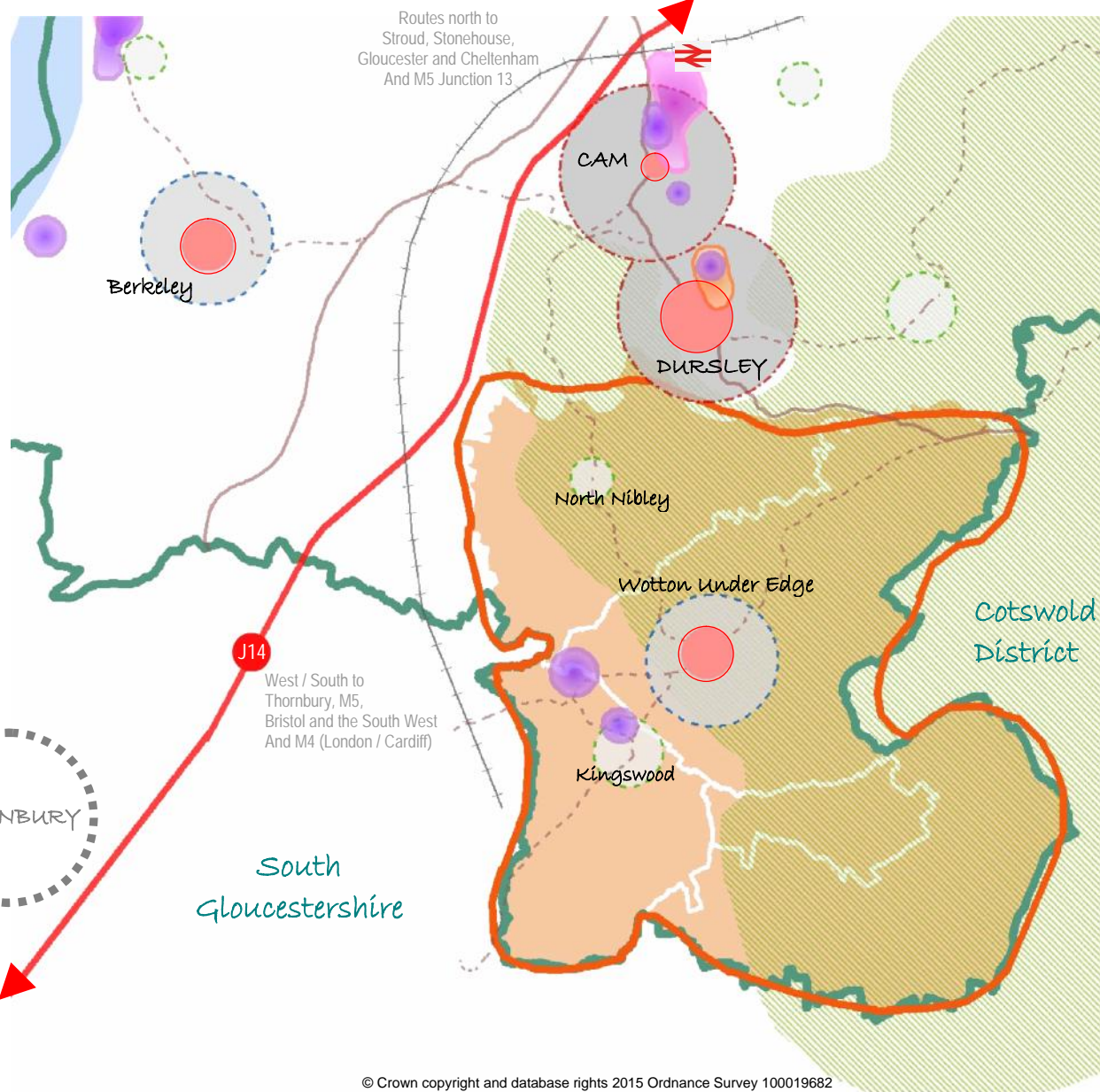
Employment areas (outside of town centres)



Existing / ongoing growth areas



Conserving and enhancing the Cotswolds AONB



Vision Diagram 1.7:

spatial vision for the parishes around Wotton-Under-Edge

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## How are we going to get there?

### 3.85 **Guiding principles:**

1. This area will see no strategic development over the plan period
2. Appropriate development will be supported to boost Wotton-Under-Edge's role as a Local Service Centre for surrounding communities, aiming to sustain and improve high street vitality
3. Appropriate development will be supported to sustain Kingswood and North Nibley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
4. 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
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 Wotton-Under-Edge, Kingswood and the small village of Alderley
6. Conserve and enhance high quality natural landscape, including the AONB and its setting
7. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

### **Policies that will help to implement the Wotton vision:**

Most of the policies contained within this Plan will be applicable to various forms of development in the Wotton area. However, the following policies have particular spatial relevance to this part of the District:

#### **Chapter 4: Homes and Communities**

Core Policy CP10	Gypsy, Traveller and Travelling Showpeople Sites
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#### **Chapter 5: Economy and Infrastructure**

Core Policy CP12	Town centres and retailing
Delivery Policy EI1	Key employment sites
Delivery Policy EI7	Non-retail uses in primary frontages
Delivery Policy EI9	Floorspace thresholds for impact assessments

#### **Chapter 6: Our Environment and Surroundings**

Delivery Policy ES2	Renewable or low carbon energy generation
Delivery Policy ES7	Landscape character
Delivery Policy ES10	Valuing our historic environment and assets

## 3.86 **Opportunities, growth and key projects:**

- Wotton-Under-Edge Community Sports Foundation: outdoor sports and recreation facility (land to rear of Katherine Lady Berkeley school)
- Increasing open space provision as there is a 7.9 ha current shortage in outdoor play space
- Potential for modest development at Old Town or Haw Street / Market Street, Wotton
- Wotton has the potential to increase its 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
- There are opportunities to improve the quality of comparison goods floorspace provision within Wotton
- Several brownfield sites exist within Wotton and Kingswood, with potential for re-use and regeneration
- Improvements to rural broadband

## 3.87 **Key supporting evidence base:**

- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study (2013)
- Cotswold AONB management plan
- Parish plans
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs

## Cotswold cluster

**Vision to 2031: 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**

### Where are we now?

**3.88** This cluster of parishes falls entirely within the Cotswold 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 (6,300 population collectively). Residents of these parishes make up just 6% of the total District population, spread over a large land area.

**3.89** The Cotswolds are world-renowned for their landscape and the pretty limestone villages that populate it. 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 and a common perception is that that second homes and holiday homes are affecting rural communities' vitality (vacant and second homes account for over 8.7% of households in these parishes according to the 2011 census, around double the District average). 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 (29%) of residents are retirement aged, while 42% of all households in these parishes are headed by people aged 65 and over (2011 census). The loss of traditional skills is perhaps the most significant issue for the future management of the landscape.

**3.90 Key issues and top priorities:**

Public consultation and our evidence base have shown the following points to be high priorities for residents of the Cotswold parish cluster:

- \* Maintaining and improving the sustainability of our villages
- \* Conserving and enhancing Stroud District's countryside and biodiversity
- \* Improving the vitality and viability of our town centres
- \* Meeting the needs of an increasingly elderly population
- \* Providing for job opportunities across the District
- \* Protecting and enhancing our historic environment

This vision is meant to be an aspirational glimpse of the future: something that we can all work towards and a goal that will help to guide future policy and strategy


### Where do we want to be?

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.

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. Although none of the settlements 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.

 [Vision 1.8: vision for the Cotswold parishes](#)



# Making Places: shaping the future of the Cotswold cluster

## What does the Strategy look like?

### Settlement hierarchy and key growth and development opportunities:

#### Parishes:

- Painswick
- Bisley-with-Lyplatt
- Miserden
- Cranham
- Pitchcombe

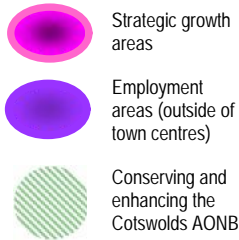


#### Towns and major villages:

"Settlements with limited facilities":

- Painswick
- Bisley
- Oakridge Lynch

#### Growth and development nearby:

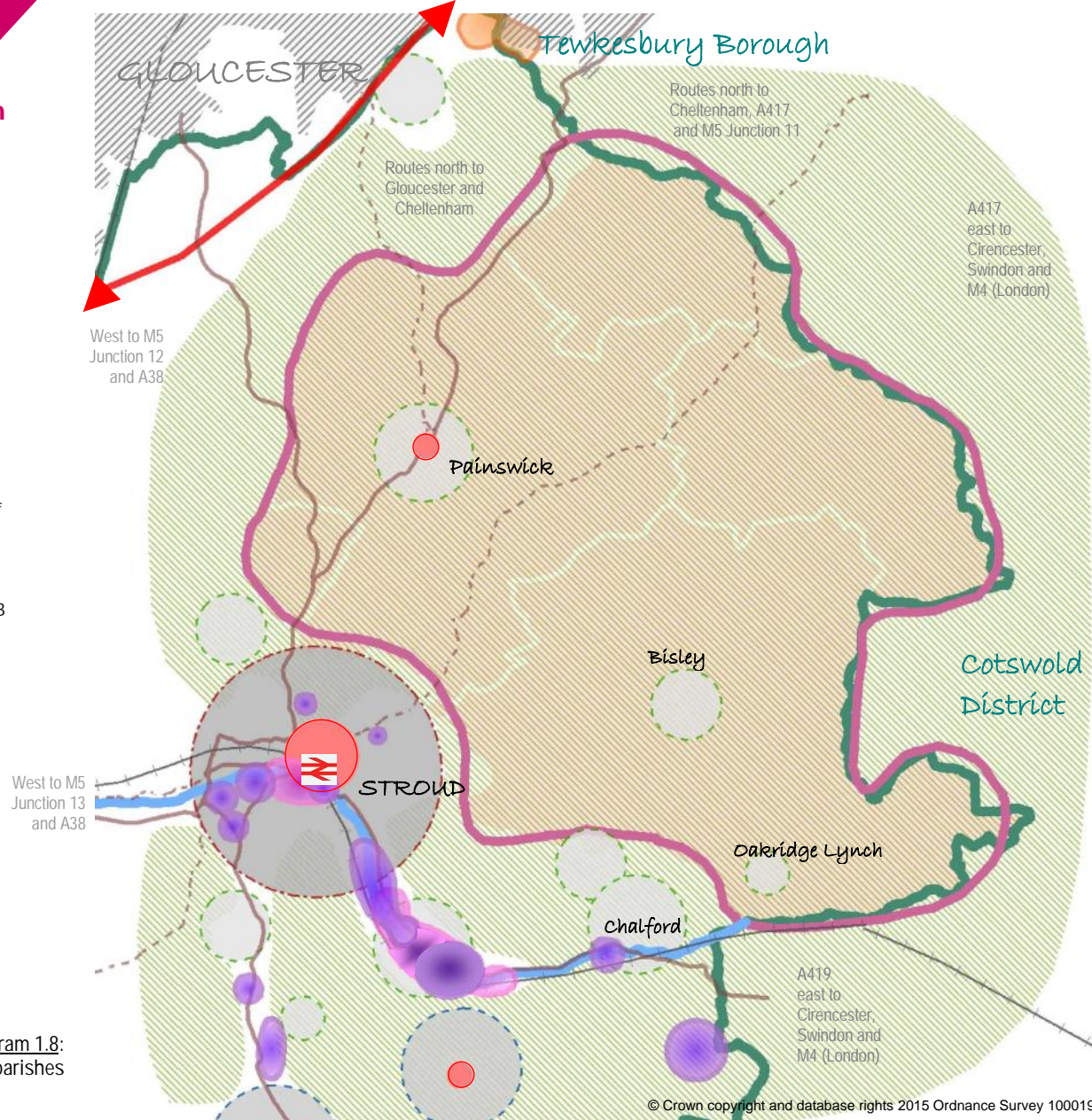


#### Strategically significant city:



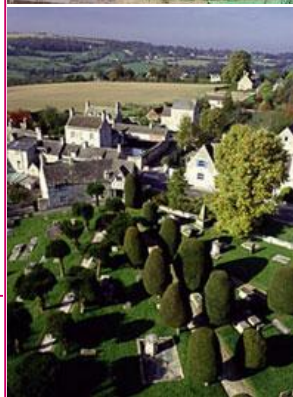
#### Town Centres:

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



Vision Diagram 1.8:  
spatial vision for the Cotswold parishes

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## How are we going to get there?

### 3.91 Guiding principles:

1. This area will see no strategic development over the plan period
2. Appropriate development will be supported to sustain Painswick, Bisley and Oakridge Lynch in their roles as Settlements with Limited Facilities, and additionally to enhance Painswick's secondary role as a destination town for visitors and tourists; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
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
6. Address any local constraints and recommendations identified in the Stroud Infrastructure Delivery Plan.

### Policies that will help to implement the Cotswold vision:

Most of the policies contained within this Plan will be applicable to various forms of development in the Wotton area. However, the following policies have particular spatial relevance to this part of the District:

#### Chapter 4: Homes and Communities

Core Policy CP10	Gypsy, Traveller and Travelling Showpeople Sites
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#### Chapter 5: Economy and Infrastructure

Core Policy CP12	Town centres and retailing
Delivery Policy EI9	Floorspace thresholds for impact assessments

#### Chapter 6: Our Environment and Surroundings

Delivery Policy ES2	Renewable or low carbon energy generation
Delivery Policy ES6	Providing for biodiversity and geodiversity
Delivery Policy ES7	Landscape character
Delivery Policy ES10	Valuing our historic environment and assets
Delivery policy ES11	Maintaining, restoring and regenerating the District's canals

## 3.92 **Opportunities, growth and key projects:**

- Improvements to rural broadband
- Bisley Village Design Statement has identified a desire for a piece of land to be used for young people's recreation space. There is a 0.9 ha shortage in children's play space.

## 3.93 **Key supporting evidence base:**

- Cotswold AONB management plan
- Stroud District Town Centres & Retailing Study and Update (2010 & 2013)
- Stroud District Employment Land Study (2013)
- Stroud District Outdoor Play Space Study (2013)
- Parish plans
- Bisley Parish Design Statement (adopted as SPA 2010)
- Potential for future production of neighbourhood plans, bringing about locally-initiated development, to address locally-identified needs



# Homes and communities

# 4

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.

## What do we want for the future?

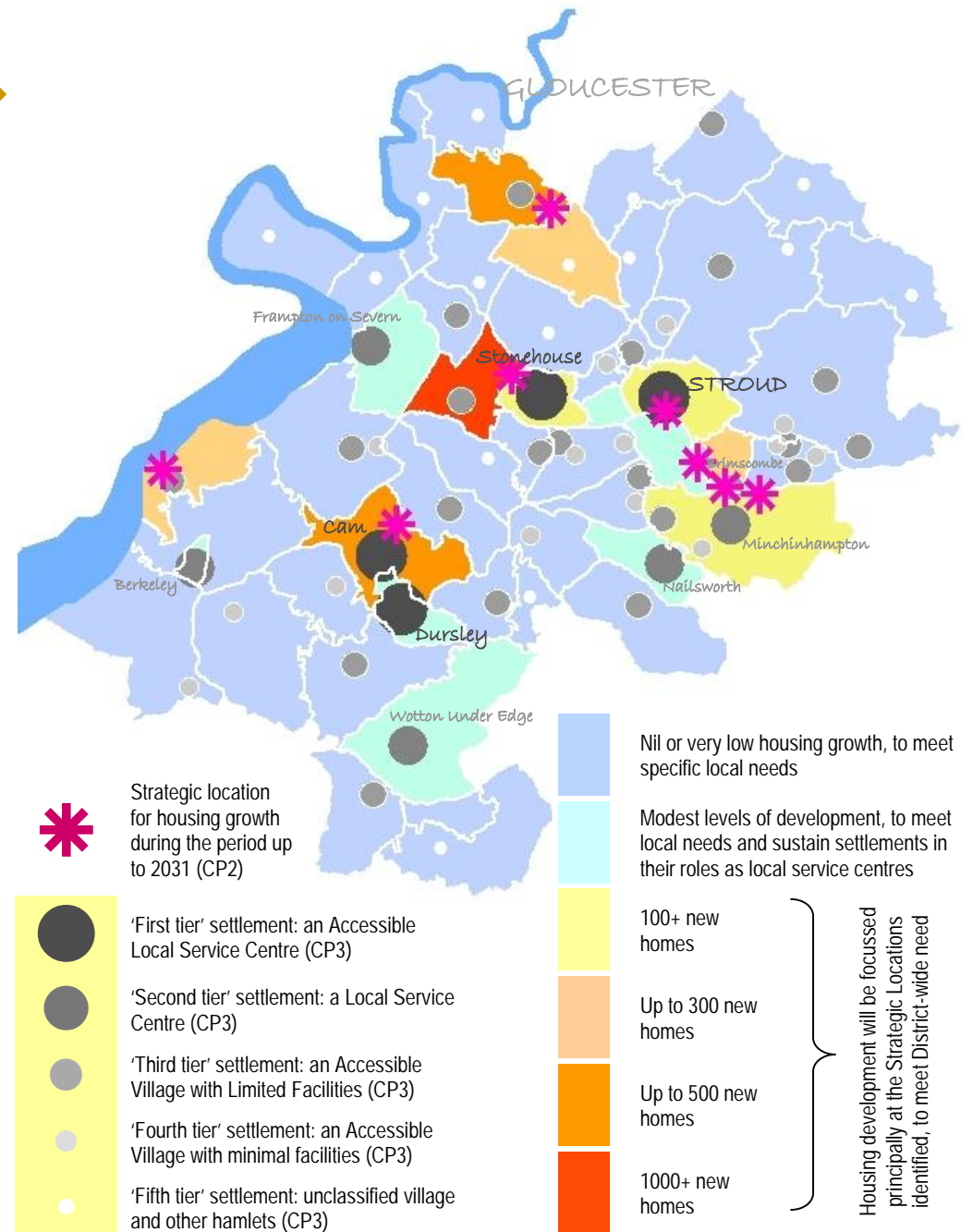
### Strategic Objective SO1: Accessible communities

Maintaining and improving accessibility to services and amenities for our communities, with:

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

- 4.1 This objective is all about ensuring that the right kinds of homes are provided in the right places at the right time, to meet our District-wide need for housing. It is also about making sure any future development contributes positively to the sustainability and accessibility of all our communities and that our ability to access services and facilities is helped and not hindered by development.
- 4.2 It makes sense to have a development strategy that would see most new development located within or adjacent to larger settlements, where people can benefit from existing facilities and services, which are readily available and accessible.
- 4.3 The Local Plan needs to plan for all of our long term housing needs, including facilitating a mix of tenures and accommodation to meet the needs of those people with special requirements and the needs of minority communities.

Fig.4 (map): Settlement hierarchy and the anticipated levels of housing growth in each parish during the remaining Plan period (up to 2031), based on the Local Plan's site allocations and anticipated (typical) levels of windfall development



## How are we going to get there?

## Policies designed to help deliver SO1

- CP2** Strategic growth and development locations
- CP3** Settlement hierarchy
- CP4** Place Making
- CP5** Environmental development principles for strategic sites
- CP6** Developer contributions to services, community facilities and infrastructure

**CP2** (backed up by strategic allocations **SA1 – SA5a**) sets out the overall strategy for distributing future housing growth and meeting the District's strategic housing needs throughout the Plan period. The settlement strategy (**CP3**) establishes the broad level and type of development that each of the District's defined settlements will experience during the Plan period. It sets out the role and function of each settlement, with a view to targeting future growth and development to the most sustainable and accessible places, as well as bolstering the District's crucial service centres.

This spatial plan is backed up by **CP4** which, together with **CP5**, aims to ensure that future development responds to local needs and local characteristics, and is well built and well integrated into our communities.

**CP6** is designed to ensure that necessary infrastructure and facilities are put in place to meet community needs; and that essential transport improvements take place to address any travel and transport consequences of new development.

- CP7** Lifetime communities
- CP8** New housing development
- CP9** Affordable housing
- CP10** Gypsy, traveller and travelling showpeople sites
  
- HC1** Meeting small scale housing need within defined settlements
- HC2** Providing new homes above shops in our town centres
- HC3** Strategic self-build housing provision
- HC4** Local housing need (exception sites)
- HC5** Replacement dwellings
- HC6** Residential sub-division of dwellings
- HC7** Annexes for dependents or carers
- HC8** Extensions to dwellings

The Plan aims to meet specific housing needs by delivering a well-integrated and appropriate mix of residential types and tenures, as well as just meeting overall target numbers, as **CP8** explains. **CP9** seeks to ensure an adequate and well-targeted supply of affordable housing across the District; while **HC4** sets out criteria for the development of sites outside of defined settlement boundaries, where such development would meet a specific local need for affordable homes within the community: an "exception" to the normal presumption that windfall housing will normally only be permitted inside urban areas and defined settlements (**HC1**). **CP10** establishes specific criteria for development that aims to meet the housing needs of gypsies and travellers.

The Plan recognises that our homes and communities need to be flexible, responsive and inclusive, and that needs change throughout a lifetime. Policy **HC8** aims to ensure that homes can be altered to meet changing needs, whilst remaining in keeping with surroundings and avoiding adverse impacts on neighbours. And **HC7** allows for situations where accommodation needs to be provided at home for dependents or their full time carers. **CP7** sets out how new development will be expected to contribute towards meeting the needs of all sections of the community and should help to encourage community cohesion through the provision of facilities for community use, for health, social care, leisure, education or play.

## How are we going to get there?

Policies designed to help deliver SO1

- EI2** Regenerating existing employment sites
- EI6** Protecting individual and village shops, public houses and other community uses
- EI10** Provision of new tourism opportunities
- EI11** Promoting sport, leisure and recreation

**EI2** identifies sites in some of the District's main settlements where the current employment potential and economic output can be boosted through targeted regeneration and mixed-use redevelopment, which could include a range of new homes and community facilities.

Policy **EI6** seeks to protect premises that provide key services and facilities, especially in rural settlements, and which often play an important role in community life.

**EI10** and **EI11** are designed to encourage the provision and growth of sport, leisure, recreation and tourism enterprises in accessible locations across the District.

- CP14** High quality sustainable development
- CP15** A quality living and working countryside
- ES12** Better design of places
- ES15** Provision of outdoor play space

Core Policy **CP14** (together with **ES12**) places the quality of design and development right at the heart of this Local Plan. It stresses the importance of careful design and layout in achieving development (of all kinds) that is truly integrated into its setting, with good, safe and convenient connections to surrounding facilities and amenities.

Preventing the proliferation of development on sites that are remote from existing settlements is important – such sites are generally not well placed for access to the services and facilities that their users will need. Whilst this Plan broadly aims to discourage unplanned development outside of the main urban areas and defined settlement boundaries, **CP15** recognises that sometimes it is impossible for essential development (such as affordable housing or community facilities) to be accommodated within settlements; this policy establishes criteria for such development, in order to help sustain, enhance and revitalise our rural communities.

**ES15** establishes a standard for the provision of community play space and equipment in association with new residential development.



## Core Policies

- 4.4 These policies sit at the heart of the Plan. They are the principal means of delivering the Plan's strategic objective to nurture accessible communities across the District (**SO1**), as well as meeting the District's housing needs in the most sustainable way.

### Achieving healthy and inclusive communities

- 4.5 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.
- 4.6 The Council recognises that household size and associated needs varies 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.
- 4.7 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.
- 4.8 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.

- 4.9 In implementing this policy, the Council will consider viability and deliverability aspects in accordance with national advice.

## Core Policy CP7

### Lifetime 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.

Proposals will need to demonstrate how the factors below have informed the development proposal:

- A. Lifetime accommodation
- B. Contribution to meeting the needs of those with an existing long standing family, educational or employment connection to the area.

## New housing development

- 4.10 The Council has produced a new Strategic Housing Market Assessment (SHMA) 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 SHMA in terms of different types, tenures and sizes.
- 4.11 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.
- 4.12 As set out in other proposed policies, developments will be expected to contribute to community infrastructure, including transport.
- 4.13 Good design is also an important requirement to ensure that development respects the local landscape and/or townscape and contributes to a low carbon future.
- 4.14 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 should take account of the District's housing needs, as set out in the Strategic Housing Market Assessment.

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 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. Enable provision of infrastructure 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

- 4.15 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 Housing Needs Surveys on a five year cycle, alongside Strategic Housing Market Assessments which highlight the need for affordable housing as well as for market housing. Affordable housing is defined as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
- 4.16 A SHMA update in 2015 identified an overall unadjusted need for affordable housing of 446 dwellings per annum after taking into account the committed supply. In terms of tenure, the SHMA update 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% intermediate tenure would be viable for the majority of sites.
- 4.17 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.
- 4.18 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. The Council will also support the buying of land, including through compulsory purchase where necessary, on which affordable homes could be built.

- 4.19 The Council has an affordable housing development programme which aims to provide 150 new affordable council dwellings over the period 2013 to 2018.
- 4.20 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 446 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.

All residential proposals of at least 4 dwellings (net) or capable of providing 4 dwellings (net) covering a net site area of at least 0.16 ha will provide at least 30% of the net units proposed as affordable dwellings, where viable.

On sites capable of providing less than four dwellings (net) a financial contribution to affordable housing of at least 20% of total development value will be expected (where viable) and will usually be secured through a s106 agreement or any equivalent future legal mechanism.

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

- 4.21 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.
- 4.22 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.
- 4.23 A new Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment for Gloucestershire has been produced. There is a need for 31 additional pitches and 8 plots to meet the identified needs of Gypsies & Travellers and Travelling Showpeople, respectively, to 2031. Planning permissions have been granted for 20 pitches and 8 plots which are under development and which will contribute towards meeting these needs in the early plan period.
- 4.24 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.

## 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 31 additional pitches is identified to meet Gypsy and Traveller residential needs from 2012 to 2031. A locally set target of 8 additional plots is also identified to meet Travelling Showpeople residential needs from 2012 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 a significant detrimental 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

- 4.25 These policies add detail to the interpretation and application of the Plan's development strategy and core policies.

### Residential development within urban areas, defined settlements and on strategic development sites

#### Delivery Policy HC1

##### Meeting small-scale housing need within defined settlements

Within defined settlement development limits, permission will be granted for residential development or redevelopment, 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 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 which is important to the character of the settlement
5. it would not result in the loss of locally valued habitat which supports wildlife
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. have a layout, access and parking appropriate to the site and its surroundings.
- 4.26 Defined settlement development limits 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.
- 4.27 Good design and landscaping are essential to ensure that new development is successfully integrated into its local context. Good design and landscaping addresses social and environmental concerns as well as visual and functional ones.
- 4.28 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 the Residential Design Guide, Community or Parish Design Statements as well as in future Neighbourhood Plans. 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. Design and Access Statements should indicate how relevant policy has been reflected in a proposed development.

- 4.29 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.
- 4.30 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 1 of the Policy.

## 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.

- 4.31 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.
- 4.32 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

### Strategic self-build housing provision

At strategic sites allocated within this Local Plan a minimum of 2% of the dwellings shall be to meet Government aspirations to increase self build developments, subject to appropriate demand being identified. In determining the nature and scale of any provision, the Council will have regard to viability considerations and site-specific circumstances. These schemes will:

1. Be individually designed, employing innovative approaches throughout that cater for changing lifetime needs
  2. Provide for appropriate linkages to infrastructure and day to day facilities
  3. Include a design framework to inform detailed design of the individual units, where more than one self build unit is proposed.
- 4.33 This policy is intended as a mechanism for supporting self-build development in appropriate locations, as sought in national policy. The Council will maintain a local register of self-builders who wish to acquire a suitable plot of land to build their own home, to evidence demand. The policy seeks to ensure that a genuinely innovative design approach and a high sustainable construction standard is achieved.
- 4.34 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.

- 4.35 On allocated strategic sites, 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.

## Other forms of residential development

- 4.36 Aside from the major strategic housing allocations, most development will take place on sites that lie within the defined settlement development limits shown on the Policies Map.
- 4.37 However, there are limited circumstances where certain forms of residential development on sites outside of defined settlements will be regarded as appropriate sustainable development. The following policy is designed to manage such development.

## Delivery Policy HC4

### Local housing need (exception sites)

Planning permission may be granted for affordable housing on sites adjoining identified settlement development limits. Such sites should be located adjoining an identified accessible settlement with limited 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 or fifth 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
2. the site is accessible to a range of local services, such as shops,

primary schools, healthcare and public transport

3. it is not subject to any other over-riding environmental or other material planning constraint
4. 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
5. the gross internal floor area of these dwellings shall comply with the latest recommended standards used by the Homes and Communities Agency.

- 4.38 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.

- 4.39 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, 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.

- 4.40 National policy suggests that local planning authorities should consider whether allowing some market housing on 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.

- 4.41 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. 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.

## 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 scale, form and footprint of the replacement dwelling is smaller than, or of a similar size to the existing dwelling (including any extensions), and the design does not detract from the character or appearance of its surroundings
3. a minor enlargement of the replacement may be permitted, but only to allow the dwelling to achieve a basic living standard and where the design does not detract from the character and appearance of the area
4. the existing dwelling is not a caravan or mobile home.

- 4.42 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.
- 4.43 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 Strategic Housing Market Assessment (SHMA) will continue to be used to monitor the housing market need and demand.
- 4.44 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.
- 4.45 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 plot to reduce flood risk.
- 4.46 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 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.

- 4.47 The Council will encourage the full and effective use of land in appropriate locations within existing urban areas. In particular, the conversion of 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.

- 4.48 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.
- 4.49 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.
- 4.50 Planning conditions may also be imposed to remove permitted development rights, so that control can be exercised over the future form of the building.

## 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 application will require a legal agreement 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 parking and amenity (garden) space.

- 4.51 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.
- 4.52 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.
- 4.53 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.

- 4.54 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.
- 4.55 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 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 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 any opportunity to enhance the energy efficiency of the existing dwelling or unit is taken.

4.56 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.

4.57 Guidance to help applicants to determine what may be acceptable can be found in adopted Parish or Community Design Statements, Conservation Area Statements and in the future 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.

### **'Live-work' units**

4.58 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.

4.59 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.

4.60 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.



# Economy and infrastructure

# 5

Supporting economic growth by delivering a range and mix of employment uses, sites and types in the most appropriate location for that particular use, supported by and integrated with housing and other community infrastructure

## What do we want for the future?

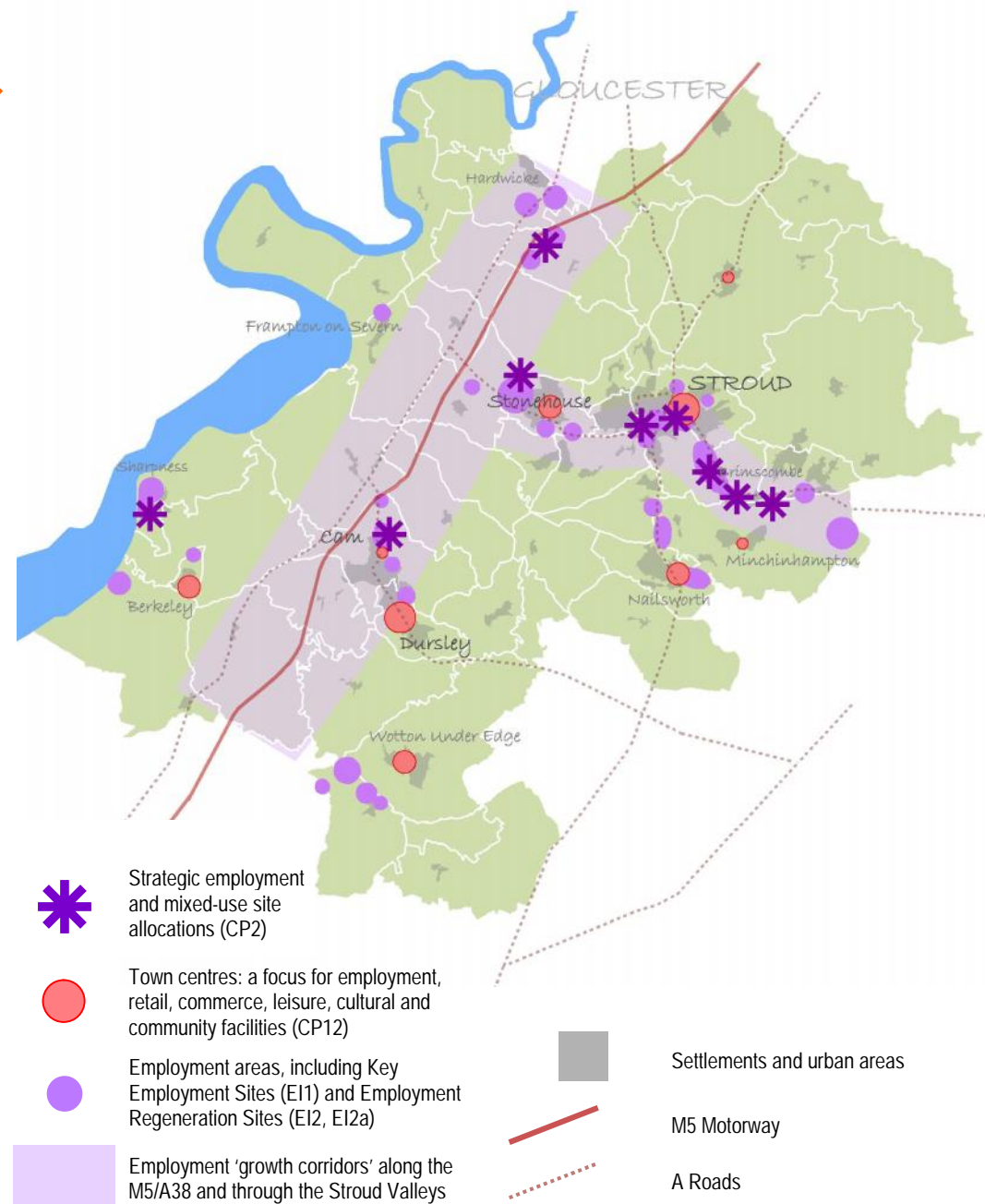
### Strategic Objective SO2: Local economy and jobs

*Providing for a strong, diverse, vibrant local economy that enables balanced economic growth, coupled with enhanced job opportunities across the District*

- 5.1 It is the broad aspiration of the Local Plan to provide two jobs for every new allocated house built. The definition of “employment” within the strategy goes beyond the traditional B1, B2 and B8 uses and now incorporates a large and diverse range of jobs including retail, healthcare and tourism. In seeking to address some of the District’s employment trends and commuting imbalances, the Council will actively promote growth in the following sectors:- construction, distribution, retailing, computing services, hotel & catering, transport, professional services, other business services, health and social work, engineering, creative and ‘green’ industries.
- 5.2 The Local Plan will create the opportunity to provide a range of units from large warehousing and distribution units down to smaller units, possibly as start up businesses. The co-location of employment alongside housing development in the District will be designed to create greater self containment and reduce the need to travel.
- 5.3 Our rural economy is an important element of our overall economic picture. The Plan tackles this through policies that specifically address farm diversification and rural employment sites, including leisure and tourism uses.

Fig. 5 (map):

Key areas for employment growth during the Plan period (up to 2031), including protected employment sites and locations for strategic development.



## How are we going to get there?

Policies designed to help deliver SO2

- CP2** Strategic growth and development locations
- CP3** Settlement hierarchy
- CP4** Place Making

**CP2** sets out how, where and when the District's strategic employment needs will be met throughout the Plan period, including through new site allocations.

The settlement strategy (**CP3**) establishes the broad level and type of development that each of the District's defined settlements will experience during the Plan period. It sets out the role and function of each settlement, with a view to targeting future growth and development to the most sustainable and accessible places, as well as bolstering the District's crucial service centres.

This spatial plan is backed up by **CP4**, which refers back to the 'mini visions' that have been set out for distinct parts of the District. This core policy aims to ensure that future employment-related development responds to local needs and local assets, and is well integrated into our communities.

- HC8** Extensions to dwellings

This policy aims to support the viability of home-working and the flexible use of accommodation that is designed specifically for "live-work".

- CP11** New employment development
- CP12** Town centres and retailing
- EI1** Key employment sites
- EI2** Regenerating existing employment sites
- EI2a** Former Berkeley Power Station
- EI3** Small employment sites (outside identified employment areas)
- EI4** Development on existing employment sites in the countryside
- EI5** Farm enterprises and diversification
- EI6** Protecting individual and village shops, public houses and other community uses
- EI10** Provision of new tourism opportunities
- EI11** Promoting sport, leisure and recreation
- EI15** Protection of freight facilities at Sharpness Docks

**CP11** puts more flesh on the bones of CP2 and establishes criteria for new employment development. It establishes the core strategy for economic growth and defines a framework for a healthy, balanced local economy, including in our rural areas.

**EI1** identifies the District's existing key strategic employment sites, which will be protected for employment use throughout the Plan period. Meanwhile, **EI2** and **EI2a** identify sites where the current employment potential and economic output could be boosted through targeted regeneration and mixed-use redevelopment. **CP12** seeks to protect and bolster the role that our town centres play in providing jobs and contributing to a strong local economy.

Outside of the Plan's strategic employment foci, a suite of policies aims to protect and encourage economic vitality across the District's settlements and rural areas. This includes **EI5**, which provides a framework for establishing or growing business enterprises that aim to bolster farm viability – an important part of our rural economy.

**EI10** and **EI11** are designed to encourage the provision and growth of sport, leisure, recreation and tourism enterprises, with a view to generating job opportunities and economic growth in accessible locations across the District.

## How are we going to get there?

Policies designed to help deliver SO2

- CP15** A quality living and working countryside
- ES9** Equestrian development
- ES11** Maintaining, restoring and regenerating the District's canals
- ES12** Better design of places

*Whilst this Plan broadly aims to discourage unplanned development outside of the main urban areas and defined settlement boundaries, **CP15** recognises that sometimes it is impossible for some kinds of development (including agriculture-related or countryside-based enterprises) to be accommodated within settlements; this policy establishes criteria for such development, in order to help sustain, enhance and revitalise our rural communities. Equestrian activity has also long been part of our rural economy – **ES9** aims to ensure that associated development has an acceptable impact on surroundings.*

***ES12** stresses that new employment development should be designed to offer flexibility for future needs and users. This particularly responds to our District's identified need to accommodate start-up and growing businesses, so that they can stay locally based.*

*The Cotswold Canals corridor forms a spine through the Stroud valleys and is home to many of the area's employment sites. It is identified by this Plan as a focus for regeneration, as well as restoration and conservation: a distinctive living and working environment, with a diverse range of employment premises and opportunities for leisure and tourism-based economic activity, as well as improved linkages to the town centre at Stroud. Policy **ES11** will apply to any development adjacent to the canals.*



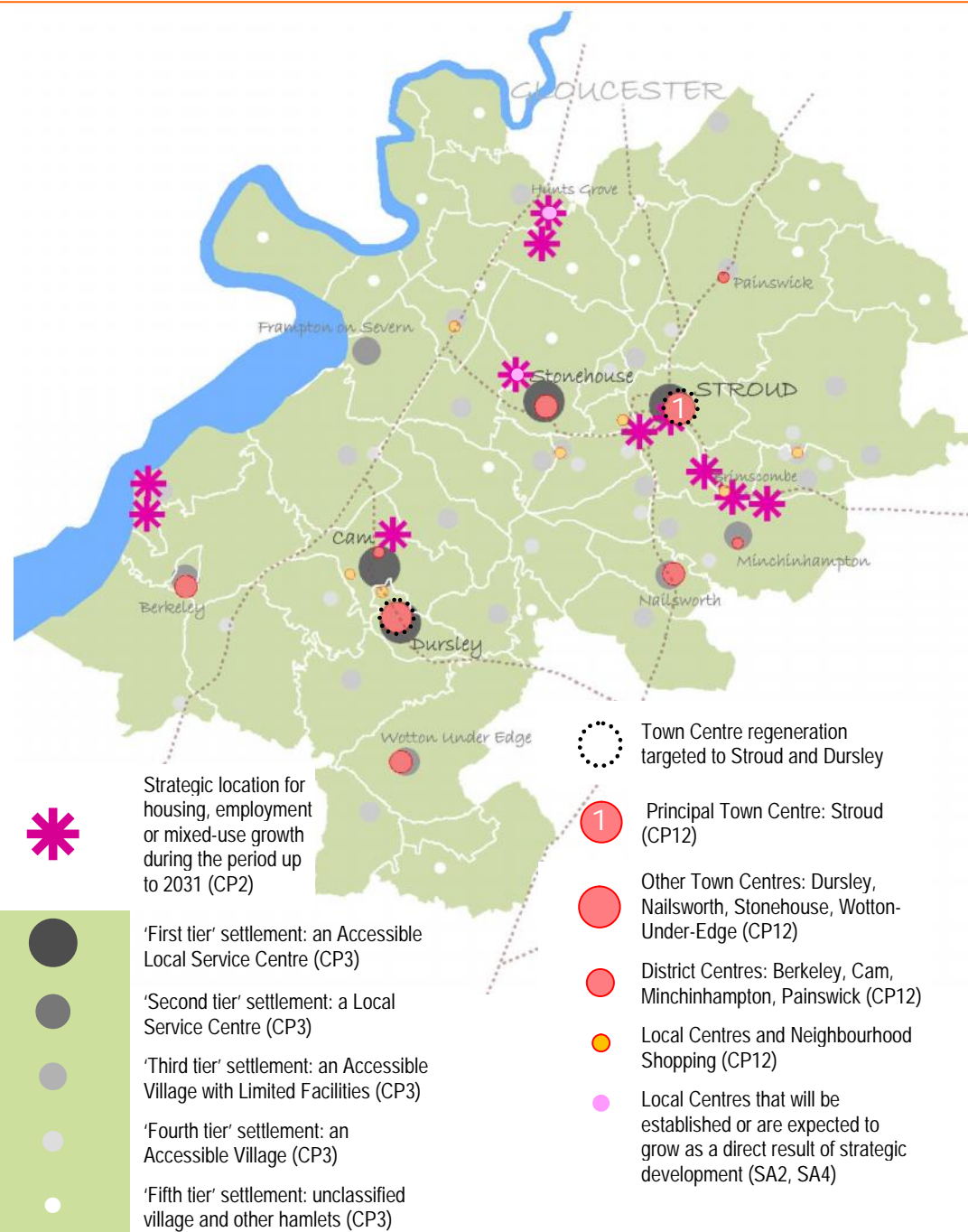
## What do we want for the future?

### 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*

- 5.4 The Local Plan aims to create opportunities for the provision of new and improved services and facilities and will generate additional custom to sustain those already existing. The development strategy seeks to boost existing town centres by prioritising growth and development in locations close to the District's main settlements, thereby providing opportunities to make use of existing transport and infrastructure to access the services on offer in our town centres, as well as improving access and connectivity – including public transport, pedestrian links and cycle routes.
- 5.5 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.
- 5.6 The quality of our built and natural features is a selling point for Stroud District, central to its appeal as a tourist and leisure destination, and important to town centre vitality. The potential benefits of economic growth are targeted particularly to Stroud and Dursley, which are the District's two principal town centres and will be particular targets for regeneration. A focus on tourism- and leisure-led mixed-use development on sites lying close to the canal and Stroud town centre should bring about public realm enhancements, improved linkages and a boost to town centre trade.

Fig.6 (map):  
Stroud District's town centres and the communities they serve.



## How are we going to get there?

Policies designed to help deliver SO3

- CP2** Strategic growth and development locations
- CP3** Settlement hierarchy
- CP4** Place Making
- CP5** Environmental development principles for strategic sites

*The settlement strategy (**CP3**) establishes the broad level and type of growth that each of the District's defined settlements will experience during the Plan period. It sets out the role and function of each settlement, with a view to targeting future growth and development to the most sustainable and accessible places – in particular 1<sup>st</sup> and 2<sup>nd</sup> tier settlements, which include the District's main towns and service centres. This distribution strategy is backed up through **CP5** and **CP4**, which both emphasise the importance of integration and connectivity between new development and local service centres. Strategic development locations are identified in **CP2**.*

- HC2** Providing new homes above shops in our town centres

*This policy aims to encourage the adaptation of under-used spaces above shops, to bring life back to our town centres and to contribute to the provision of housing in sustainable locations.*

- CP12** Town centres and retailing
- EI6** Protecting individual and village shops, public houses and other community uses
- EI7** Non-retail uses in primary frontages
- EI8** Non-retail uses in secondary frontages
- EI9** Floorspace thresholds for impact assessments
- EI10** Provision of new tourism opportunities
- EI11** Promoting sport, leisure and recreation

***CP12** seeks to protect and bolster the role that our town centres play in providing jobs and services and contributing to a strong local economy, whilst Policies **EI7-EI9** support the implementation of this Core Policy.*

***EI6** seeks to protect premises that provide key services and facilities and contribute to the economic vitality of our communities, especially rural settlements.*

***EI10** and **EI11** are designed to encourage the provision and growth of sport, leisure, recreation and tourism enterprises in accessible locations across the District, particularly within First and Second Tier settlements, according to the hierarchy set out in **CP3**.*

- CP14** High quality sustainable development
- ES10** Valuing our historic environment and assets
- ES11** Maintaining, restoring and regenerating the District's canals
- ES12** Better design of places

*Most of the District's town centres are conservation areas, each having its own distinctive character and attractive heritage assets, which must be conserved and enhanced. **ES10**, **ES12** and **CP14** all reinforce the fact that high quality design and development can serve to improve the safety, vitality and viability of our town centres, as well as boosting the appeal to residents and tourists.*

*As a focus for regeneration, restoration and conservation, the Cotswold Canals offer opportunities for leisure- and tourism-based economic growth along the canal corridor, as well as improved connectivity to the town centres at Stroud and Stonehouse. Policy **ES11** will apply to any development adjacent to the canals.*

## What do we want for the future?

### Strategic Objective SO4: Transport and travel

Promoting healthier alternatives to the use of the private car and seeking to reduce CO<sub>2</sub> 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.

5.7 The Local Plan will seek to deliver new and improved transport infrastructure, maximising the use of potential links to rail, other public transport systems and the strategic road network (managed by both Highways England and the Local Highway Authority). By concentrating development within or adjacent to the District's larger settlements, the strategy should make delivery of new and improved transport infrastructure easier and more viable (to serve both existing and new communities). Potential links to rail, bus and other forms of public transport and the strategic road network are all maximised by choosing to locate major employment growth at the larger settlement areas of Stroud, Cam and Stonehouse. Development in the Stroud Valleys will contribute funds to the restoration of the canals and towpaths, as well as potentially 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.

5.8 Where possible the development 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.

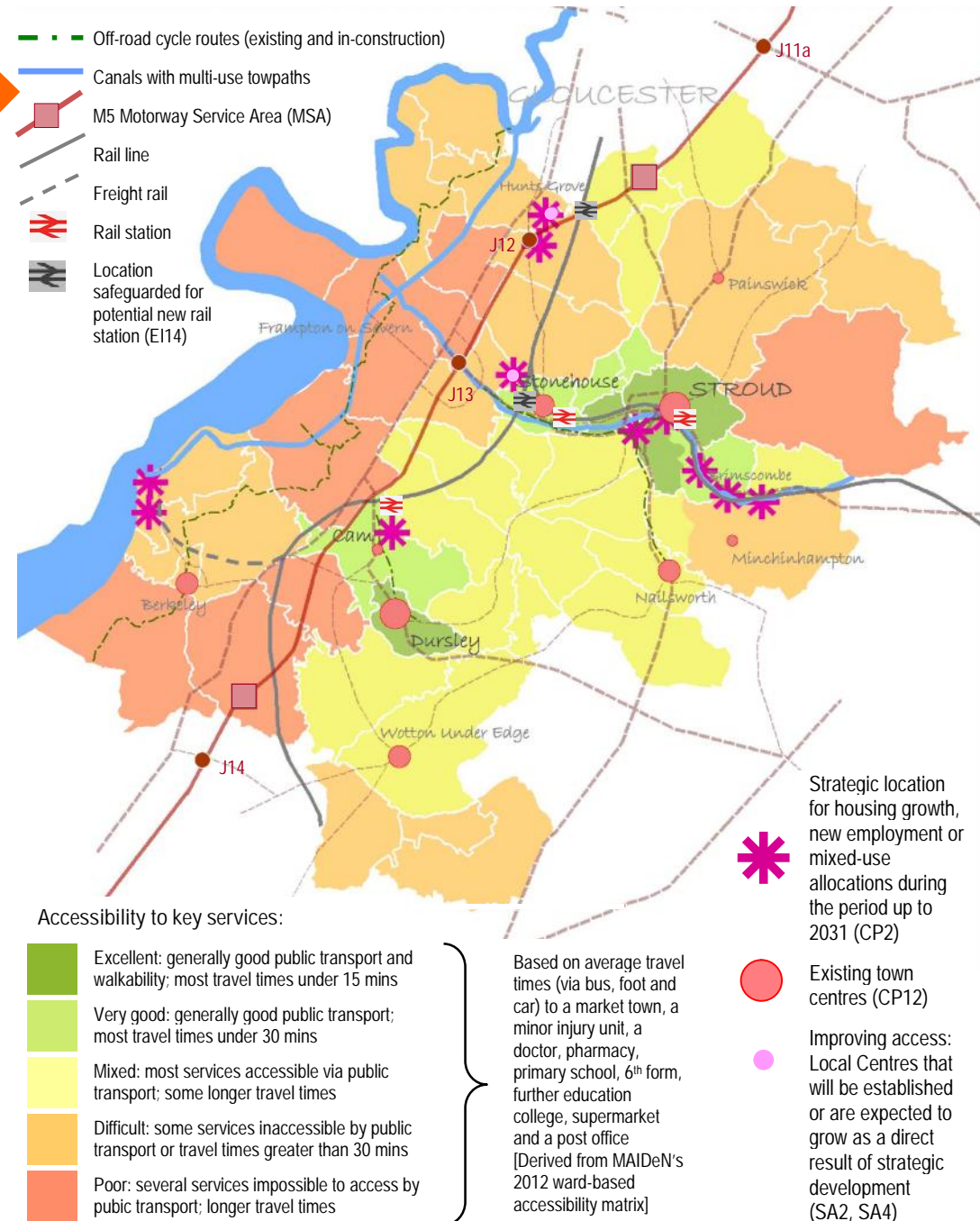


Fig.7 (map): Key transport routes and access to local goods and services

## How are we going to get there?

Policies designed to help deliver SO4

- CP2** Strategic growth and development locations
- CP3** Settlement hierarchy
- CP4** Place Making
- CP5** Environmental development principles for strategic sites
- CP6** Developer contributions to services, community facilities and infrastructure

*Both policies **CP2** and **CP3** aim to target future growth and development to the most sustainable and accessible locations, principally first and second tier settlements and sites with good access to transport infrastructure, including rail and bus routes. **CP4** and **CP5** back up this approach, emphasising the importance of good connectivity to foot and cycle routes, as well as access to public transport. These policies all stress the need for new development to contribute to the improvement and coherence of sustainable transport infrastructure; **CP6** establishes the mechanisms whereby new development will be expected to contribute to the provision of such infrastructure.*

- CP8** New housing development

*This policy reinforces the strategic approach set out above, and applies it to any new housing development.*

- CP11** New employment development
- CP13** Demand management and sustainable travel measures

*Like CP8, **CP11** also emphasises the importance of siting new development in accessible locations, so that it can both benefit from and contribute to sustainable transport infrastructure in the area. **EI10** and **EI11** are designed to encourage the provision and growth of sport, leisure, recreation and tourism in particular in accessible locations across the District.*

- EI10** Provision of new tourism opportunities
- EI11** Promoting sport, leisure and recreation
- EI12** Promoting transport choice and accessibility
- EI13** Protecting and extending our cycle routes
- EI14** Provision and protection of rail stations and halts
- EI15** Protection of freight facilities at Sharpness Docks
- EI16** Provision of public transport facilities

***CP13** sets out what will be expected of new development, whether large or small, in terms of sustainable travel and transport planning.*

*Delivery policies **EI12** to **EI16** are all designed to ensure the protection and/or provision of sustainable transport infrastructure, such as rail links and cycle routes, to broaden our travel and transport options beyond reliance on the car.*

- CP14** High quality sustainable development
- ES5** Air quality
- ES11** Maintaining, restoring and regenerating the District's canals
- ES12** Better design of places

***CP14** is a 'checklist' for quality design and development. It seeks to reduce the impact of roads and traffic, and highlights the need for good connectivity to public transport, shops and services, via safe, convenient and attractive access on foot and by cycle. This is reinforced by policy **ES12**, which also emphasises the importance of such connectivity in helping any new development to integrate into its surroundings.*

***ES11** aims to protect the District's canals and towpaths, which provide significant travel and transport corridors for walkers, boaters and cyclists, as well as an enjoyable leisure resource.*

## Core Policies

- 5.9 These core 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

- 5.10 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.
- 5.11 Consultants completed an Employment Land Study (ELS) in February 2013 for the Council. This draws local issues together and recommends an employment strategy for Stroud that provides for new growth, protects key employment sites whilst allowing regeneration opportunities on poorly performing sites and suggests further research into underused sites, particularly in the Stroud Valleys
- 5.12 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.

- 5.13 The District already has a reputation for advanced technology and creative skills that should be built upon. Further sites in locations that are accessible to the existing and proposed labour supply will be proposed, but with a focus on urban areas in order to help reduce out-commuting from the District.
- 5.14 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 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 sharing of services, utility, and by-product resources among industries in order to add value, reduce costs and improve the environment.
- 5.15 Significant areas of employment land were protected from alternative uses in the 2005 Stroud District Local Plan. However, many of these employment areas 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, 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.

Existing employment sites will be safeguarded unless new proposals

are put forward that intensify the employment use 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, 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, 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

- 5.16 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.
- 5.17 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, identifies and assesses the higher levels of this hierarchy and this is reflected in Core Policy 12. The hierarchy reflects the scale, nature and role of the centres and their importance within the retail offer in the District.
- 5.18 The Town Centres are shown on the Policies Map, including the Primary Shopping Area and areas predominantly occupied by main town centre uses within or adjacent to the Primary Shopping Area. Primary Shopping Areas are defined as where retail development is concentrated; they comprise the Primary and Secondary Shopping Frontages, where defined. Primary Shopping Frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary Shopping Frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. The town centres identified comprise Berkeley, Minchinhampton, Painswick, Dursley, Wotton-under-Edge, Stonehouse, Stroud and Nailsworth. 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.
- 5.19 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 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 parades 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.

- 5.20 In implementing this policy, 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 shopping frontage;
  - The floor space and length of frontage of the premises;
  - The number, distribution and proximity to other non-class A1 premises, or with planning permissions for such use, within the frontage 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.
- 5.21 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).

## 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, Stonehouse, Nailsworth, Wotton-under-Edge
  - **District Centres:** Berkeley, Cam, Minchinhampton, Painswick
  - **Local Centres:** Cainscross, Hunts Grove (anticipated), Kings Stanley, Whitminster, west of Stonehouse (anticipated)
  - **Neighbourhood Shopping:** Kingshill, Woodfields, 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 facilities in Dursley, Stonehouse, Nailsworth & 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 and encouraging convenient and accessible shopping, service and employment facilities to meet the day-to-day needs of residents.
- C. On large new urban extension sites, which are not within easy walking distance of existing shops and services, new local centres will be established or existing retail 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 and other uses (including leisure, 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 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 and
  2. would not lead to unsustainable trip generation from outside their catchments.
- 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.

## Travel and Transport

- 5.22 Our District supports a network of market towns well connected to their rural hinterlands. Whilst the car is and will continue to be, an important part of the transport strategy, its role has to be set against the following factors:
1. The average trip length to work by car increased by 27% from 11km to 14km (Travel to Work Census Data 2001)
  2. A quarter of all car journeys are less than two miles in length (National Travel Survey)
  3. All road users represented 92% of modal use (expressed in billion passenger kilometres in UK). Cars, vans and taxis represented 84% of modal use. (Department of Transport, Transport Statistics 2008)
  4. Traffic delays cost the country £20bn per year (CBI)
  5. Carbon dioxide emissions from road transport in Britain in 2001 were 31 million tonnes (RAC).
- 5.23 Evidence suggests car use is prominent, yet global climate change indicates that the Council's policy should be to 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 complimentary with a policy to encourage the reduction of the impact of vehicular traffic in terms of both congestion and carbon emissions. Objective SO5 of the Plan expects a development strategy that mitigates against global warming and adapts to climate change and this policy seeks to compliment this approach.
- 5.24 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, produced Transport Assessments in March and November 2014 to accompany the Local Plan. These reports considered the traffic generation and distribution arising from the developments to determine 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.

- 5.25 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 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 affects 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 shall be consistent with and contribute to the implementation of the agreed transport strategy, set out in the Gloucestershire Local Transport Plan. Any transport assessment needs will be consistent with the requirements set out in the Gloucestershire Local Transport Plan.

## Delivery Policies

- 5.26 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 E11

##### Key Employment Sites

The key employment sites listed below will be retained for B Class Uses. Redevelopment for alternative uses or changes of use from employment use will not be permitted on these sites.

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
EK20	Kingswood	Orchestra Works
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

- 5.27 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.

- 5.28 The 2013 Employment Land Study found that Stroud is an affluent area with little evidence of deprivation. It has a strong and prosperous economy that is already emerging from the recession ahead of many other parts of the UK. The District is characterised by a resident population which is highly affluent, well qualified and economically mobile. The population of Stroud is relatively self-

contained, with two thirds of the resident population also working in the District. However, the District is a net exporter of labour, mainly to Gloucester, Cheltenham, Tewkesbury and Bristol. Despite the national picture of a structural decline in manufacturing, this sector continues to be very important to Stroud's economy. It generates over 22% of all the jobs, more than double the regional and national averages.

- 5.29 The District's industrial property market sub-divides to three key geographies. Two are associated with the M5 corridor – Junction 12 (Quedgeley) and Junction 13 (Stonehouse). These are a focus for sub-regional and modern space demand. The third is Stroud Valleys, where the very many former mill buildings cater for indigenous start ups and 'grow-on' space. However, the continuing loss of such mills to non employment uses is considered a negative impact on the supply of business incubation space and on future business start ups.
- 5.30 In response to the Study employment sites within the District will be protected to maintain economic growth and to counteract these incubation space and start up issues. 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.
- 5.31 The southern part of the Key Employment Site at Javelin Park (Site Reference EK14) is allocated as a strategic waste site in the adopted Gloucestershire Waste Core Strategy under the provisions of Core Policy WCS6, and is suitable for such purposes. Delivery of Policy EI1 does not preclude this proposed use from coming forward on the southern part of the site in accordance with the provisions of Core Policy WCS6.

## 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, 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
ER1	Brimscombe & Thrupp	Brimscombe Port Industrial Estate
ER2	Brimscombe & Thrupp	Brimscombe Mills
ER3	Brimscombe & Thrupp	Ham Mills
ER4	Minchinhampton	Wimberley Mills and Dockyard Works
ER5	Cainscross	Dudbridge Industrial Estate
ER6	Cam	Coaley Junction Industrial Estate
ER7	Rodborough	Daniels Industrial Estate
ER8	Stroud	Stafford Mills Industrial Estate
ER9	Stroud	Lodgemore & Fromehall Mills

- 5.32 The 2013 Employment Land Study 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.

- 5.33 Policy **EI2** aims therefore to regenerate sites that are identified in the Employment Land Study, 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 could 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).
- 5.34 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 B1-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.

- 5.35 The former Berkeley Power Station site includes de-licensed office and laboratory accommodation, currently providing employment accommodation in a rural location by the River Severn. A major project to create the Gloucestershire Science and Technology Park (which will include a range of educational, training and research facilities related to the renewable energy, engineering, digital technologies, advanced manufacturing and nuclear sectors) has been promoted by the GFirst LEP. Proposals for continued B1-B8 uses on the site and ancillary uses, or those associated with the decommissioning process, or those associated with the Science and Technology Park (including forms of renewable and low carbon energy generation) will be supported. Alternative uses will not be permitted in this rural location.

## Delivery Policy EI3

### Small employment sites (outside identified employment areas)

These sites will be protected from non-employment uses such as housing unless wholly exceptional circumstances can be demonstrated by the applicant. Small freehold employment development plots for owner occupiers will be supported.

- 5.36 The Employment Land Study recommends that the Council should continue to protect employment sites – including single standalone employment sites outside employment areas – from non-employment uses, such as housing or retail, unless wholly exceptional circumstances can be demonstrated.
- 5.37 There is a continuing demand and need to provide small freehold development plots for owner occupiers identified in the District employment studies. Meeting this outstanding need will be an important consideration for the Council.

## Delivery Policy E14

### Development on existing employment sites in the countryside

On existing employment sites in the countryside, the extension of buildings 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
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.

- 5.38 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 enterprises and diversification

Development which forms part of a farm diversification scheme will be permitted where the proposal can demonstrate the viability of farming through helping to support, rather than replace or prejudice, farming activities on the rest of the farm and promotes the use of farming practices that have a positive impact on environment.

In addition, the following criteria must be complied with:

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 including the rural-urban fringe
2. Any new buildings are appropriate in scale, form, impact, character and siting to their rural location
3. Wherever possible new or replacement buildings should be located within or adjoining an existing group of buildings
4. 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.

- 5.39 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 B1-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.

- 5.40 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.
- 5.41 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.
- 5.42 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.

- 5.43 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.
- 5.44 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 will be supported where all the criteria below are satisfied:

1. there is no prospect of a continued community use (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.
- 
- 5.45 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.
  - 5.46 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, 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.
  - 5.47 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.
  - 5.48 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

### Non-retail uses in primary frontages

Within Primary Shopping Frontages, the change of use from retail (A1) at ground floor level to other uses within Class A will be acceptable where non A1 retail units do not exceed 30% of total frontage length 50m either side from the application site edges. There may be more than one frontage to be considered on some buildings. Uses outside Class A will not be permitted.

- 5.49 Primary Shopping Frontages 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 Frontages 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.
- 5.50 The delivery of retail schemes will be private sector led, but the Council will assist in negotiating appropriate town centre shopping proposals; it will seek to focus retail activity in the town centres and will resist permanent losses from Primary Shopping Frontages (as defined on the Policies Map).
- 5.51 Within these frontages, proposals for ground floor retail (A1) will be supported. A proposal for ground floor non-retail uses (A2 – A5) will only be allowed if the development does not harm the retail focus on these frontages. The percentage figure provides a clear policy steer to retain the shopping function on these frontages. On upper floors, there will be support for a diverse range of uses (such as residential or office space).

## Delivery Policy E18

### Non-retail uses in secondary frontages

Within Secondary Shopping Frontages, the change of use from retail (A1) at ground floor level to other uses within use classes A2 to A5, amusement centres/arcades, laundrettes, community use, healthcare, leisure and recreational uses will be acceptable in principle, subject to:

1. the overall shopping 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.

5.52 Secondary Shopping Frontages are defined on the Policies Map. In these locations, proposals for ground floor retail (A1) and non-retail uses (A2-A5, D1, and D2) will be supported, as they provide 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 E19

### 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 floorspace 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 a Retail Impact Assessment:

Retail hierarchy settlement classification	Defined settlements in the District	Retail floorspace threshold (gross)
<b>Principal Town Centre</b>	Stroud	1000 sq m
<b>Other Town Centres</b>	Dursley, Nailsworth, Stonehouse, Wotton-Under-Edge	500 sq m
<b>District Centres</b>	Berkeley, Cam, Minchinhampton, Painswick,	500 sq m
<b>Local Centres</b>	Cainscross, Hunts Grove (anticipated), Kings Stanley, Whitminster, west of Stonehouse (anticipated)	500 sq m
<b>Neighbourhood Shopping</b>	Brimscombe, Kingshill, Manor Village, Woodfields	500 sq m
<b>Outside the identified retail hierarchy</b>		500 sq m



The Council will expect Impact Assessments to contain information on the following issues:

1. the impact on existing, committed and planned public and private investment; and
2. the impact on town centre vitality and viability, with particular reference to choice and competition and town centre trade/turnover.

Exceptionally a Retail 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.

- 5.53 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.

- 5.54 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.

- 5.55 Applicants 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 development, including attractions and tourist accommodation, will be encouraged and supported inside settlement development limits at Accessible Local Service Centres, Local Service Centres and Accessible Settlements with Limited Facilities, subject to a sequential assessment.

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 the attraction.

In exceptional cases, development may be supported in lower tier settlements, where:

1. there is evidence that the facilities are in conjunction with a particular countryside attraction and it is demonstrated how the proposal could assist rural regeneration and the well being of communities
2. no suitable alternative existing buildings or sites exist which are available for re-use or a countryside location is essential for the proposed 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 building is served by adequate access and infrastructure
5. the site has reasonable access to local services.

5.56 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 £127 million a year (according to The South West Tourism Alliance in 2010).

5.57 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 Wetlands and Wildfowl 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.

5.58 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 or caravans. Tenting and touring caravan sites provide the cheapest accommodation and in suitable settings can sit into the countryside without unsightly intrusion.

5.59 The Council recognises the importance of our heritage assets and will promote appropriate uses to generate tourism opportunities within the District

## Delivery Policy EI11

### Promoting sport, leisure and recreation

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
7. it is not subject to any other overriding environmental or other material planning constraints.

- 5.60 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.
- 5.61 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.
- 5.62 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

##### 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. Developers must take account of the proposals included within Stroud Infrastructure Delivery Plan 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 major development proposals 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 traffic impact on the local highway network. 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 access by all modes of transport. The Travel Plan shall set out targets and measures for addressing travel demand through a package of measures, 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. Any planning permission will require full implementation of the Travel Plan.

## Parking Standards

Vehicular parking standards for new development should be provided in accordance with adopted standards, as set out in **Appendix 2** of this Local Plan, or where the developer can adequately justify their own 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.

- 5.63 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.
- 5.64 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.
- 5.65 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.
- 5.66 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.
- 5.67 The Council's adopted parking standards are set out in **Appendix 2** to the Local Plan. The Council wishes to promote the use of under-used buildings (particularly upper floors of shops and offices) for residential use in town centres, to assist in revitalising them. However, such buildings often do not have the benefit of any parking provision. The Council will consider housing developments without on-site parking provision in the town centres of Stroud and Dursley (as defined on the Policies Map). Residential Parking Standards may not be reduced in other town centres, depending on the level of public parking provision and public transport provision. The Council is concerned, however, that lower levels of parking provision for new housing development in town centres could lead to pressure for on-street parking in both commercial and nearby residential areas, and therefore will consider large housing

development proposals very carefully in this respect. This is particularly the case in the town of Wotton-Under-Edge, where there is already a shortage of public parking provision. Housing proposals in such towns where parking problems exist will be expected to meet the parking standards, unless it can be clearly shown that the benefits of the development outweigh the need to meet these standards.

5.68 Where a developer seeks to justify a departure from the adopted parking standards any assessment should take into account the individual merits of the development and the following:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles

as well as the capacity of the local road network to accommodate any displaced demand.

## Delivery Policy EI13

### Protecting and extending our cycle routes

The Council will encourage proposals that develop and extend our cycle network. Major development should provide new cycle routes within the development and connect to nearby established cycle routes.

Development will not be permitted where it significantly harms an existing cycle route or prejudices the future implementation of the following routes:

1. The Eastington to Chalford cycle route

2. The Eastington to Nailsworth cycle route
3. The Cam and Dursley cycle route (and any proposed future extension to Uley)
4. The National Cycle Network Route 41 (Bristol to Stratford) and Route 45 (Salisbury to Chester) which cross the District and connecting routes to and from the Stroud Valleys Pedestrian Cycle Trail and the Cam and Dursley cycle route
5. Any other part of the cycle network highlighted through the Local Transport Plan.

5.69 Cycling is now increasingly seen as a convenient, cheap and environmentally friendly means of transport and exercise, particularly, for local journeys. As part of an integrated transport policy, the Council is keen to make sure that short journeys by cycle are facilitated by convenient and safe networks that are available to residents, workstaff and visitors alike. Cyclists are, however, amongst the most vulnerable groups of road users. Cycle 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.

5.70 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.

## Delivery Policy EI14

### Provision and protection of rail stations and halts

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 which 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 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 protect a site at Stonehouse (Bristol line) and will explore opportunities to support the re-opening of a station here. South of Gloucester, the Hunts Grove development has already commenced and this has safeguarded 2.5ha for future use as a main line rail facility. The Council will continue to safeguard this land and to explore opportunities to deliver this facility.
- 5.73 The re-opening of previous halts may not be feasible for a variety of reasons. It is possible that alternative sites may 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. According to the 2013 Employment Land Study, Sharpness Docks has the potential to be developed as an integrated distribution hub, with a rail freight terminal and good links to the M5 motorway. The Study identified renewed commercial interest in the Docks.
- 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, but is little used since the closure of the Berkeley Power Station. In the future, the line could 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.

## 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 can stimulate economic development, ensuring access for all. The Local Plan steers new housing, retail, leisure, industrial and business developments to locations where they will be easily accessible via public transport. This policy seeks to support 'smart' travel behaviour change by using public transport services, thereby introducing choice and reducing reliance on the private motor car.
- 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 in the modes of transport people choose. The District Council can influence travel patterns by a requirement for developers to 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.





# Our environment and surroundings



Mitigating global warming and adapting to climate change whilst ensuring that development protects, conserves or enhances the local environment

## What do we want for the future?

### Strategic Objective SO5: Climate change and environmental limits

Promoting a development strategy that mitigates global warming, adapts to climate change and respects our environmental limits by:

- Securing energy efficiency 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 facilitates the use of sustainable modes of transport
- Minimising and mitigating against future flood risks, recycling water resources and protecting and enhancing the quality of the District's surface and groundwater resources

- 6.1 All new development within the District will be required to minimise its impact on the environment. New developments will be required to demonstrate that they have considered the impact of climate change upon them and that they are suitable for the predicted changes in climate.
- 6.2 The development strategy prioritises development on sites that lie outside of the Severn floodplain and away from coastal and tidal areas, with a view to minimising potential risks posed by rising sea levels or extreme weather events in the future. Meanwhile, focusing some development on brownfield land in the Stroud valley bottoms will help to maximise future re-use and regeneration of buildings and make more efficient use of space.

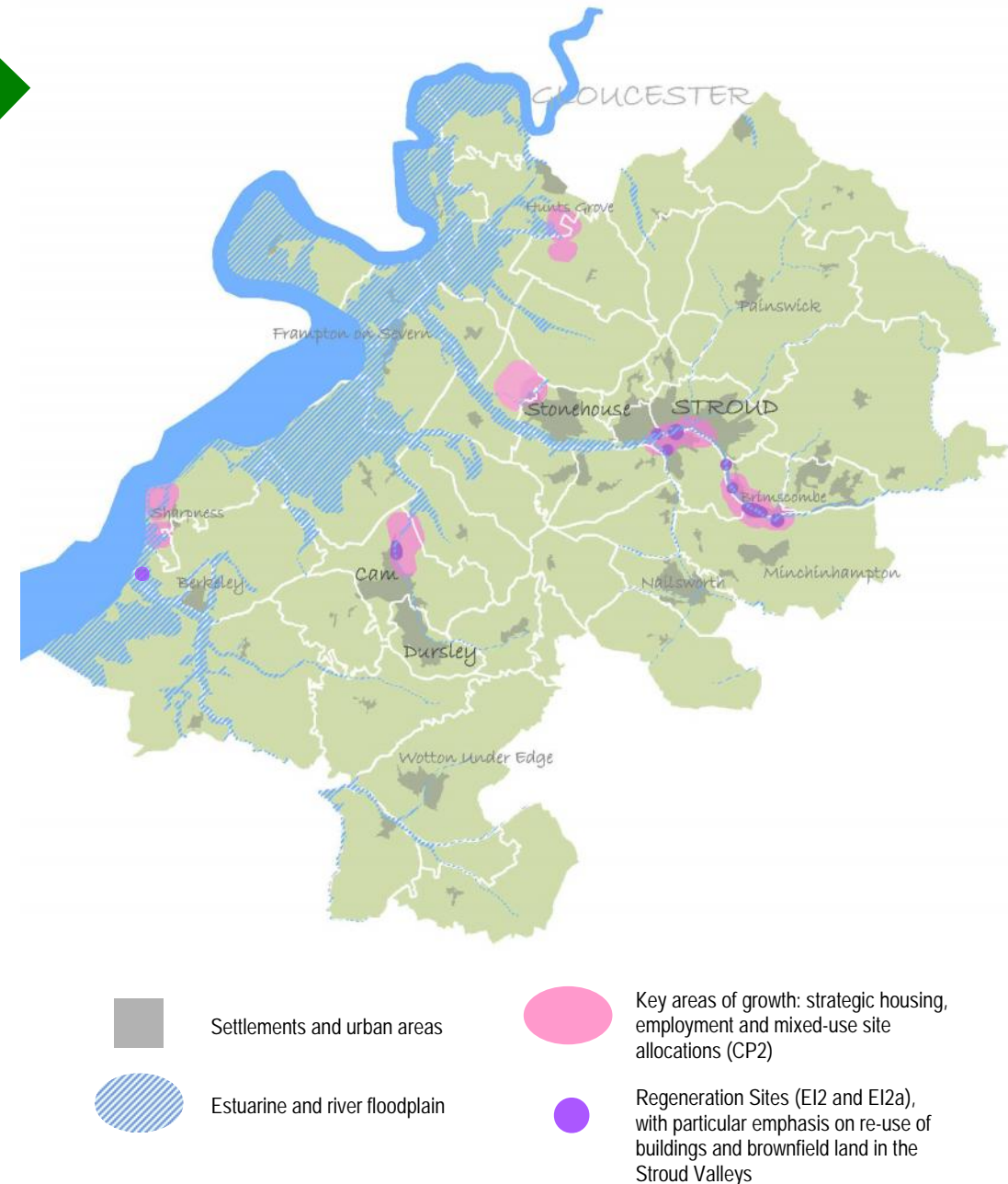


Fig.8 (map):  
How the development strategy responds to the District's environmental constraints and strategic opportunities to re-use land and buildings.

## How are we going to get there?

## Policies designed to help deliver SO5

- CP2** Strategic growth and development locations
- CP4** Place Making
- CP5** Environmental development principles for strategic sites

*The overall development strategy set out in **CP2** and the individual site allocations (**SA1-SA5a**) in Chapter 3 aim to target the majority of the District's future growth and development to sustainable locations, away from high risk flood areas, with a view to avoiding exposure to rising sea levels and extreme weather events. The strategic site allocations also make the most of the District's available, developable brownfield land, helping to re-use buildings and land and make more effective, intensive use of the space available – whether for homes, jobs, services or amenities.*

*Both **CP4** and **CP5** emphasise the importance of considering measures including waste storage, recycling, sustainable drainage systems, water consumption, energy use, conservation and generation, construction techniques and materials at the design stage, with a view to minimising any development's carbon footprint and working within our environmental limits.*

- CP8** New housing development
- HC3** Strategic self-build housing provision

*Core Policy **CP8** sets out the Council's expectations for all new housing development, whether large or small, including the use of sustainable construction techniques, renewable or low-carbon energy sources, and the provision of infrastructure in a manner that will aid the reduction of greenhouse gas emissions as well as proving resilient to future climate change. **HC3** provides additional criteria for self-build housing on strategic sites, including innovative approaches to design and high construction standards.*

- CP11** New employment development
- EI2** Regenerating existing employment sites

***CP11** sets out the Council's expectations for all new employment development, including the use of sustainable construction techniques, renewable or low-carbon energy sources. **EI2** targets existing employment sites where thoughtful redevelopment could bring about environmental enhancements, re-use of buildings and more efficient use of land and space.*

- CP14** High quality sustainable development
- ES1** Sustainable construction and energy efficiency
- ES2** Renewable or low carbon energy generation
- ES3** Maintaining quality of life within our environmental limits
- ES4** Water resources and flood risk
- ES5** Air quality

*Core Policy **CP14** sets out a 'checklist' for high quality, sustainable design and development. It flags up a wide range of 'environmental limits', ranging from the efficient use of resources such as land, water and energy, through to proactive measures to avoid or mitigate risks from flooding.*

*Delivery polices **ES1** – **ES5** take up the broad thrust of CP14 and provide much more specific criteria. These policies are designed to ensure that all forms of new development make a positive contribution to building a sustainable future for Stroud District: allowing growth and the ability to live and work without placing impossible strain on our environmental limits.*

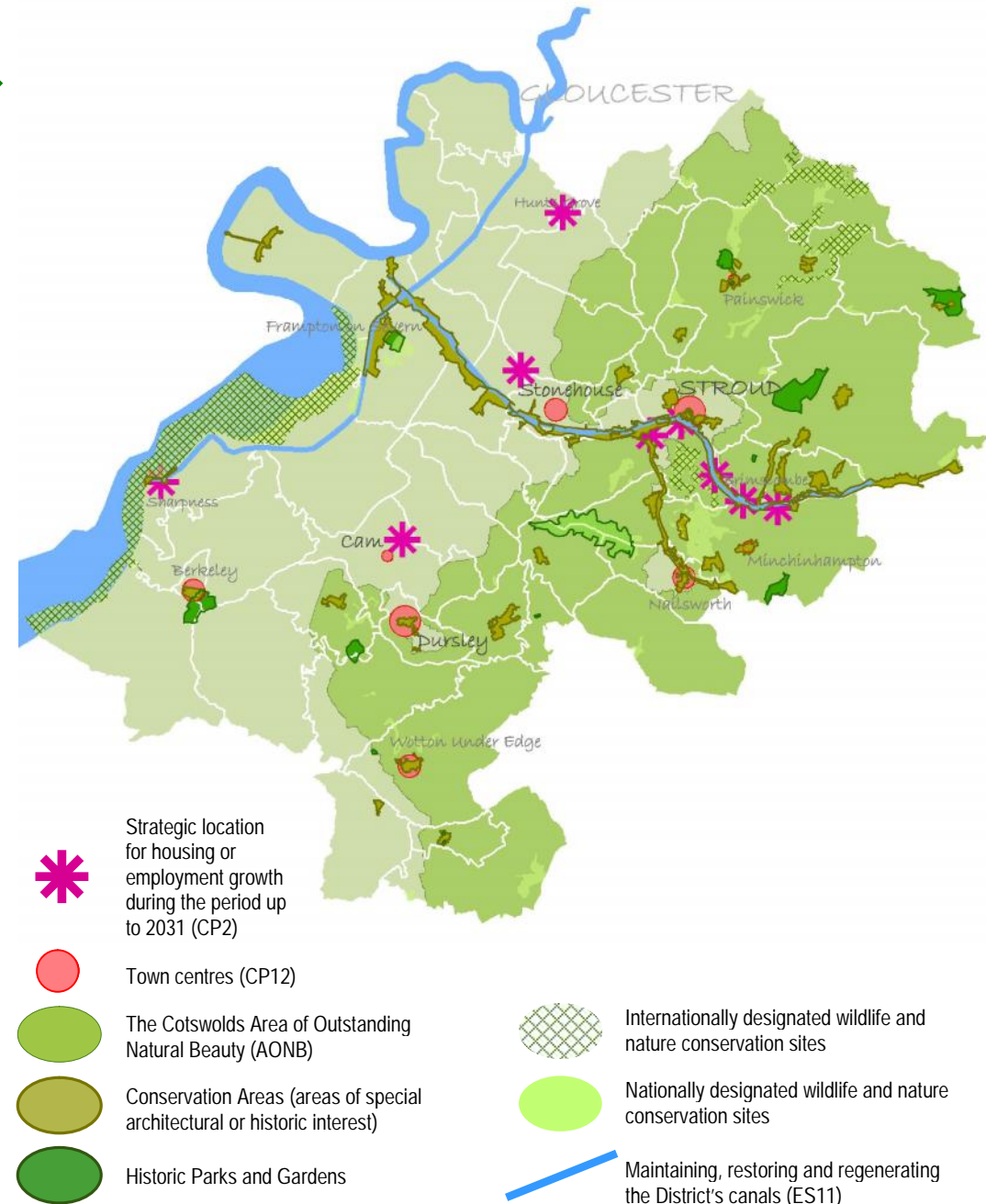
## What do we want for the future?

### Strategic Objective SO6: Our District's distinctive qualities

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

- 6.3 The Local Plan seeks to minimise the impact of development on biodiversity and sensitive landscapes by prioritising development on sites that lie outside the Cotswolds AONB or the protected landscapes of the River Severn estuary. Making the most of brownfield land will limit adverse effect on wildlife and habitats; while well-planned new development on both brownfield and greenfield locations will offer opportunities to design-in rich new habitat and wildlife areas.
- 6.4 Stroud District has a rich built heritage and unique townscape features. There are opportunities to make significant environmental enhancements and to open up opportunities for more community uses and the Local Plan includes policies to enable this to happen.
- 6.5 The policies in this Plan emphasise the importance of high quality design, and an intelligent, holistic approach to 'place making' at both large scale and small scale. This is crucial for our District, not only as a means of helping new development to 'fit in' to our high quality environment (whether through contemporary or traditional design), but also as a means of stimulating economic growth: the quality of our built and natural features is a selling point for Stroud District, central to its appeal as a tourist and leisure destination, and also important to town centre vitality.

Fig.9 (map): Key protected and designated landscapes and townscapes across the District, and how the development strategy responds to these special assets and constraints.



## How are we going to get there?

## Policies designed to help deliver SO6

- CP2** Strategic growth and development locations
- CP3** Settlement hierarchy
- CP4** Place Making
- CP5** Environmental development principles for strategic sites
- CP6** Developer contributions to services, community facilities and infrastructure

*The settlement hierarchy set out in **CP3** aims to help identify some of the defining characteristics of the District's settlements, with a view to ensuring that new development is targeted in a way that is proportionate to each settlement and respectful to its scale and fundamental character.*

***CP4** takes this approach much further, referring to the 'mini visions' and the 'Guiding Principles' in Chapter 3, which are crucial to the Plan's place-making strategy. Chapter 3 focuses on the District's diversity and varied character, helping focus the development strategy, the Vision and Strategic Objectives in a locally distinctive way.*

*Whilst **CP5** flags up the need for strategic development to be designed and landscaped at a density appropriate to the local surroundings, **CP6** establishes a framework for the delivery of green infrastructure and open space in association with new development.*

- CP8** New housing development
- HC1** Meeting small scale housing need within defined settlements
- HC3** Strategic self-build housing provision
- HC5** Replacement dwellings
- HC6** Residential sub-division of dwellings
- HC8** Extensions to dwellings

*Core Policy **CP8** sets out the Council's expectation that all new housing development, whether large or small, will be well designed – with a layout and density that is sensitive to the surrounding townscape, landscape, character and appearance, as well as biodiversity. This stipulation is backed up in greater detail by delivery policies **HC1**, **HC5** and **HC6**; while **HC3** provides additional criteria for self-build housing on strategic sites, including an expectation that innovative approaches to design will be employed, along with high construction standards, reflecting the highest standards in contemporary architecture and sensitivity to the defining characteristics of the local area.*

***HC8** is designed to ensure that homes can be altered to meet changing needs, whilst remaining in keeping with surroundings and avoiding adverse impacts on neighbours.*

- CP11** New employment development
- EI2** Regenerating existing employment sites
- EI4** Development on existing employment sites in the countryside
- EI5** Farm enterprises and diversification
- EI10** Provision of new tourism opportunities
- EI11** Promoting sport, leisure and recreation

*Core Policy **CP8** sets out the Council's expectation that all new employment development will be well designed, with a layout, landscaping, access and density that is sensitive to the character and appearance of its surroundings. **EI2** offers opportunities to bring about significant conservation and environmental benefits on several of the District's existing employment sites, through thoughtfully designed and well-considered redevelopment.*

***EI10** and **EI11** are designed to encourage the provision and growth of sport, leisure, recreation and tourism enterprises which make the most of the District's 'unique selling points', particularly its distinctive natural and historic assets.*

## How are we going to get there?

## Policies designed to help deliver SO6

- CP14** High quality sustainable development
- CP15** A quality living and working countryside
  
- ES6** Providing for biodiversity and geodiversity
- ES7** Landscape character
- ES8** Trees, hedgerows and woodlands
- ES9** Equestrian development
- ES10** Valuing our historic environment and assets
- ES11** Maintaining, restoring and regenerating the District's canals
- ES12** Better design of places
- ES13** Protection of existing open space
- ES14** Provision of semi-natural and natural green space with new residential development
- ES16** Public art contributions

*Core Policy **CP14** sets out a 'checklist' for high quality, sustainable design and development and highlights the Council's expectation that all forms of new development – from strategic schemes to domestic extensions – will be designed and constructed to high standards, so that it is an asset to our environment.*

*Delivery policies **ES6 – ES14** take up the broad thrust of CP14 and provide much more specific criteria. These policies are designed to ensure that all forms of new development make a positive contribution to the District's character and appearance, paying particular attention to the locally distinctive qualities of its surroundings.*

*Policies **ES6 – ES9, ES11, ES13 and ES14** have particular regard to landscape character, green space and biodiversity, stressing the need to avoid harm and erosion, as well as identifying opportunities to enhance and reinforce the quality and quantity of what we already have.*

***ES10 and ES11** focus on the District's rich built heritage, which is central to the character and identity of our area. As well as reinforcing national policy in terms of preservation and enhancement, the Plan expects that our historic environment will act as a positive stimulus and inspiration to place-making in all parts of the District, reinforcing local identity and helping to increase the appeal of our area as a place to live, work, visit and invest in.*

## Core Policies

- 6.6 These core 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, SO6**).

### A 'checklist' for quality design and development

- 6.7 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.
- 6.8 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 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 SuDS and the inclusion of measures to 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. No increased risk of flooding on or off the site, and inclusion of measures to reduce the causes and impacts of flooding as a consequence of that development
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 affect on the amenities of neighbouring occupants
8. Contribute to the retention and enhancement of important landscape & geological features, biodiversity interests (including

trees, hedgerows and other natural features)

9. Contribute 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 enhancement, open space and amenity space
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 gardens where there is an identified need.

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

- 6.9 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.
- 6.10 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.
- 6.11 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; and/or
6. It will involve essential community facilities.

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;
- ii) it does not lead to excessive encroachment or expansion of development away from the original buildings;
- iii) in the case of proposals to re-use an existing building or buildings, these are appropriately located and capable and worthy of conversion. Any such conversion will involve a building that positively contributes to an established local character and

sense of place. In the case of replacement buildings they must bring about environmental improvement; or

- iv) 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
- v) 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
- vi) 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

- 6.12 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. All planning applications should include evidence that the matters below will be addressed:

1. Maximising energy efficiency and integrating the use of renewable and low carbon energy (i.e. in the form of an energy strategy)
2. Minimisation of waste and maximising the recycling of any waste generated during construction and in operation
3. Conserving water resources and minimising vulnerability to flooding
4. Efficiency in materials use, including the type, life cycle and source of materials to be used
5. Flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting
6. Consideration of climate change adaptation
7. Applications for all development will need to be accompanied by a Stroud District Sustainable Construction Checklist.

All development will be built in accordance with the approved plans and the Sustainable Construction Checklist.

- 6.13 The UK Government is seeking to meet the UK's climate change commitments cost-effectively, including by promoting innovation to make a cost-effective transition to a low carbon economy. As part of its strategy, the Government is keeping energy efficiency standards under review, recognising that existing measures to increase energy efficiency of new buildings should be allowed time to become more established. Policy ES1 supports making sustainable construction and design integral to new developments in Stroud District, to assist with a cost-effective transition to a low carbon economy. 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.

- 6.14 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 the latest standards.

- 6.15 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

The Council will support proposals that maximise the generation of energy from renewable or low carbon sources, provided that the installation would not have significant adverse impact (either alone or cumulatively) and includes an impact statement that demonstrates the following factors:

1. The impact of the scheme, together with any cumulative impact (including associated transmission lines, buildings and access roads), on landscape character, visual amenity, water quality and flood risk, historic features and biodiversity
2. Evidence that the scheme has been designed and sited to minimise any adverse impact on the surrounding area for its effective operation
3. Any adverse impact on users and residents of the local area, including shadow flicker, air quality and noise
4. The direct benefits to the area and local community
5. Avoid the use of best and most versatile agricultural land, unless justified by clear and compelling evidence.

Where appropriate, provision should be made for the removal of the facilities and reinstatement of the site should it cease to be operational.

Within the Cotswold Area of Outstanding Natural Beauty (AONB), or in locations where proposals would affect the setting of the AONB, applicants for the development of renewable energy schemes and associated infrastructure will need to demonstrate that the public or national interest outweighs the protection afforded to the AONB.

Wind turbine proposals in the vicinity of the designated sites of international importance for nature conservation at the Severn Estuary, will need to be subject to an appropriate level of

assessment in respect of potential impacts on biodiversity (including bird or bat species).

In all cases development will need to demonstrate how any significant adverse impacts on acknowledged biodiversity interests (and the habitats that support them) will be adequately mitigated.

The Council will encourage the provision of small-scale renewable energy developments utilising technology such as hydro installations, solar panels, biomass and woodfuel heating, small-scale wind turbines and photovoltaic cells.

Community renewable energy schemes will be particularly welcomed where they comply with this policy.

- 6.16 Increasing the use of renewable and other low carbon energy technologies will be a key means of delivering the challenging CO<sub>2</sub> 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 and regional targets for renewable energy production. This includes the target set in the UK Renewable Energy Strategy (2009) for 30 – 35% of our electricity to come from renewable sources by 2020.
- 6.17 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; that all generate an income source for those facilities.
- 6.18 The Council will encourage low or zero-carbon energy generating projects that contribute positively to the aim of reducing CO<sub>2</sub> emissions and to national targets for renewable electricity production, provided that they meet the criteria set out in Policy

ES2: Renewable or Low Carbon Energy Generation. 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.

- 6.19 Developers will be required to provide information on the justification for and the likely impact of proposals, including:
- the appropriateness of the location to 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.
- 6.20 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 ES3

### Maintaining Quality of Life within our Environmental Limits

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 sensitive development in locations where it would be subject to unacceptable noise levels
  4. Increased risk of flooding on or off the site, and no inclusion of measures to reduce the causes and impacts of flooding
  5. A detrimental impact on highway safety
  6. An adverse effect on contaminated land where there is a risk to human health or the environment.
- 6.21 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.
- 6.22 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.

- 6.23 Our industrial heritage means that there are many sites which 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.
- 6.24 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.

## 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.

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 where appropriate that demonstrate the development will be safe, not increase flood risk elsewhere, and maximise opportunities to reduce flood risk.

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 developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required.

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 encouraged.

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
2. Open up any culverted watercourse where safe and practicable to create an asset of 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

6. Connect to the main foul sewer network where possible
7. Use the natural environment including woods and trees to deliver sustainable water issue solutions.

6.25 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. Within the natural environment woods and trees can play 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. 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 militating against future flood risk and by managing its water resources.

6.26 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.

6.27 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.

6.28 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.

6.29 The favoured approach in Stroud District to dealing with surface water is through Sustainable Drainage Systems (SuDS) as they aim to mimic natural drainage processes and remove pollutants from urban run-off at source. They comprise a wide range of techniques, including:

# Our environment and surroundings

- Green Roofs
- Permeable Paving
- Rainwater Harvesting
- Swales
- Detention Basins
- Ponds
- Wetlands

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 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.

- 6.30 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 poor air quality, will need to demonstrate that measures can be taken to effectively 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 Air Quality Strategy 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.

- 6.31 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 (NO<sub>2</sub>) and fine particulates (PM<sub>10</sub>).
- 6.32 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.
- 6.33 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 SPA & SAC, will require an assessment of the likely impacts. Trees can improve air quality through the adsorption 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.



## Protecting our built and natural heritage

### Delivery Policy ES6

#### Providing for biodiversity and geodiversity

##### European Sites

Development will safeguard and protect all sites of European and Global importance, designated as Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar sites.

Development must not result in significant adverse effects on these internationally important nature conservation sites, either alone or in combination with other projects and plans. The Council will expect development proposals to demonstrate and contribute to appropriate mitigation and management measures to maintain the ecological integrity of the relevant European site(s).

With specific regard to recreational impacts, the Council will use core catchment zones that identify potential impact areas which extend beyond the relevant European site itself. Development proposals within such areas will take account of any relevant published findings and recommendations. There will be further assessment work on the Severn Estuary SPA and SAC that shall include recreational pressure.

##### National Sites

Nationally important sites, including Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR), will be safeguarded from development, unless the benefits of the development can be demonstrated to outweigh the identified national importance of the nature conservation interest or scientific interest of the site.

##### Local Sites

Local sites, including Local Nature Reserves (LNR), Key Wildlife Sites (KWS) and Regionally Important Geological and

Geomorphological Sites (RIGS) will be safeguarded from development, unless the benefits of the development outweigh the nature conservation or scientific interest of the site. 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. Opportunities will be sought to access and enhance the value of such sites for educational purposes, particularly in relation to promoting public awareness as well as appreciation of their historic and aesthetic value.

##### New Development and the Natural Environment

All new development will be required to conserve and enhance the natural environment, including all sites of biodiversity or geodiversity value (whether or not they have statutory protection) and all legally protected or priority habitats and species. The Council will support development that enhances existing sites and features of nature conservation value (including wildlife corridors and geological exposures) that contribute to the priorities established through the Local Nature Partnership. Consideration of the ecological networks in the District that may be affected by development should take account of the Gloucestershire Nature Map, river systems and any locally agreed Nature Improvement Areas, which represent priority places for the conservation and enhancement of the natural environment. In this respect, all developments should also enable and not reduce species' ability to move through the environment in response to predicted climate change, and to prevent isolation of significant populations of species.

The District will have a number of undesignated sites, which may nevertheless have rare species or valuable habitats. Where a site is indicated to have such an interest, the applicant should observe the precautionary principle and the Council will seek to ensure that the intrinsic value of the site for biodiversity and any community interest is enhanced or, at least, maintained. Where an impact cannot be avoided or mitigated (including post-development management and monitoring), compensatory measures will be sought. The Council

may, in exceptional circumstances, allow for biodiversity offsets, to prevent loss of biodiversity at the District level.

## Protected Species

Development proposals that would adversely affect European Protected Species (EPS) or Nationally Protected Species will not be supported, unless appropriate safeguarding measures can be provided (which may include brownfield or previously developed land (PDL) that can support priority habitats and/or be of value to protected species).

- 6.34 Stroud's natural environment is one of its greatest assets and includes some of Europe and the UK's most significant sites, which are protected by national policy and statutory legislation. There is legislation to protect plants and animals from harm. Protected species are often those that are rarest or most vulnerable to human activity. Some of the most highly protected animal and plant species in the UK are classified as 'European Protected species' under the 'Habitats Regulations'. These species are identified by the Annexes of the EU Habitats directive as the most seriously threatened in Europe – including bats, great crested newts, dormice and otters. European protected animal species and their breeding sites or resting places are protected. It is an offence for anyone to deliberately capture, injure or kill any such animal or to deliberately take or destroy their eggs. It is an offence to damage or destroy a breeding or resting place of such an animal. It is also an offence to have in one's possession or control, any live or dead species listed in Annex IV of the EU Habitats Directive – not just those within the British range. A person will commit an offence if he deliberately disturbs such an animal in such a way as to be likely to affect
- a) the ability of any significant groups of animals of that species to survive, breed, or rear or nurture their young, or
  - b) the local distribution or abundance of that species.

Protection for all wild birds is required under the EU Wild Birds Directive. The Wildlife and Countryside Act 1981 (as amended) ("The Act") provides similar protection for other animal and plant species that are rare in Great Britain, such as water voles. It also protects all wild birds in Great Britain, their eggs and active nests. Some species are protected from persecution (such as badgers) or from hunting or harvesting in an excessive or cruel way (such as game birds and deer). Offences under The Act in relation to the obstruction/disturbance of places used for shelter or protection, or the sale of said species, also apply to European Protected Species.

- 6.35 The wider valuable natural environment includes not only these protected species and sites, but also local sites such as Key Wildlife Sites, Regionally Important Geological 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. This includes functions that are defined by Regulation 39 of The Conservation of Habitats and Species Regulations 2010 (as amended), also known as the "Habitat Regulations".
- 6.36 Sustainable development provides opportunities to enhance the natural environment for wildlife and people, particularly through landscaping, public open space, Sustainable Drainage Systems (SuDs) and making use of existing built environment features to

provide opportunities for bird nesting, bat roosts and feeding stations, for example. Development may also open up opportunities to bring degraded or neglected features or habitats back into favourable condition through sensitive management to encourage wildlife; such restoration will be particularly valuable where it contributes towards landscape scale projects.

- 6.37 Collectively these sites and natural features make up the local ecological networks that are necessary to underpin and maintain a healthy natural environment. This policy seeks to ensure protection and enhancement of these sites and features, and is necessary to help halt and reverse current negative trends, as well as meeting new challenges – particularly from climate change adaptation and pressures associated with the increasing population.
- 6.38 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.
- 6.39 Compensation is a last resort, but will be necessary in some instances where other approaches cannot guarantee ‘no net loss’ of biodiversity and any unavoidable losses are outweighed by other sustainability considerations. 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. Appropriate compensatory measures should demonstrate no net loss of the relevant local biodiversity resource in the short and long-term, and be delivered as close to the development site as possible to avoid the degradation of local ecological networks or ‘ecosystem services’.

- 6.40 The Council will work with neighbouring Severn Estuary authorities to monitor visitor activities and potential disturbance in the Severn Estuary SPA, which may have implications for future environmental management strategies. There is considerable existing evidence and guidance available that is likely to be relevant to green infrastructure planning, including the Gloucestershire Nature Map developed by the Gloucestershire Biodiversity Partnership, the Rights of Way Improvement Plan, town/landscape assessments, and Historic Environment Records. Work currently being undertaken is likely to identify a core recreational catchment zone around the Severn Estuary SAC/SPA/Ramsar site, in which development proposals that involve a net increase in housing may be required to contribute to the funding of mitigation measures. Due to its scale and relative proximity to the SAC/SPA/Ramsar site, the West of Stonehouse development has been specifically identified as requiring application-level HRA, although it should be possible to provide avoidance and mitigation measures.
- 6.41 The HRA of the Local Plan, and discussion with Natural England and The National Trust, have identified measures that will be required on Rodborough Common over the Local Plan period, to ensure no adverse effect occurs on the SAC due to the expected population increase within the Stroud Valleys area and associated increase in recreational activity. A consistent 3km core catchment zone has been defined around this SAC to reflect the current patterns of activity based on settlements. The identified Rodborough SAC impacts result from the proposed growth over the Plan period. In this context, a small number of visitors from a particular settlement, for example, will still make an overall contribution to the

identified impacts in the HRA. Development proposals within this core catchment zone will be required to contribute to mitigation measures. The Council commits to working with partners to deliver improvements to Rodborough Common SAC through the delivery of measures including installation of new cattle grids, better dog management measures (on site), alternative dog walking opportunities (off site), grassland restoration on the lower slopes and maintenance of parking areas, in order to avoid an adverse effect on the integrity of the SAC associated with increased recreational activity over the plan period. The initiatives will be funded through CIL and s106 contributions towards a SAC Avoidance and Mitigation Strategy. This will identify measures that can include the potential to enhance open space(s) to deflect visits away from the SAC. A Supplementary Planning Document (SPD) will be prepared to provide clarity for developers. 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. The SPD will be subject to regular monitoring and review to at least coincide with the Local Plan Review.

- 6.42 Where a development includes specific measures to avoid and mitigate its impact upon the SAC and/or 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 scenic beauty of the landscape whilst taking account of the biodiversity interest and the historic and cultural heritage. 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. Development will only be permitted if all the following criteria are met:

1. The location, materials, scale and use are sympathetic and complement the landscape character; and
2. Natural features including trees, hedgerows and water features that contribute to the landscape character and setting of the development should be both retained and managed appropriately in the future.

Opportunities for appropriate landscaping will be sought alongside all new development, such that landscape type key characteristics are strengthened.

The Stroud District Landscape Assessment will be used when determining applications for development within rural areas.

- 6.43 The European Landscape Convention promotes landscape protection, management and planning, and applies to all landscapes, towns and villages, as well as open countryside; the coast and inland areas; and ordinary or even degraded landscapes,

as well as those that are afforded protection. Development on the edges of towns and villages will be broadly controlled in line with other policies in this Local Plan. However the principal pressure on the landscape arising from new development is erosion of the separate identity, character, visual and functional amenity of settlements and their setting, and impacts on the open countryside. Another challenge is to allow for appropriate development while having full regard to the conservation objectives of the most highly valued landscape - the Cotswolds Area of Outstanding Natural Beauty (AONB).

- 6.44 In 2000 the Council carried out a landscape study. Its purpose was to provide a comprehensive statement of landscape character and quality across the entire District and to give a better understanding of the landscape types, their character and quality and their interaction with each other. Issues relating to key characteristics, landform and context, land use and landscape patterns, settlement and vernacular character, human response and sensitivity to change were identified for the 12 Landscape Character Areas, together with key priorities for action.
- 6.45 Proposals for development within or affecting the AONB will be expected to have regard to it and any Cotswold Conservation Board Management Plans. Other documents prepared by the Cotswold Conservation Board may also be relevant, including position statements, woodland and biodiversity strategies, landscape sensitivity and tranquillity studies, and the landscape character assessments.

## Delivery Policy ES8

### Trees, hedgerows and woodlands

Development should seek where appropriate to enhance and expand the District's tree and woodland resource.

Development that would result in the unacceptable loss of, or

damage to, or threaten the continued well-being of protected trees, hedgerows, community orchards, veteran trees or woodland (including those that are not protected but are considered to be worthy of protection) will not be permitted.

Where the loss of trees is considered acceptable, adequate replacement provision will be required that utilise species that are in sympathy with the character of the existing tree species in the locality and the site.

- 6.46 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, intercept rainfall and airborne pollutants and regulate the movement of water through river catchments, reducing soil erosion and the leaching of pollutants into surface and ground waters. 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.
- 6.47 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.

- 6.48 Where trees within or adjacent to 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.

- 6.49 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.

- 6.50 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.
- 6.51 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

# Our environment and surroundings

- 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.

6.52 A future Supplementary Planning Document will cover the following equine development/activities: stabling and ancillary buildings, field shelters, indoor and outdoor exercise areas and facilities, other exercise activities and grazing/field management.

## 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 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 the spires and towers of historic churches and mills.
  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.

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, be implemented through measures secured by planning condition(s) or through a legal agreement.

# Our environment and surroundings

- 6.53 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 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.
- 6.54 National planning policy provides guidance on the identification, significance, and protection of heritage assets. These assets include 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 the policy will reinforce this.
- 6.55 Stroud District has an important legacy of heritage and cultural assets, including over 4,500 listed buildings, 42 conservation areas, 14 registered historic parks and gardens and 68 scheduled monuments. There are a wide range of undesignated historic buildings, archaeological sites and remains, and historic parks and gardens, as well as places, areas and landscapes of historic interest. Information about heritage assets can be found in the Gloucestershire Historic Environment Register (HER). These assets make a significant contribution to the identity of the locality in which they are set, helping to create a sense of place. The Council is committed to protecting and enhancing the District's historic environment and will produce a heritage strategy to supplement the Local Plan. The strategy will positively address the issues and pressures that are facing our heritage assets, including those identified in Chapter 1 of this Plan, and it will set out a programme for the appraisal and management of our conservation areas and the monitoring of any heritage assets "at risk".
- 6.56 Applications for development which affect heritage assets and their settings directly or indirectly will need to describe the nature of the significance of the assets affected, and set out how development will maintain and enhance heritage assets and their settings in a manner appropriate to that significance. New development should seek opportunities to draw on the historic environment in order to maintain and enhance local character and distinctiveness.
- 6.57 A development proposal which may affect the District's heritage assets (both designated and undesignated), or their setting, should demonstrate how these assets will be protected, conserved and, where appropriate, enhanced. The District's heritage assets include:
- 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; and
  - v historic parks and gardens.
- A Heritage Statement will be required for development proposals which will have a potential impact on any of the assets listed in (i)-(v) or for any major development proposal.
- 6.58 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 an existing or potential heritage asset is likely to occur, unless there are substantial public benefits.

## Delivery Policy ES11

### Maintaining, restoring and regenerating the District's Canals

The Council will encourage 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 or continued 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 design 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.

6.60 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 and the Council will support appropriate measures to improve access to the canals for transportation. Financial contributions will have to comply with relevant legislation and national advice.

6.59 Within Stroud District, the Gloucester & Sharpness Canal, the Stroudwater Canal 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. 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.

## 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 Design Statements, Design Codes, Neighbourhood Plans, Secured by Design standards and be sensitive to its context as well as contributing to sustainable living.

'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.

- 6.61 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.

- 6.62 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. 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.

### Delivery Policy ES13

#### Protection of existing open space

Development proposals shall not involve the whole or partial loss of open space within settlements, or of outdoor recreation facilities, playing fields or allotments within or relating to settlements, unless:

1. a robust assessment of open space provision 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 can perform
2. any replacement facility (or enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quality, availability and accessibility of open space or recreational opportunities.

There should be no harm to spaces 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
- 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 Plans shall designate Local Green Spaces which are of importance to them and are of particular local significance.

- 6.63 The Council has updated the 2004 Outdoor Play Space Study in 2013. The Study uses the Fields In Trust (FIT) (formerly Six Acre Standard) policy on the minimum standards for play and recreation space. The Study has used the Local Plan's 'parish clusters' set out in Chapter 3 to assess provision across the District.
- 6.64 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. It is important to prevent the loss of open space where this would harm the character of a settlement or the visual quality of the locality.
- 6.65 People's quality of life is improved by the existence of open spaces through opportunities for formal or informal recreation. The policy will contribute to opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreation opportunities.

## Delivery Policy ES14

### Provision of semi-natural and natural green space with new residential development

Strategic and major residential development shall be accompanied with additional accessible natural green space, proportionate to the scale of development. This will be provided to achieve the following target rates:

- Provision of at least 2ha of accessible natural green space per 1,000 population
- Provision of at least one accessible 20 hectare site within two kilometres of home;
- Provision of one accessible 100 hectare site within five kilometres of home; and
- No person should live more than 300m (or 5 minutes walk) from their nearest area of natural green space of at least 2 hectares in size.

All strategic scale residential development will be expected to have a network of such spaces.

- 6.66 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. Nature nearby is good for people, good for wildlife and good for the environment.

6.67 A clear recommendation from the Stroud Habitat Regulations Assessment 2012 was to adopt a policy that incorporated Natural England standards for the provision of new semi-natural greenspace for new development across the District. Natural Greenspace is defined as places where human control and activities are not intensive, so that a feeling of naturalness is allowed to predominate. This definition of natural greenspace includes semi-natural habitats (woodlands, commons, etc.); parks and greenspaces that contain a reasonable amount of natural features (e.g. mature trees, hedgerows and lakes with marginal vegetation); and sites which have been deliberately designed and planted to provide habitat for wildlife. The core of this policy 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. Green spaces also represent an opportunity to create a sense of place and, where landscape features are retained, a sense of establishment.

6.68 Therefore the Council places emphasis on providing natural and semi-natural open space at the levels recommended by Natural England; 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. Green space should ideally be able to provide a similar experience to the existing District Commons i.e. large-scale, attractive areas for dog walking and general recreation with biodiversity interest. The potential exists to make new accessible greenspace part of the Cotswolds – High Wolds Plateau Strategic Nature Area as identified on the Gloucestershire Nature Map.

6.69 Green Infrastructure (GI) provision is being discussed between all Gloucestershire district and county councils with the aim or

providing a District-wide Strategic Framework for GI requirements. The Council will consider the requirements for GI, in line with the emerging GI Framework, when determining planning applications.

6.70 An application for major residential 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

## Delivery Policy ES15

### Provision of outdoor play space

Proposals for new residential development shall provide appropriate public outdoor playing space, to achieve a standard of 2.4ha per 1000 population. The standard can be subdivided into the following categories:

- Youth and Adult Facilities including Multi Use Games Area at 1.6 ha per 1000 population
- Playing Pitches 1.2 ha per 1000 population (sitting within the Youth and Adult Facilities Standard)
- Equipped Play Space for Children and Young People at 0.2 – 0.3 ha per 1000 population
- Local Area of Play (LAP)/ Local Equipped Area for Play (LEAP)/ Neighbourhood Equipped Area for Play (NEAP) at 0.4 – 0.5 ha per 1000 population.

Public Open Space should be usable and easily accessible to the dwellings it is intended to serve by a good quality pedestrian and cycle route.

Where achievement of this standard is unrealistic or inappropriate within the boundaries of the development site, a financial contribution will be sought in lieu of on-site provision. When new

provision is provided, appropriate measures will be sought to ensure the future satisfactory maintenance and management of the open space.

Site distance thresholds are set out in Supplementary Planning Guidance, 'Residential Development Outdoor Play Space Provision'.

- 6.71 The Council has updated the 2004 Outdoor Play Space Study in 2013. The Study uses the Fields In Trust (FIT) (formerly Six Acre Standard) policy on the minimum standards for play and recreation space. The Study has used the Local Plan's 'parish clusters' set out in Chapter 3 to assess provision across the District.
- 6.72 In determining proposals for residential development, an important consideration will be the extent to which a requirement to provide public open space arises. All residential development will add to the demand for outdoor recreational facilities in areas which are already deficient in provision.
- 6.73 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.

## 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 1,000m<sup>2</sup> gross floorspace or 1ha of land or more which are publicly accessible.

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.

- 6.74 The purpose of this policy is to facilitate the provision of public art within new development. The District 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.
- 6.75 The provision of public art assists in enhancing the distinctiveness of developments and can positively assist the establishment of a sense of place and identity. It helps in enhancing the appearance of both buildings and their setting, the quality of the environment and can help promote culture and civic pride. 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 District 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. Any potential contribution to future maintenance of a public art feature will be considered on a case by case basis.



# Delivery and monitoring



## Implementation

- 7.1 This 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 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 The following table 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	2006 to 2015	Projected Delivery of Allocations 2015-2031			Total supply
		1-5 years	6-10 years	11-15+ years	
Completions	3,837				3,837
Commitments (2015)					3,948
Undeliverable permissions (2015)					- 449
Stroud Valleys		170	260	20	450
West of Stonehouse		350	850	150	1,350
North East Cam		180	270		450
Hunts Grove Extension		132	579	39	750
Sharpness Docks North		80	116	104	300
Small sites windfall		115	290	345	750
Council Housing Programme		109	41	0	150
<b>District Total</b>	<b>3,837</b>	<b>1,136</b>	<b>2,406</b>	<b>658</b>	<b>11,536</b>





- 7.7 The graph above sets out how the total housing supply is anticipated to be delivered by 2031. As houses are completed, the managed delivery target reduces to the point that the minimum housing requirement it expected to be achieved by 2029.
- 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 has been prepared to assess the performance of the Local Plan over its course up to 2031. 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 sets out a series of key indicators, which can be used to measure the Local Plan's performance. They have related targets in order to assess whether current policies are working effectively or whether they need to be reviewed or replaced. Where it becomes evident that perhaps 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 table in **Appendix 1** sets out the Local Plan's monitoring framework. Each policy has at least one indicator and target, and some have more.
- 7.14 The Council will 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

# Appendices

# 8

## APPENDIX 1:

### Monitoring Framework: table of targets and indicators

Local Plan Policy		Target (where appropriate)	Indicators
CP1	<b>Presumption in favour of Sustainable Development</b>		<ul style="list-style-type: none"> <li>Covered by other indicators within the framework.</li> </ul>
CP2	<b>Strategic growth and development locations</b>	<p>To provide 456 dwellings per annum across Stroud District and to achieve a total of at least 11,400 net additional dwellings between 2006-2031.</p> <p>To provide 950 additional care home bedspaces between 2013-2031.</p> <p>To provide 58 ha net additional employment land between 2006-2031.</p>	<ul style="list-style-type: none"> <li>Number of annual housing and employment completions.</li> <li>To be developed with phasing completion targets.</li> </ul>
CP3	<b>Settlement Hierarchy</b>		<ul style="list-style-type: none"> <li>Planning Applications permitted within identified settlement development limits, where the majority are in tiers one to three.</li> <li>Adoption of neighbourhood plans and community plans as outlined in the policy.</li> </ul>
CP4	<b>Place Making</b>		<ul style="list-style-type: none"> <li>Adoption of neighbourhood plans and community plans as outlined in the policy.</li> </ul>
CP5	<b>Environmental development principles for strategic sites</b>		<ul style="list-style-type: none"> <li>Strategic Planning Allocations permitted using the policy principles.</li> </ul>
CP6	<b>Developer Contributions to services, community facilities and other infrastructure</b>		<ul style="list-style-type: none"> <li>Monitoring CIL and legal agreements against financial levels set out in the Stroud IDP.</li> </ul>
CP7	<b>Lifetime Communities</b>		<ul style="list-style-type: none"> <li>The percentage of young people aged 16 to 18 not in education, training or employment.</li> </ul>
CP8	<b>New Housing Development</b>		<ul style="list-style-type: none"> <li>Quantum of housing development meeting densities identified in SHLAA.</li> <li>Quantum of housing development meeting housing mix identified in SHMA.</li> </ul>

Local Plan Policy		Target (where appropriate)	Indicators
CP9	<b>Affordable Housing</b>	To provide 30% affordable housing on development sites of 4 or more or sites larger than 0.16 ha.	<ul style="list-style-type: none"> <li>Percentage of granted planning permissions for sites of 4 or more or sites larger than 0.16 ha with 30% or more affordable housing.</li> <li>Quantum of new affordable housing.</li> </ul>
CP10	<b>Gypsy, Traveller &amp; Showpeople Sites</b>	To provide 31 Gypsy and Traveller pitches and 8 Travelling Showpeople plots between 2006 and 2031.	<ul style="list-style-type: none"> <li>Net additional transit and residential pitches (gypsy, traveller and travelling showpeople) permitted to meet identified GTAA requirement.</li> <li>Net additional transit and residential pitches (gypsy, traveller and travelling showpeople) completed to meet identified GTAA requirement.</li> </ul>
HC1	<b>Meeting Small-scale Housing Need</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
HC2	<b>New Homes above shops in town centres</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
HC3	<b>Strategic Self Build Housing Provision</b>	At least 2% of housing on Strategic Allocation Sites.	<ul style="list-style-type: none"> <li>Quantum of new self build housing.</li> </ul>
HC4	<b>Local Housing Need (exception sites)</b>		<ul style="list-style-type: none"> <li>Number of permitted schemes for rural housing.</li> </ul>
HC5	<b>Replacement Dwellings</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
HC6	<b>Residential Sub-division</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
HC7	<b>Annexes</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
HC8	<b>Extensions</b>		<ul style="list-style-type: none"> <li>Number of applications permitted.</li> </ul>
CP11	<b>New Employment Development</b>		<ul style="list-style-type: none"> <li>Number of business registrations and de-registrations.</li> <li>Quantum of land developed by employment type and location.</li> <li>Amount of land (ha) developed for employment by location against Local Plan timeframes.</li> </ul>
CP12	<b>Town Centres &amp; Retailing</b>		<ul style="list-style-type: none"> <li>Proportion of vacant shops in all centres.</li> <li>Number of non-retail uses on primary &amp; secondary frontages</li> </ul>
CP13	<b>Demand Management &amp; Sustainable Travel</b>		<ul style="list-style-type: none"> <li>Number of applications that do not provide a travel plans and / or transport assessment that is contrary to transport advice.</li> <li>Number of applications located within 800 metres of a District, Local or Neighbourhood Centre.</li> </ul>

Local Plan Policy		Target (where appropriate)	Indicators
EI1	<b>Key Employment Sites</b>		<ul style="list-style-type: none"> <li>Quantum of employment land lost to non-employment development in our Employment Land Availability Studies.</li> <li>Quantum of land developed by employment type and location (key employment areas) in our Employment Land Availability Studies.</li> </ul>
EI2	<b>Regenerating Existing Sites</b>		<ul style="list-style-type: none"> <li>Quantum of employment land lost to non-employment development in our Employment Land Availability and Housing Land Availability Studies.</li> <li>Quantum of land developed by employment type and location (key employment areas) in our Employment Land Availability and Housing Land Availability Studies.</li> </ul>
EI3	<b>Small Employment Sites</b>		<ul style="list-style-type: none"> <li>Quantum of employment land lost to non-employment development in Employment Land Availability Studies.</li> <li>Quantum of land developed by employment type and location (key employment areas) in our Employment Land Availability Studies.</li> </ul>
EI4	<b>Existing Employment Sites in the countryside.</b>		<ul style="list-style-type: none"> <li>Number of permitted schemes for employment in the countryside and quantum of land developed by employment type and location in our Employment Land Availability Studies.</li> </ul>
EI5	<b>Farm Diversification</b>		<ul style="list-style-type: none"> <li>Number of permitted schemes for farm diversification in the countryside and quantum of land developed by employment type and location in our Employment Land Availability Studies.</li> </ul>
EI6	<b>Protecting Community Facilities</b>		<ul style="list-style-type: none"> <li>Quantity of community facilities lost through development.</li> <li>Quantity of new community facilities.</li> </ul>
EI7	<b>Primary Frontage Development</b>		<ul style="list-style-type: none"> <li>Percentage class A1 retail use in primary frontage.</li> </ul>
EI8	<b>Secondary Frontage Development</b>		<ul style="list-style-type: none"> <li>Percentage class A1 retail use in secondary frontage.</li> </ul>
EI9	<b>Retail Thresholds</b>		<ul style="list-style-type: none"> <li>Number of applications granted contrary to advice in relation to retail impact assessment.</li> </ul>
EI10	<b>Tourism</b>		<ul style="list-style-type: none"> <li>Number of permitted schemes for tourism.</li> </ul>
EI11	<b>Sport, Leisure and Recreation</b>		<ul style="list-style-type: none"> <li>Net change in floorspace of sports centres.</li> <li>Net change in floorspace of cultural uses in the Town Centres.</li> </ul>

Local Plan Policy		Target (where appropriate)	Indicators
EI12	Transport Choice		<ul style="list-style-type: none"> <li>Percentage of new residential development within 800 metres of public transport facilities.</li> </ul>
EI13	Cycle Routes		<ul style="list-style-type: none"> <li>Number of permitted schemes with contributions to the identified cycle network.</li> </ul>
EI14	Rail Stations and Halts		<ul style="list-style-type: none"> <li>Number of permitted schemes involving re-opening or new stations and halts.</li> </ul>
EI15	Freight Facilities at Docks		<ul style="list-style-type: none"> <li>Number of permitted schemes with freight facilities improvements at Sharpness.</li> </ul>
EI16	Public Transport Facilities		<ul style="list-style-type: none"> <li>Number of permitted schemes with accompanying public transport facilities included within 400 metres.</li> </ul>
CP14	High Quality Sustainable Development		<ul style="list-style-type: none"> <li>This policy is covered by other indicators within this framework such as ES1..</li> </ul>
CP15	Quality Living & Working Countryside		<ul style="list-style-type: none"> <li>Number of permitted schemes for conversions of buildings to residential use in the countryside.</li> </ul>
ES1	Energy efficiency and sustainable construction		<ul style="list-style-type: none"> <li>Proportion of completed development achieving current policy standards for sustainable construction.</li> <li>The Council will put in place a process to calculate carbon emissions in the District against a baseline and monitor changes to assess achievement against any targets. Emissions should be calculated using established protocols.</li> </ul>
ES2	Renewable Energy Generation		<ul style="list-style-type: none"> <li>Renewable energy capacity installed (by type) (measured in kW).</li> </ul>
ES3	Quality of Life within Environmental Limits		<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to advice.</li> </ul>
ES4	Flood Risk & Water Resources		<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to advice of EA on flood defence or water quality grounds / Severn Trent and Wessex Water.</li> </ul>
ES5	Air Quality		<ul style="list-style-type: none"> <li>Level of air pollution recorded through Air Quality Strategy.</li> </ul>
ES6	Biodiversity and Geodiversity		<ul style="list-style-type: none"> <li>Percentage of granted planning permissions within areas of biodiversity and geodiversity value.</li> <li>Area of net biodiversity gain.</li> <li>Condition of SSSI's within the District.</li> </ul>
ES7	Landscape Character		<ul style="list-style-type: none"> <li>Percentage of development approved in areas where there is a need to take account of landscape character.</li> </ul>

Local Plan Policy		Target (where appropriate)	Indicators
ES8	Trees and Hedgerows		<ul style="list-style-type: none"> <li>Amount of new hedgerows and woodland.</li> <li>Amount of woodland and hedgerows being managed.</li> </ul>
ES9	Equestrianism		<ul style="list-style-type: none"> <li>Number of permitted equestrian schemes.</li> <li>Number of permitted schemes with a Management Plan.</li> </ul>
ES10	Historic Environment	The completion of a Heritage Strategy	<ul style="list-style-type: none"> <li>Number of listed buildings</li> <li>Number of heritage assets at risk.</li> <li>Number of non-designated heritage assets (these can be, but are not always, "locally listed")</li> <li>Number of conservation areas with an up to date appraisal and heritage at risk survey</li> <li>Number of instances of substantial harm to non-designated heritage assets</li> </ul>
ES11	Cotswold Canals		<ul style="list-style-type: none"> <li>Amount of development permitted on land safeguarded for the canals.</li> <li>Total distance (metres) of restored Canal.</li> </ul>
ES12	Better Design of Places		<ul style="list-style-type: none"> <li>Adoption of neighbourhood plans and community plans as outlined in the policy.</li> </ul>
ES13	Protection of Open Space		<ul style="list-style-type: none"> <li>Quantity of public open space lost.</li> </ul>
ES14	Provision of Green Space		<ul style="list-style-type: none"> <li>Quantity of green space provision in strategic development areas.</li> </ul>
ES15	Outdoor Play Space		<ul style="list-style-type: none"> <li>Quantity of public open space provided.</li> </ul>
ES16	Public Art		<ul style="list-style-type: none"> <li>Number of permitted schemes with Public Art provision.</li> </ul>



## APPENDIX 2: Parking Standards for Vehicles and Cycles

### Vehicle parking:

1. The standards relate to uses defined in the Town and Country Planning (Use Classes Order) 1987.
2. For any use not included in the standards below, the number of parking spaces will be a matter for negotiation and assessed according to individual circumstances.
3. All standards are based on gross floor area by external measurement unless stated to the contrary.
4. All car parking spaces (except disabled) shall be a minimum of 2.4m x 4.8m, with a minimum aisle width of 6m.
5. 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.
6. Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards. 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.
7. The standards apply to new developments or extensions and to changes of use. When considering an extension to an existing use the opportunity for reduced operational minimum parking standards 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.
9. The abbreviation FTE means 'full time equivalent' where used in these standards.

### Disabled car 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.

## Cycle parking:

A minimum of 2 cycle parking spaces must be provided at any new non-residential development, however small.

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.

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:

### Car parking standards for strategically significant land uses

This table contains car parking standards that apply to those land uses for which car parking standards are set.

Land Use	Central Severn Vale and Town Centres	Elsewhere
<b>A1 Food retail</b> Over 1,000 sq m	1/18 sq m	1/18 sq m
<b>A1 Non-food retail</b> Over 1,000 sq m	1/22 sq m	1/22 sq m
<b>B1(a) &amp; (b) Office/R&amp;D</b> Over 1,000 sq m	1/42 sq m	1/35 sq m
<b>B1(c)/B2 industrial</b> Over 5,000 sq	1/50 sq m	1/50 sq m
<b>B8 Warehousing</b> Over 10,000 sq m	1/200 sq m	1/200 sq m
<b>C1 Hotel</b> Over 20 bedrooms	0.9/bedroom + 1/3 employees	0.9/bedroom + 1/3 employees
<b>C2 Hospital</b> Over 2,500 sq m		1/4 employees + 1/3 daily visitors
<b>D1 Higher/Further Education</b> Over 2,500 sq m	1/2 employees	1/2 employees
<b>D2 Cinema, Conference Facilities</b> Over 1,000 sq m	1/5 seats	1/5 seats
<b>D2 other, including Leisure</b> Over 1,000 sq m	1/20 sq m	1/20 sq m
<b>Stadium</b> Over 1,500 seats	1/15 seats	1/15 seats

## Definitions:

- Central Severn Vale - sites within the Central Severn Vale area are defined as Gloucester and Cheltenham and their immediate hinterland in the Gloucestershire County Council's Local Transport Plans
- Town centres - sites in or on the edge of the town centres of Stroud, Cam and Dursley, and Stonehouse.
- 1/(denominator) means one car parking space per (sq m floorspace, number of employees etc.).
- 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.

## Table B:

### Car parking standards for other land uses

This table sets out a single car parking standard for other, non strategically significant land uses.

Land Use	Car parking
<b>A1 retail</b> up to 1,000 sq m and <b>A2 professional services</b>	1/25 sq m
<b>A3 Public House/Restaurant</b>	1/5 sq m of public area
<b>B1(a) and (b) Office/R&amp;D</b> Up to 1,000 sq m	1/25 sq m
<b>B1(c) /B2 Industrial</b> up to 5,000 sq m	1/50 sq m
<b>B8 Warehousing/Distribution</b> up to 10,000 sq m	1/100 sq m
<b>C1 Hotel</b> up to 20 rooms	1/bedroom + 1/3 employees
<b>C1 Hostel</b>	1/6 bedspaces + 1/employee
<b>C2 Hospital</b> up to 2,500 sq m	1/2 bedspaces +1/employee

Land Use	Car parking
<b>C2 Nursing Home</b>	1/6 bedspaces + 1/employee
<b>C2 Boarding School</b>	1/employee + visitors
<b>C3 Dwelling houses/flats</b>	1.5/dwelling (average) 2/dwelling will be required where it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem.
<b>C3 Sheltered Housing</b>	1/employee + ½ dwelling units
<b>D1 Doctor's/Vet's Surgery/Health Centre</b>	1/employee + 1/5 sq m waiting area
<b>D1 School/Crèche/Day Centre</b>	1/employee
<b>D1 Higher/Further Education</b> Up to 2,500 sq m	1/employee
<b>D1 Art Gallery, Museum, Library</b>	1/50 sq m public space + 1/employee
<b>D1 Public Hall/Place of Worship</b>	1/4 seats or 1/5 sq m
<b>D2 Cinema, Conference facilities, Concert Hall</b> up to 1,000 sq m	1/4 seats
<b>D2 Other uses including Leisure</b> up to 1,000 sq m	1/10 sq m

## Definitions:

- 1/(denominator) means one car parking space per (sq m floorspace, number of employees etc.).
- 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.

Table C:

**Minimum cycle and motorcycle parking standards**

Land Use	Car parking
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:**

- 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.

## APPENDIX 3: 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** - handiness: the quality or extent of being at hand when needed.

**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** – a concept of travel that includes only those forms of transport that require active use of the human body as a transport machine. Examples include walking and cycling, as these burn off energy in contrast to sedentary forms of travel, such as driving or getting the bus. People who already walk or use a bicycle as a primary mode of transport may do so for environmental, health or practical reasons

**Affordable Housing** - social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

**Allocated** – land which has been identified in the development plan for a specific form of development.

**Amenity** – those qualities of life enjoyed by people that can be influenced by the surrounding environment, in which they visit, live or work. 'Residential amenity' includes for example, a reasonable degree of privacy, freedom from noise nuisance, air pollution etc. normally expected at home.

**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 or development of a different subsidiary use, but which is related to and often found in association with primary use or development.

**Authority Monitoring Report (AMR)** - a report on how the Council is performing in terms of the Local Plan. Includes monitoring implementation and performance of policies following changes brought in by the Local Planning Regulations 2012. It replaces the Annual Monitoring Report. Local planning authorities are no longer required to send an Annual Monitoring Report to the Secretary of State and instead monitoring should be a continuous process.

**Area Action Plan (AAP)** - a type of development plan document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration). There are none currently proposed in Stroud District.

**Area of Outstanding Natural Beauty (AONB)** - a statutory landscape designation to recognise, conserve and enhance landscape of national importance.

**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.

**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 Action Plan (BAP)** - a plan or program to conserve or enhance biodiversity, which sets out detailed action on how it will be achieved, either nationally or locally.

**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). The 2011 Census is the most recent and accurate population count.

**Circulars** - statements of Government policy, often supplying guidance or background information on legislative or procedural matters which may prove to be a material consideration in the determination of a planning application if relevant to the decision.

**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 the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 development requiring planning permission is involved.

**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.

**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.

**Community Strategy** - a long-term vision for improving the quality of people's lives, with the aim of improving economic, social and environmental well being of the area and contribute to the achievement of sustainable development. Local authorities are required by the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

**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.

**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 dwellinghouse is normally its garden and the curtilage of a commercial building is its ancillary open areas such as for parking / services and landscaping.

**Department of Communities and Local Government (DCLG)** – the Department for Communities and Local Government (DCLG) is the UK Government department for communities and local government in England. It was established in May 2006 and is the successor to the Office of the Deputy Prime Minister, established in 2001.

**Design and Access Statements (DAS)** - a report accompanying and supporting a planning application. A 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.

**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 Consent Obligation** -see s106 Agreements (s106).

**Development Consent Order** - applicants promoting nationally significant infrastructure projects in the fields of energy, transport, water and waste will apply for a 'development consent order' rather than for planning permission under the Planning Act. A development consent order, when issued, combines the grant of planning permission with a range of other consents that in other circumstances have to be applied for separately, such as listed building consent. All applications for development consent orders will be made to the Infrastructure Planning Commission (IPC).

**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.

**Development Plan Document (DPD)** – a land use plan which has development plan status and is subject to community involvement and Independent examination. It forms part of the Local 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).

**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.

**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, from this input the first Issues and Options consultation are formulated.

**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.

**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 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 First or GFirst** - is the service that promotes Gloucestershire as a location for business, for visitors and for investors and are the driving force for the recently formed Gloucestershire Local Enterprise Partnership (LEP) that promotes business in the Forest of Dean, Cotswold hills and major settlements of Gloucester, Cheltenham, Tewkesbury and Stroud.

**Greenhouse Gas (GHG)** - is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared 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 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 of their own or their families or dependants educational or health needs or old age have ceased or travel temporarily or permanently, 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 Action Plan (HAP)** – is a target programme of management measures aimed at maintaining/restoring a specific habitat.

**Habitat Regulations Assessment (HRA)** – a document to determine impacts on nearby Natura 2000 sites.

**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).

**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.

**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.

**Issues and Options** - produced relatively early as part of the preparation of Development Plan Documents and used for consultation and community involvement.

**Key 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.

**Key Employment Site** – is a Stroud District Local Plan designation for sites that will be retained for B 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.

**Lifetime Communities** – Planning to create liveable places for people of all ages and abilities during their lifetime. Those communities should offer everyone the best possible chance of health, well-being, social, economic and civic engagement, regardless of age.

**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 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 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 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 Plan** – The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

**Local Planning Authority (LPA)** - is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the United Kingdom.

**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.

**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.

**Major Infrastructure Projects** - major or 'nationally significant' infrastructure projects for energy, transport, water and waste.

**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.

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

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

**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.

**Nationally Significant Infrastructure Projects** – are major infrastructure developments, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc.

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

**Natura 2000** - an ecological network of protected areas within the territory of the European Union.

**Natural Environment and Rural Communities Act 2006 / NERC Act** - an Act to make provision about bodies concerned with the natural environment and rural communities.

**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).

**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. Whilst a Phase 1 habitat survey is exceedingly useful, an extended Phase 1 habitat survey is often preferred. This provides further information on a site, above that specified by JNCC, and allows the survey results to be of use in the context required, for example the assessment of a proposed development. An extended survey might include more detailed information on hedgerows, a botanical species list, and a further appraisal of the areas as habitat for legally protected species.

**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.

**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.

**Place Making** - capitalises on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being. Place making is both a process and a philosophy.

**Preferred Options Document** - Produced as part of the preparation of Development Plan Documents and part of the consultation and community involvement process.

**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.

**Primary Shopping Area (PSA)** – area within town centres where retail is concentrated, comprising the primary and secondary frontages.

**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 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 Impact Assessment** – an assessment which may be required in connection with major retail purposes assessing the likely effect of the proposals on patterns of trades and the viability and vitality of existing retail centres.

**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.

**Saved Policies** – are plans and policies that were originally in the 2005 adopted Local Plan but are still relevant in the current spatial environment and, therefore, remain current policy.

**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).

**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.

**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.

**Special Area of Conservation (SAC)** – are sites of European nature conservation importance designated under the Habitats Regulations.

**Special Protection Area (SPA)** - are sites designated under the European Commission Directive on the Conservation of Wild Birds.

**Species Action Plan (SAP)** - a framework for conservation of particular species and their habitats.

**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 Land Availability Assessment (SHLAA)** - an assessment of land availability for housing.

**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 local authorities. 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) following the review of the planning system in 2004.

**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 more healthy 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:

**A1** - Shops;

**A2** - Financial and Professional Services;

**A3** - Restaurants and Cafes;

**A4** - Drinking Establishments;

**A5** - Hot Food Takeaway;

**B1** - Business;

**B2** - General Industrial;

**B8** - Storage and Distribution;

**C1** - Hotels;

**C2** - Residential Institution;

**C3** - Dwelling Houses;

**C4** - Houses in Multiple Occupation;

**D1** - Non-residential Institutions;

**D2** - Assembly and Leisure.

**Sui Generis** - Certain uses that do not fall within any 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 liveliness and level of economic activity.

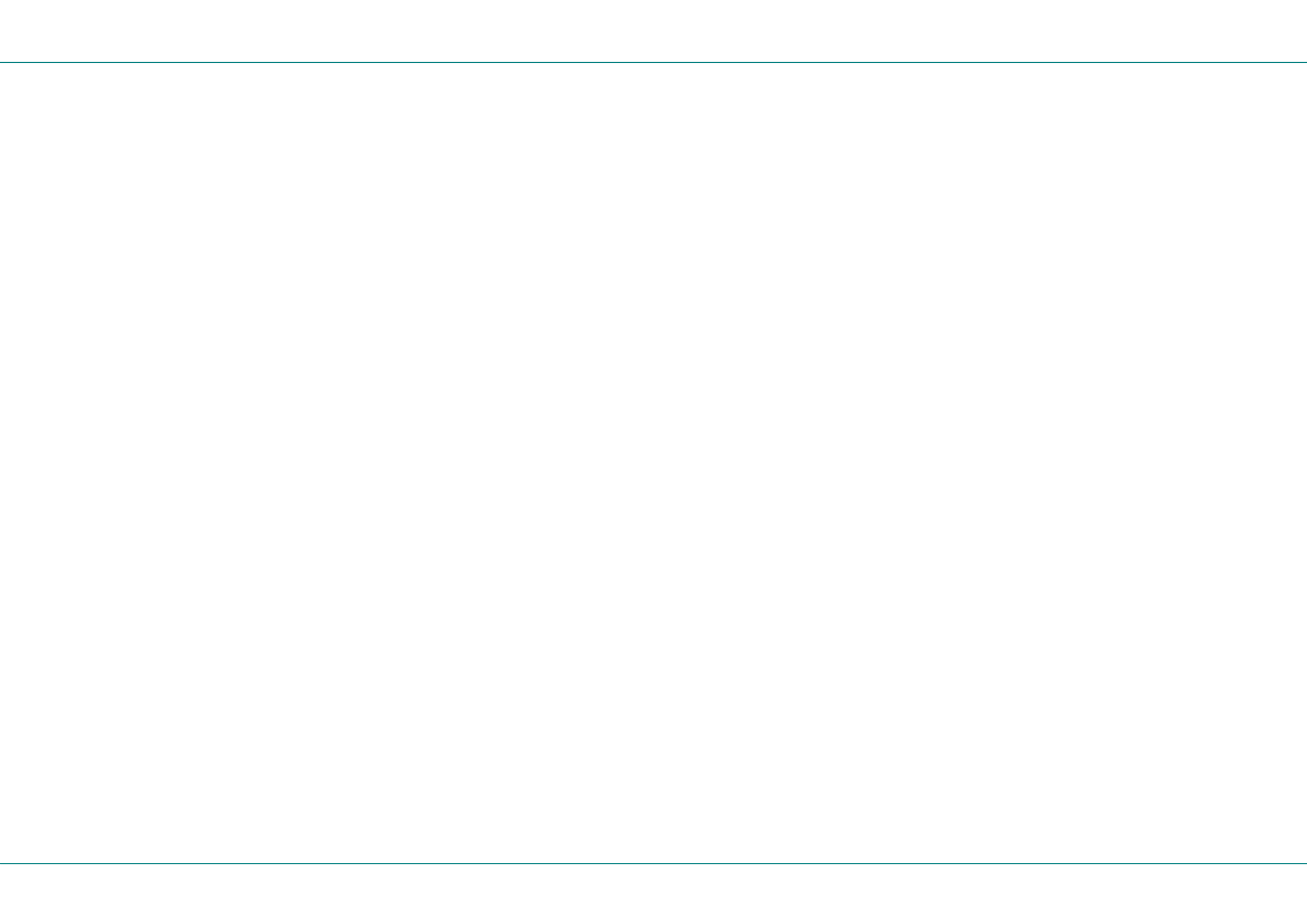
**Water Framework Directive** – is a European Directive that aims to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater.

**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.







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