



# Making Places | Shaping the future of the Berkeley cluster

## The strategy ...

*“...Growing two new villages and boosting vitality by making the most of our natural resources, leisure and tourism”*

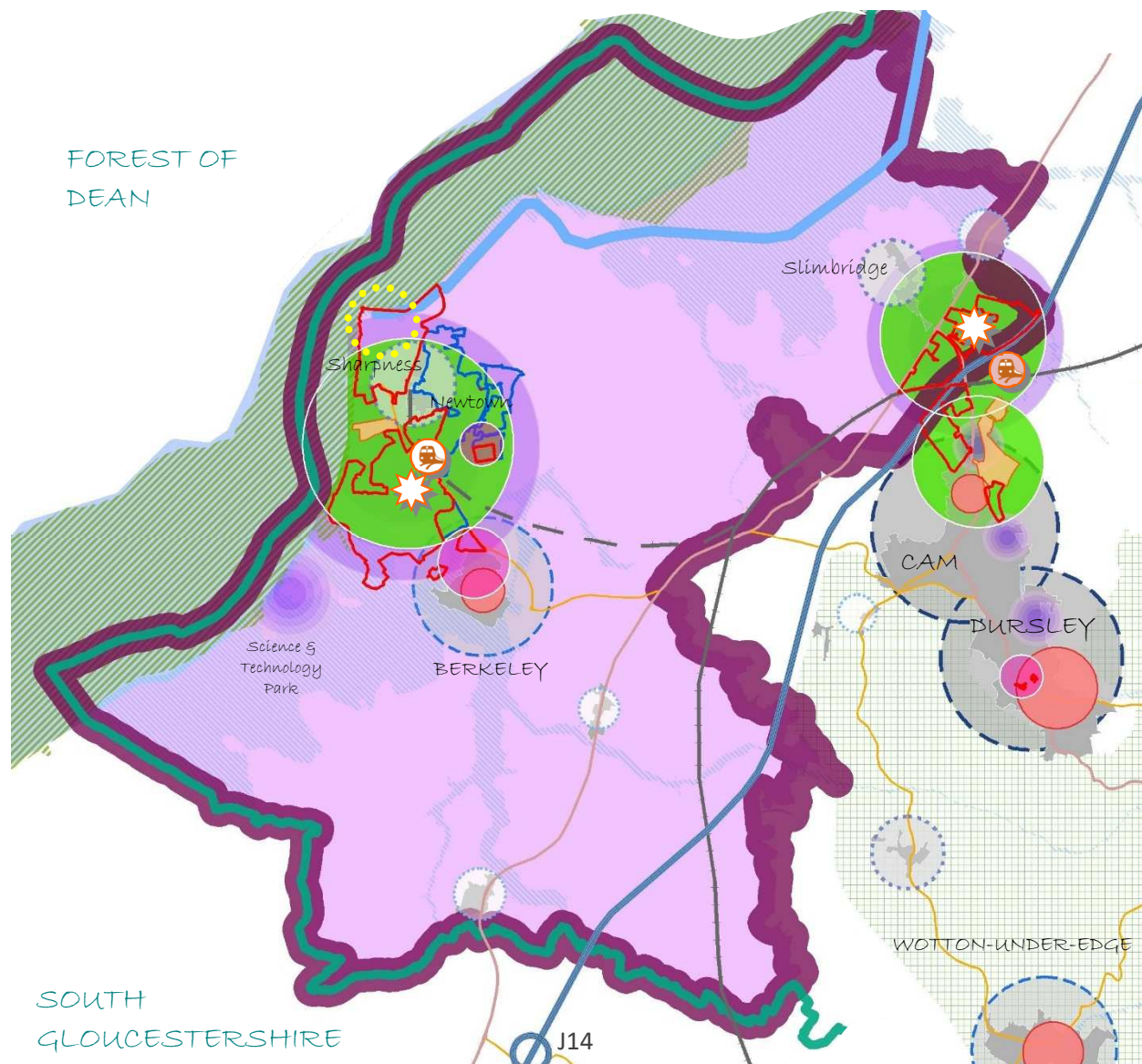
In the parishes of Berkeley, Alkington, Ham and Stone, Hamfallow, Hinton and Slimbridge.

**Berkeley** is one of the District’s historic market towns, identified as a Tier 2 “Local Service Centre” in the **CP3 settlement hierarchy**. The development strategy for the surrounding parishes combines some very large **strategic site allocations** (which will contribute towards meeting the District’s growth and development needs) with some smaller **local sites**, boosting employment and enhancing local services and facilities. This includes the creation of two entirely new settlements.

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

Map 9 ...Spatial vision to 2040 for the parishes around Berkeley

3.5.1





# Making Places | Shaping the future of the Berkeley cluster

## ...What do we want for the future?

### Vision to 2040...

3.4.2 ▶

#### Settlement hierarchy (CP3):

##### Tier 2 – Local Service Centres

- Berkeley
- Sharpness new settlement (anticipated)

##### Tier 3a – Accessible settlements with local facilities

- Newtown
- Wisloe new settlement (anticipated)

##### Tier 3b – Settlements with local facilities

- Slimbridge

##### Tier 4a – Accessible Settlements with basic facilities

- Cambridge
- Newport

##### Tier 4b – Settlements with basic facilities

- Stone

#### Town Centres (CP12)



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

#### Local Centres (CP12)



Existing / new centres with local services and facilities



Stroud District boundary



The parishes of the Stroud Valleys vision area



Conserving wildlife and natural estuarine habitats



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



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 E12 E12a)



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



Site allocations



Potential land for further growth at Sharpness, beyond 2040



Already committed Development (including site allocations in the 2015 Local Plan)



Tourism and leisure based regeneration and conservation at Sharpness



Rail station



Location for new railway station

### Growing two new villages and boosting local vitality by making the most of our natural resources, leisure and tourism...

New communities at Sharpness and at Wisloe Green will help to meet the housing and employment needs of the District, whilst delivering a step change in services and facilities available to the local area. Following Garden City principles, the mix of uses, design quality and an accessible layout within a green setting will deliver a truly sustainable pattern of living for new and existing local residents. Sustainable forms of transport will be boosted by the re-opening of the Sharpness rail branchline to passenger and tourism services, by enhancing access to Cam & Dursley rail station and by increasing strategic bus services along the A38 corridor connecting Stone, Newport, Slimbridge and Cambridge to Bristol and Gloucester. Established communities will have the chance to help shape their neighbourhoods, maintaining their distinct identities and protecting and improving those aspects of the area that make it a pleasant place to live.

Berkeley town will continue in its historic role as a service centre for rural communities around it, although it is recognised that it cannot compete with larger towns within or outside the District for many goods or services. Instead, its local role will be bolstered through small scale growth to meet locally identified needs, benefitting from improved transport links to elsewhere, delivered by the new community at Sharpness. The town's vitality will also benefit from increased visitor numbers and passing trade, drawn to the area for work or leisure and tourism. The new settlement at Sharpness, together with improvements to the working environment and leisure amenities at the Docks and the development of Gloucestershire Science and Technology Park at the former Nuclear Power Station site, will provide a local boost. These will act together with visitor attractions (including Berkeley Castle, Dr Jenner's Museum, Slimbridge Wildfowl and Wetlands Trust, restored heritage railway and several safe and attractive walking and cycling routes) to raise the profile of this part of the District. The townscape and public realm of Berkeley will be conserved and enhanced, to improve the marketability of the area.

Villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities. Where possible, safe walking and cycling routes will link places together. Across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

Conservation and management of the area's distinctive built heritage, precious estuarine landscape and habitats will remain high priorities, as will resilience to climate change and associated flood risk.





# Making Places | Shaping the future of the Berkeley cluster

*...What do we want for the future?*

## 3.5.3 Where are we now?...

This cluster of parishes lies in the Severn Vale at the south-western corner of Stroud District, close to the boundary between Gloucestershire and South Gloucestershire. Berkeley is a historic market town, which today acts as a local service centre for a rural hinterland. Many residents of these parishes commute out of the District for work, leisure and anything other than convenience shopping (Bristol and Thornbury are within easy reach). The closure of Berkeley Nuclear Power Station had an impact on local employment opportunities, but the development of the Gloucestershire Science and Technology Park is providing new opportunities for growth. Sharpness Docks is a thriving and busy port but has scope for new development focussing on the leisure and tourism potential of the Gloucester-Sharpness canal and its Severn Estuary location.

The area is blessed with some beautiful landscape and valuable estuarine habitats, which are nationally and internationally protected. These parishes are also home to some of the District's major tourist attractions: notably, Berkeley Castle, The Jenner Museum, Cattle Country Adventure Park and the world-renowned Wildfowl and Wetlands Trust at Slimbridge.

## 3.5.4 Key issues and top priorities for the future...

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

- Designing safe walking and cycle routes from Newport to Berkeley extended to Sharpness and the Gloucestershire Science and Technology Park
- Providing a well signposted, direct walking and cycle route from Wisloe to Cam and Dursley station and to the Wildfowl and Wetlands Trust at Slimbridge
- Improve road links to the A38
- Improving transport links with towns and villages in South Gloucestershire and to Bristol and beyond
- Ensuring adequate provision of affordable housing and housing opportunities for younger people
- Providing for local job opportunities; supporting small scale and start-up businesses
- Improving IT connectivity and infrastructure
- Maintaining and improving the vitality of Berkeley town centre
- Protecting the natural landscape and wildlife habitats of the river estuary and its rural setting including the Severnway
- Promoting tourist opportunities in Berkeley town centre and the river estuary for tourism and increasing tourist accommodation opportunities.





# Making Places | Shaping the future of the Berkeley cluster

...How are we going to get there?

## 3.5.5 Guiding principles for growth or development in the Berkeley cluster:

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

1. A vision for the regeneration of Sharpness Docks will be progressed including up to 300 new homes over the plan period in association with a leisure and recreation strategy for the north of the Docks and intensified and upgraded employment provision on new and existing sites within the commercial Docks to the south
2. The former Berkeley Power station site will continue to be redeveloped as the Gloucestershire Science and Technology Park, to include educational, training and research facilities, together with GREEN employment uses and uses associated with the decommissioning process.
3. A new garden community at Sharpness will support and complement regeneration initiatives within the Berkeley/Sharpness area, by providing for housing and employment development supported by a range of social and environmental infrastructure including a new secondary school and by improving sustainable transport links for new and existing communities, including re-opening the rail branchline to passenger and tourism services.
4. A new garden community at Wisloe will provide for housing and employment needs together with a local centre including services and facilities available for the surrounding villages at a location which maximises opportunities for sustainable forms of transport.
5. Improvements will include enhancing access to Cam & Dursley rail station, increasing strategic bus services along the A38/A4135 and by linking up strategic walking and cycling routes to Cam and Dursley and to SUSTRANS routes to the north and south of the District.
5. Appropriate development will be supported to boost Berkeley's role as a Local Service Centre for surrounding communities, to sustain Slimbridge as a Tier 3 Settlement with Local Facilities and to sustain or enhance Newtown & Sharpness's role, function and accessibility as a Tier 3a Accessible Settlement with Local Facilities. Tier 4 settlements (Cambridge, Newport and Stone) will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
6. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.
7. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on the conservation areas at the heart of Berkeley and at Sharpness Docks.
8. Protect and enhance high quality natural landscape and estuarine habitats, including the nationally and internationally protected sites.
9. Adequate and timely infrastructure to tackle wastewater generated by development, in agreement with the relevant water companies.





# Making Places | Shaping the future of the Berkeley cluster

...How are we going to get there?

Key to maps ▾

## Settlement summaries

- p166 Berkeley
- p169 Newtown & Sharpness Docks
- p181 Slimbridge
- p187 Cambridge, Newport, Stone

## Site allocations

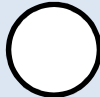
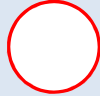



- PS33** Northwest of Berkeley
- BER016/17** Land at Lynch Road, Berkeley
- PS34** Sharpness Docks
- PS35** Land at Focus School, Wanswell
- PS36** Sharpness new settlement
- PS37** Wisloe new settlement



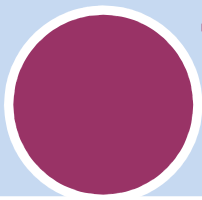
Phillip Halling

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

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

-  Settlement development limit (settlement boundary)
-  Site allocations
-  Potential site for further growth at Sharpness, beyond 2040
-  Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)
-  Heritage designations (including conservation areas, listed buildings, scheduled monuments...)
-  Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, RAMSAR...)
-  Flood Zones 2 and 3
-  Stroud District boundary





# The Berkeley cluster | Our towns and villages

## ...Berkeley

### Planning constraints and designations

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

The Conservation Area covers the town centre and south eastern part of the town. There are a number of listed buildings within the town centre and on the south eastern edge of the town, including landmark Berkeley Castle.

The Berkeley Heath Key Wildlife Site lies beyond the village to the north east.

There are protected open spaces within the settlement.

### Landscape sensitivity

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

Landscape sensitivity suggests that there may be a very limited opportunity for small scale employment growth to the north of the town, south of the Station Road employment area.

### Settlement role and function

Berkeley is a **large** settlement, although it is smaller than the District's other historic market towns.

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

### Settlement role and function (contd...)

**community services and facilities** (GP and pharmacy, post office, primary school, place of worship, town hall/community centre, pub, sports/playing fields and playground). Berkeley also has a **role in providing some 'strategic' services and facilities** to a wider catchment (mobile bank, library, swimming pool), plus further education at nearby Berkeley Green UTC. **Access to key services and facilities** here and elsewhere is **good**.

The town itself has a **small employment role**, although nearby Berkeley Green is likely to grow as a significant employment hub. Berkeley's principal role is as a 'dormitory' settlement and local service centre.

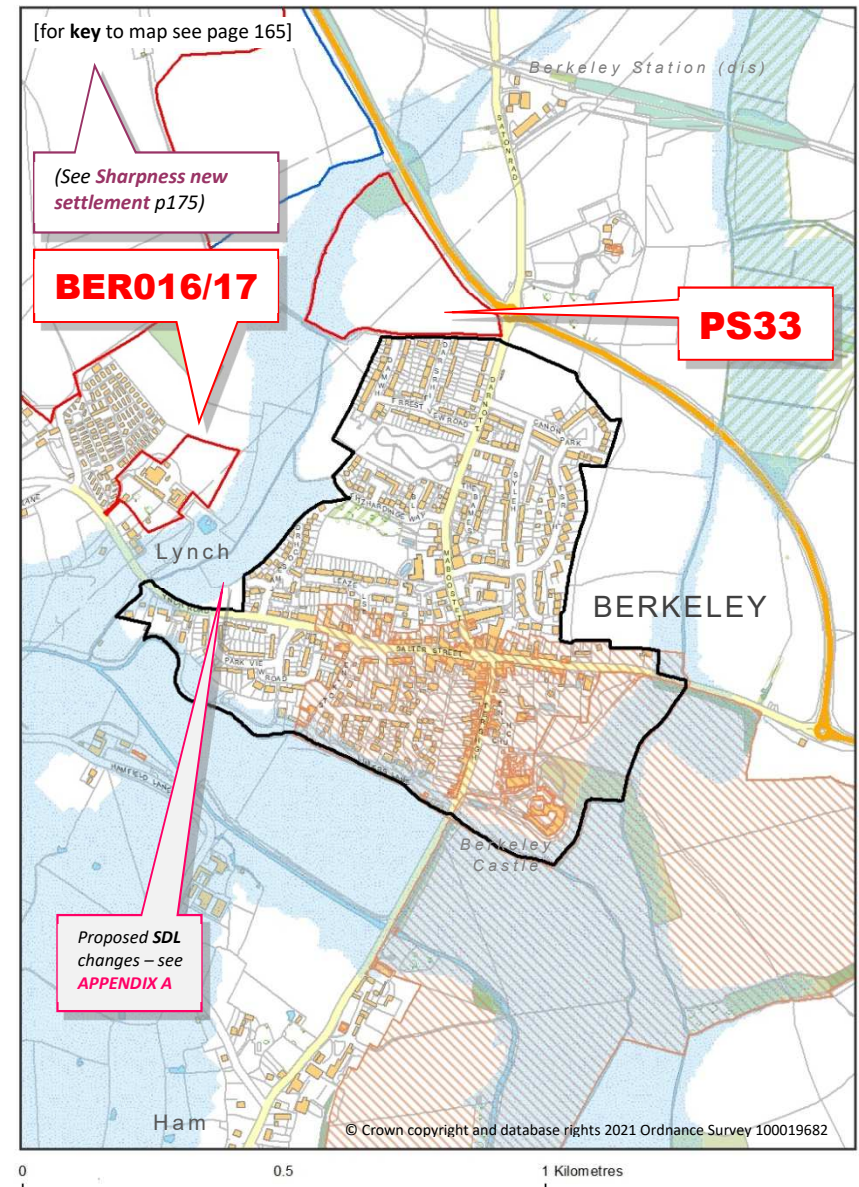
### Development strategy

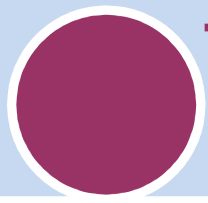
Berkeley is a **Tier 2** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

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

**PS33 Northwest of Berkeley**

**BER016/17 Land at Lynch Road**



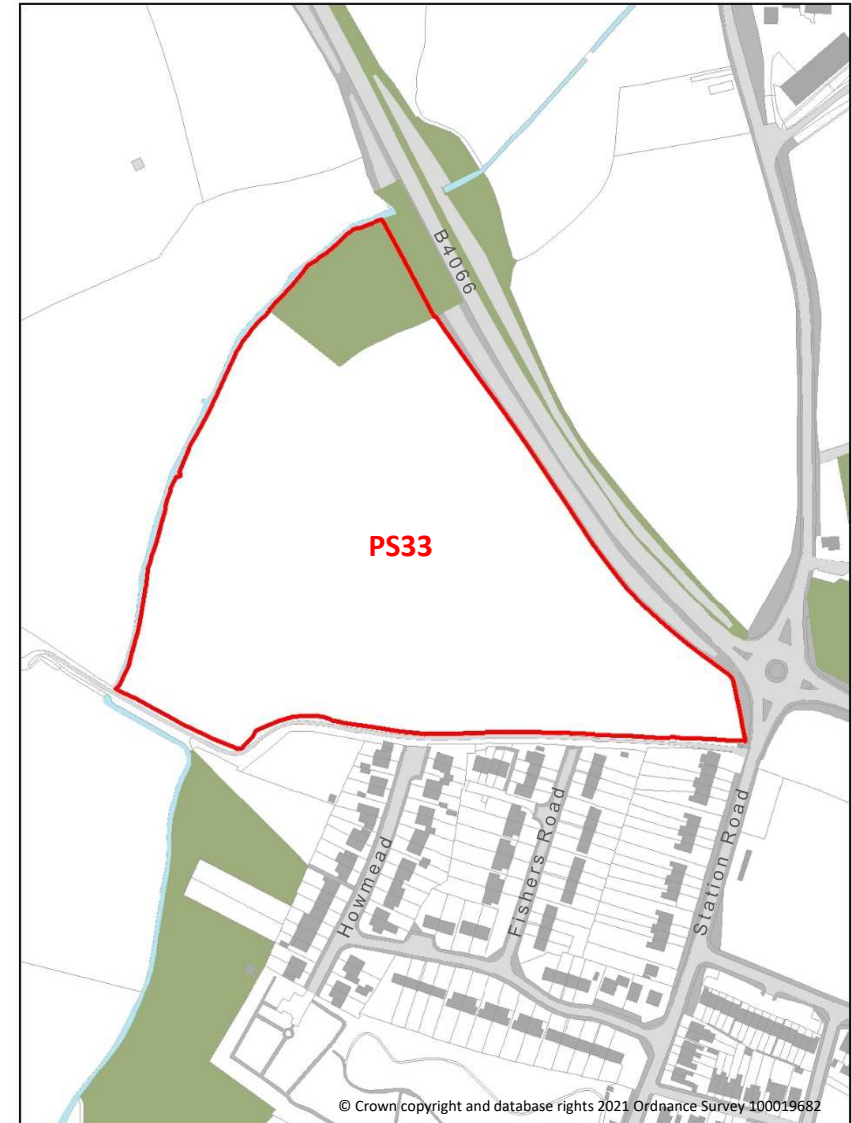


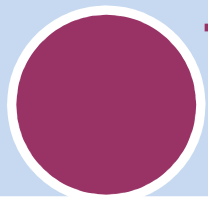
#### Local Sites Allocation Policy PS33

##### Northwest of Berkeley

Land northwest of Berkeley, as identified on the policies map, is allocated for approximately 110 dwellings and associated open space uses and strategic landscaping along the northern and eastern boundaries. Development will include a new access from the B4066 and a landscaped park along the western boundary incorporating the existing watercourse. Particular issues to address include minimising landscape impacts, safeguarding and enhancing local biodiversity, the provision of new and enhanced footpath and cycle links to Berkeley and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinate manner.

3.5.6 Land northwest of Berkeley has the potential to provide a sustainable extension to Berkeley. The site will provide a mix of tenures and types of housing, including affordable housing, reflecting local housing needs. Open space provision in accordance with local standards will be provided in accessible locations within the site, including along the western edge of the site where a landscaped park will include flood risk attenuation and enhancements to support local biodiversity particularly connections to The Fishers woodland north of the site. High quality and accessible walking and cycling routes within the site will link with and enhance where necessary the existing network.





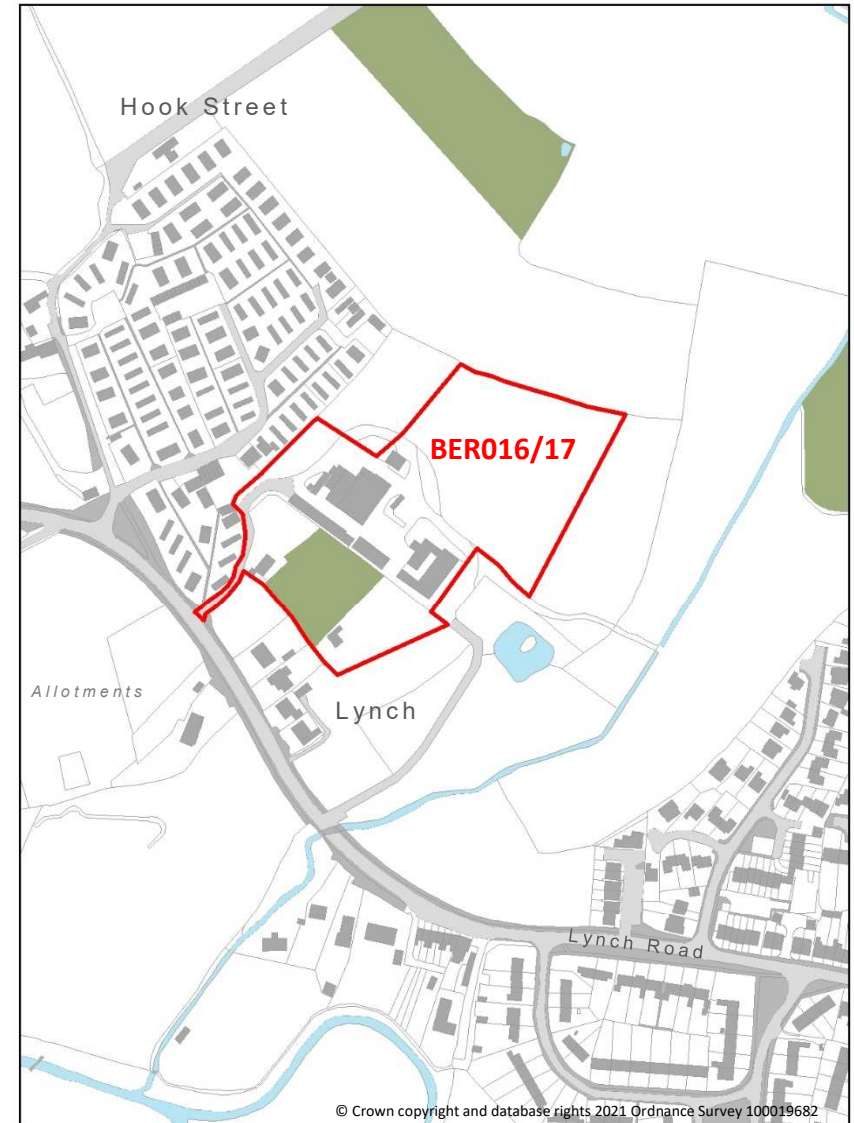
#### Local Sites Allocation Policy BER016/17

##### Land at Lynch Road, Berkeley

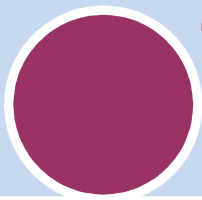
Land at Lynch Road, Berkeley, as identified on the policies map, is allocated for development comprising up to 60 dwellings and open space. Particular issues to address include the provision of structural landscaping to integrate the development into the landscape and not increasing flood risk either on or off site. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinate manner.

#### Land at Lynch Road

3.5.7 Land at Lynch Road, Berkeley has potential for additional housing and open space uses adjacent to the existing Berkeley Vale Park with access from Lynch Road. Development may involve the partial redevelopment of the existing Hook Street Farm complex or alternatively a smaller development on adjacent undeveloped land. Development will need to enhance existing trees and hedgerows to soften any potential local landscape impacts and ensure no adverse impacts on the adjacent watercourse and area subject to flooding.







# The Berkeley cluster | Our towns and villages

## ...Newtown & Sharpness Docks

### Planning constraints and designations

The principal physical constraint is the tidal floodplain to the west and southwest of the settlement.

The Conservation Area covers the Sharpness Old Dock and Sharpness canal to the north.

There are a few listed buildings within the Docks and within the surrounding rural area.

The Severn Estuary to the west is a SAC/SPA/RAMSAR site. The Sharpness Docks Key Wildlife Site lies between Sharpness Docks and Newtown.

There are protected open spaces within the settlement.

### Landscape sensitivity

The preferred direction of housing growth in landscape terms is to the southeast and east of the settlement. There is no identified preferred direction of employment growth in landscape terms.

### Settlement role and function

Newtown is a **medium/large sized** village, attached to the docks area of Sharpness.

Newtown & Sharpness has a **basic local retail role** (village shop), but the settlement offers a **good level of local community services and facilities** (primary school and pre-school provision, post office, place of worship, pub, village hall/community centre, sports field/pitch and playground. **Access to key services and**

### Settlement role and function (contd...)

**facilities** elsewhere is **good**.

Sharpness principally has an **employment role** (although its residential and leisure functions are likely to grow), while Newtown's principal role is as a 'dormitory' settlement.

### Development strategy

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

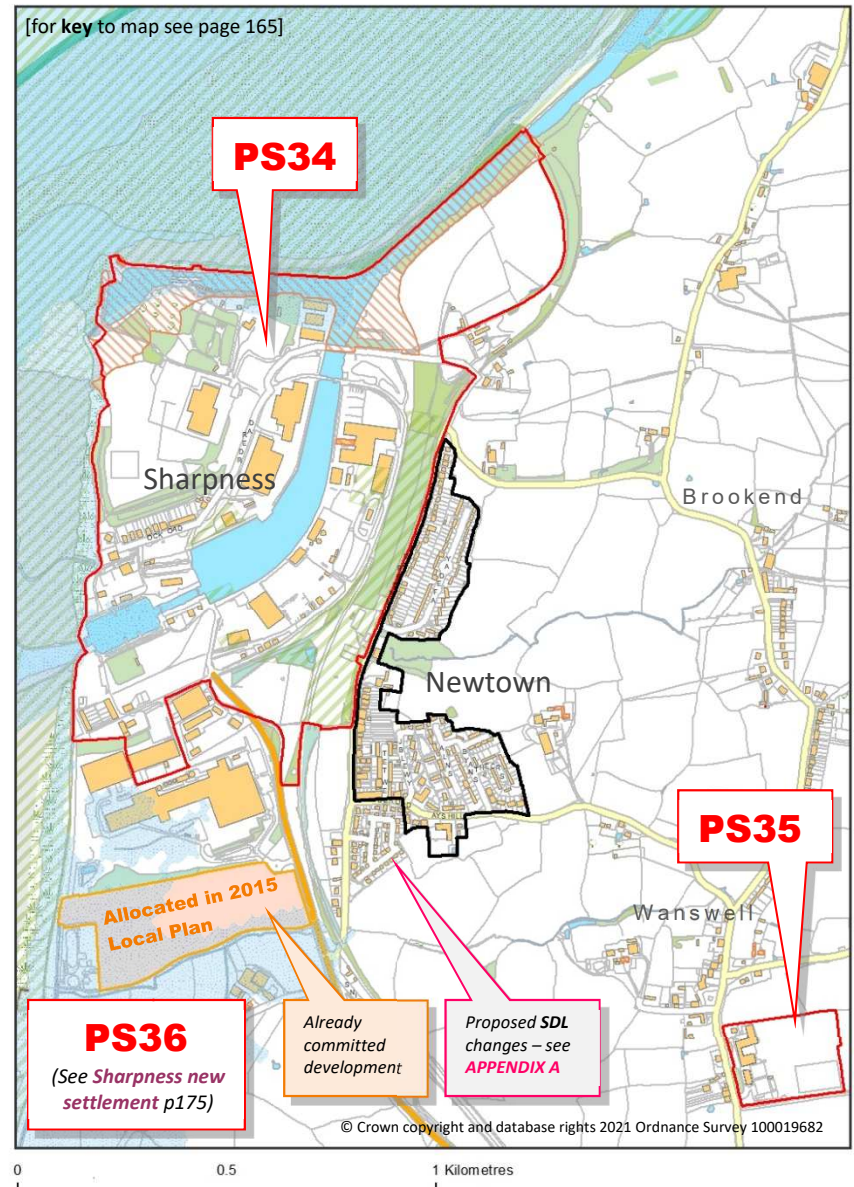
In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing Newtown & Sharpness's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

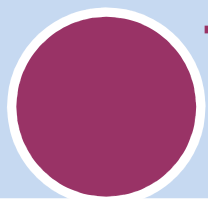
**PS34** Sharpness Docks

**PS35** Land at Focus School, Wanswell

**PS36** Sharpness new settlement

The proposed strategic site allocation **PS36** is not envisaged as an extension to the existing settlement of Newtown & Sharpness, but as a distinct new **Tier 2** settlement in its own right. Further details of the proposed **Sharpness new settlement** are set out from page 175.





### Sharpness Docks

3.5.8 A vision for the **Sharpness Docks Estate** has been prepared by the owners, the **Canal and River Trust**, a charitable trust. Whilst land to the south of the Docks is envisaged to remain a consolidated dock operation with opportunities to expand onto adjoining allocated land, the vision for the north of the Docks envisages a tourism-led mixed use development, benefiting existing communities and taking advantage of the marina, canal, heritage, natural environment and undeveloped land. The allocation of land for mixed uses in this area is specifically to achieve these objectives. The site comprises a number of parcels reflecting existing resources and historic activities, including the marina and land for new housing, a new camp and area for tourism development and amenity grounds.

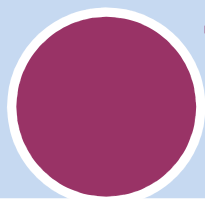
3.5.9 Development is envisaged:

- To recreate the camping function of the former Vindicatrix Camp, and to utilise the deep basin for water-based recreation and sports
- To recreate community, tourist and recreation uses on the site of the original Sharpness Pleasure Ground
- To improve and expand the marina, with additional facilities
- To deliver 300 houses and tourist accommodation, to support the facilities
- To improve public realm and bind the new residential areas to the existing communities at **Newtown** and within the Docks area.

3.5.10 The development must be laid out and designed in order to avoid adverse effects on the **Severn Estuary SAC/SPA/Ramsar** site. New residential units will be located such that the **Gloucester & Sharpness Ship Canal** separates them from the **SAC/SPA/Ramsar** site thus avoiding urban pressures such as fly tipping and cat predation. B Class employment will be located wholly to the south of the Estate to maximise its separation from the **SAC/SPA/Ramsar** site given the potential of this type of development to result in noise and other disturbance. The 'island site' at the north-west of the estate on which up to 50 dwellings, fixed camping and the hotel and holiday lodges will be situated must be delivered in such a way as to ensure that the hotel is adequately screened from the **SPA/Ramsar** site and that no direct access is possible onto the foreshore from the island.

3.5.11 To demonstrate no adverse effect, planning applications for Sharpness Docks must include:

- A visitor survey of the **Severn Estuary SAC/SPA/Ramsar** site within the vicinity of Sharpness Docks in order to inform an evaluation of what increase in recreational activity in the **SAC/SPA/Ramsar** site would result (from the presence of the hotel and campsite in addition to new housing), define management interventions required to ensure no adverse effect and form a basis for future monitoring;
- A management plan for protecting the natural environment (focussed on the interest features of the **SAC/SPA/Ramsar** site), particularly with regard to recreational pressure;

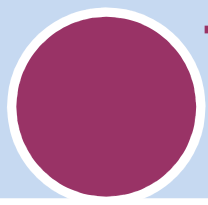


# The Berkeley cluster | Our towns and villages

## ...Newtown & Sharpness Docks

- A non-breeding bird survey of the Sharpness Docks site in order to identify any parts of the site which currently constitute important habitat for the **SPA/Ramsar** site bird populations and set out any necessary mitigation;
  - An analysis of construction and operational noise within the **SAC/SPA/Ramsar** site due to the Sharpness Docks development compared to the current noise baseline and details of any mitigation measures (such as seasonal restrictions on some activities, damping of pile-hammers, or use of close-board fencing during construction) that will be deployed to ensure that disturbance of **SPA/Ramsar** site birds does not occur;
  - Careful lighting design, both with regard to security lighting during construction and permanent lighting during occupation, to ensure no increase in illumination of the **SAC/SPA/Ramsar** site. Lighting levels in the site should not exceed levels above the ILP classification E1 (Natural Lighting Zone that is intrinsically dark) for the Severn Estuary and its foreshore;
  - Details of potential mitigation measures, such as identifying and securing bird refuge areas within or close to the development area, and of potential on-site management (to mitigate both recreational pressure during the non-breeding period and incidences of fly tipping) that would be undertaken to ensure no adverse effect.
  - A sediment contamination assessment as part of the marina planning application; and
  - Landscaping to create appropriate visual and noise buffers between the development and the **SPA/Ramsar** site.
- 3.5.12 Wastewater and sewerage infrastructure at Sharpness has constraints beyond 2020 and the development will be expected to make contributions towards necessary improvements to the networks. The **Level 2 SFRA Addendum** for Sharpness and the Council's **Sequential Test** document both contain important flood risk advice for developing the site. Key aspects will be ensuring that development has safe access and egress in times of flood, locating development outside the floodplain and incorporating space for flood water to reduce flood risk.
- 3.5.13 Community provision associated with new residential development will include accessible natural greenspace and public outdoor playing space and contributions towards off-site education provision.
- 3.5.14 The intention is to achieve segregated access infrastructure, with access to Sharpness Docks South via the internal dock roads below and including the low level bridge only. Sharpness Docks North will be accessed via Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west. A new footway and pedestrian improvements will be provided along Oldminster Road, linking the development back to Newtown, and contributions will also be provided towards improving the frequency and quality of local bus services to connect the development and **Newtown** with **Berkeley** and **Dursley**.





# The Berkeley cluster | Our towns and villages

## ...Newtown & Sharpness Docks

### Strategic Site Allocation Policy PS34

#### Sharpness Docks

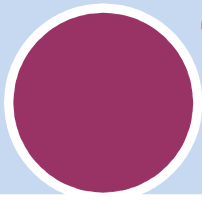
Development within the Sharpness Docks Estate, as identified on the policies map, will deliver, in accordance with an approved masterplan:

- a) In the Sharpness Docks South, dock uses and dock related industrial and distribution uses, including:
  1. Expansion land (7 hectares) for new development
  2. Vehicular access via the internal dock roads below / including the low level bridge
- b) In the Sharpness Docks North, a mix of tourism, leisure and recreational uses, supported by new housing development, including:
  1. Up to 300 dwellings, including 90 affordable dwellings, unless viability testing indicates otherwise
  2. Hotel, holiday lodges and fixed camping uses
  3. An expanded marina basin including ancillary retail and food and drink uses
  4. Tourism and recreational related facilities, including a community football pitch, community gardens, informal green space and equestrian development
  5. Landscaping incorporating existing hedgerows and trees
  6. Contributions towards education provision
  7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
  8. Adequate and timely contributions towards improvements to the wastewater and sewerage network in agreement with the relevant water companies
  9. Cycle and pedestrian routes through the development, connecting with Oldminster Road and the Severn Way, including the restoration of the former railway bridge link and improvements to the high level swing bridge
  10. Vehicular access from Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west, including safe access and egress during flood events
  11. Traffic calming measures within the development and locality, as approved by the Highways Authority
  12. Bus stops and shelters at appropriate locations to serve the new development
  13. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Berkeley and Dursley
  14. A sequential approach to site layout and flood risk, with more vulnerable development being located within Flood Zone 1.

The disused rail line will be protected, should it prove feasible to reinstate the Docks rail link.

Planning applications for Sharpness Docks must ensure no adverse effect will occur on the integrity of the Severn Estuary SAC/SPA/Ramsar site, otherwise planning permission will not be granted.





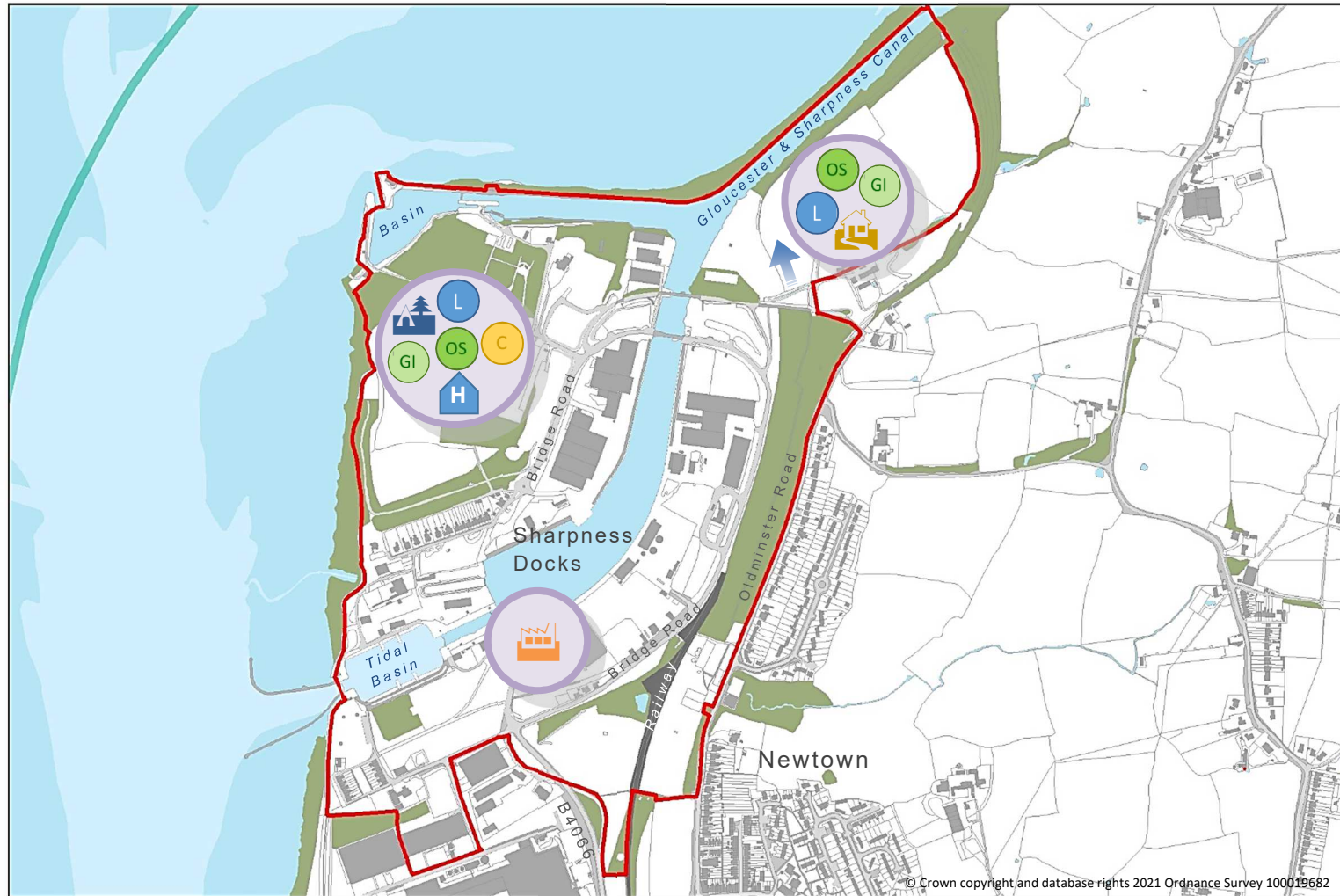
# The Berkeley cluster | Our towns and villages

## ...Newtown & Sharpness Docks











Strategic Site Allocation PS34

Sharpness Docks

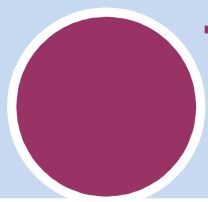
PS34 map ▾



The site map for **Sharpness Docks** (outlined in red) includes the following indicative information:

-  Potential access point(s)
-  Landscaping, including green infrastructure
-  Open space
-  Hotel / camping
-  Leisure uses
-  Community uses
-  Housing
-  Employment / dock related uses
-  Site boundary
-  Stroud District boundary





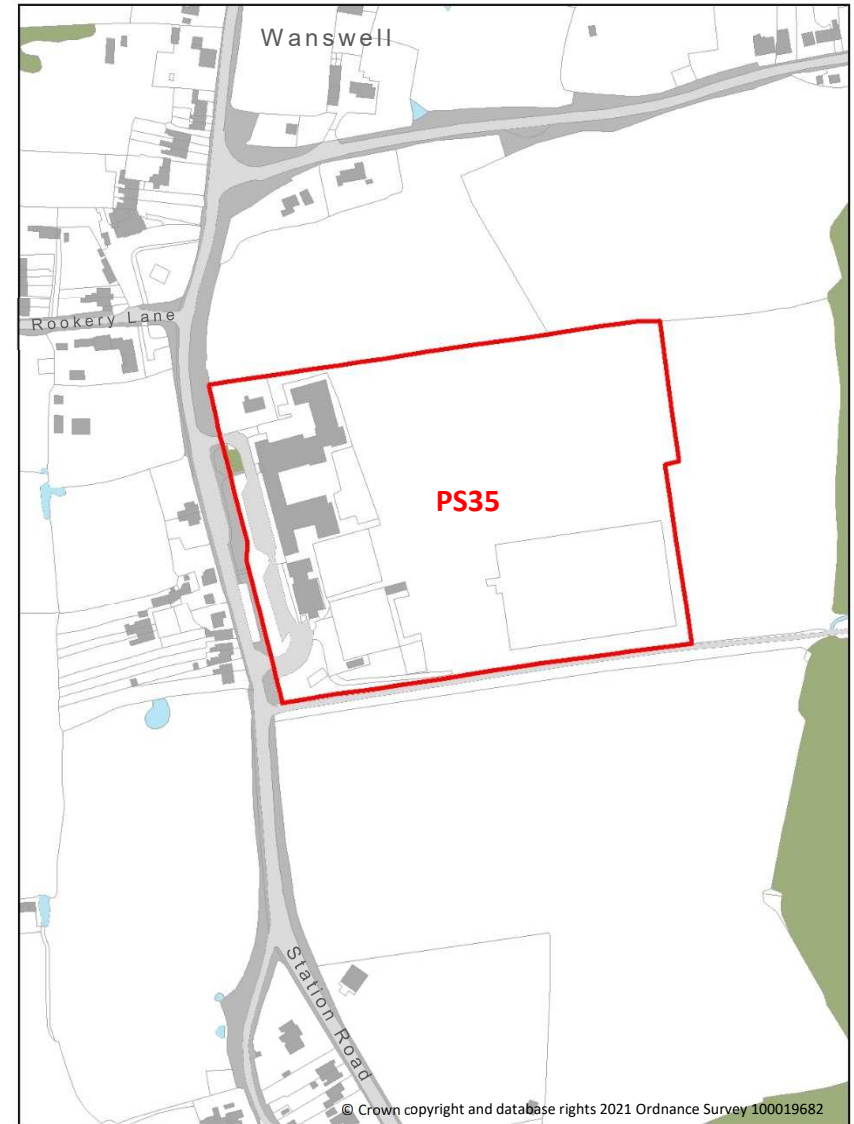
#### Local Sites Allocation Policy PS35

##### Land at Lynch Road, Berkeley

Land at Lynch Road, Berkeley, as identified on the policies map, is allocated for partial redevelopment comprising up to 70 dwellings and community use and open space, including the retention and enhancement of existing playing pitches and open space. Particular issues to address will include considering redevelopment within the context of the adjacent **PS36** new settlement to ensure that retained open space meets the specific recreation needs of the wider new community. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

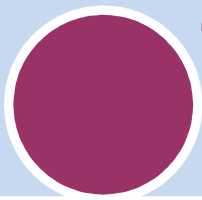
#### Land at Focus School

3.5.15 Land at Focus School, Wanswell, has potential for partial redevelopment for housing and community and open space uses. The current Focus school (former Vale of Berkeley College) is intending to relocate to Bristol. There is an opportunity to redevelop the old school buildings for new housing whilst retaining and enhancing the playing fields and associated sports provision for the wider benefit of the planned adjacent **Sharpness new settlement**. Development should be restricted to the footprint of the school buildings and associated brownfield land with a strong frontage onto Station Road, with existing landscaping and planting enhanced for local biodiversity.



0 50 100 200 Metres





# The Berkeley cluster | Creating a new settlement

## ... Sharpness new settlement

### PS36 allocation...

#### Planning constraints and designations

The principal constraints and planning designations affecting the Newtown & Sharpness area are summarised on page 169.

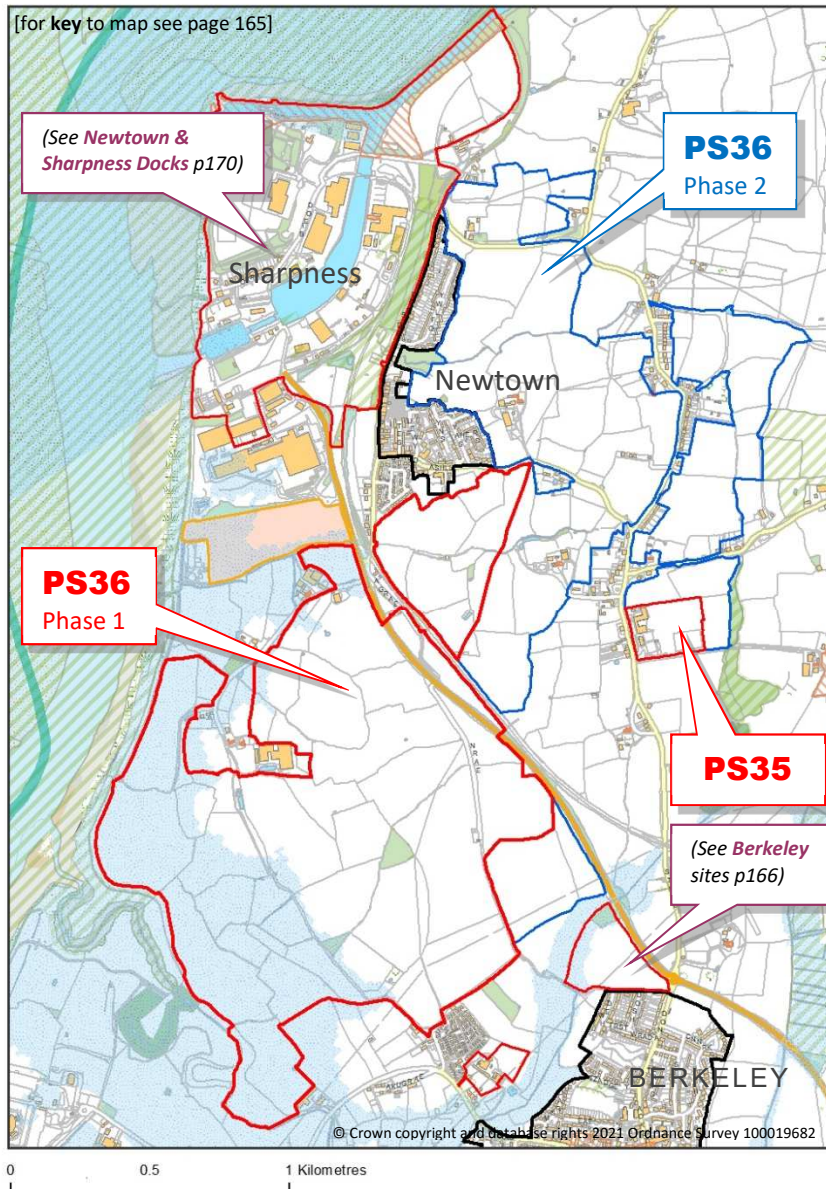
The area is not identified in the Local Plan as a settlement and it has no settlement development limits (SDL). An SDL may be defined through a future Local Plan review, once development is sufficiently advanced.

#### Landscape sensitivity

The landscape sensitivity around the existing settlement of Newtown & Sharpness is summarised on page 169; and around Berkeley on page 166.

#### Settlement role and function

The Local Plan anticipates that development at Sharpness will function as a new **Local Service Centre** once complete (**Tier 2**), with access to services and employment opportunities within the development itself, as well as in other settlements to which there is good access.



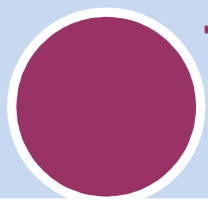
#### Land south and east of Newtown

- 3.5.16 Land at Sharpness is identified as a new garden community, which will deliver a high quality mixed use new settlement, including housing, employment, retail and community uses within a landscaped setting that meets the day to day needs of its residents.
- 3.5.17 Land at Sharpness is located to the south of **Newtown** and **Sharpness Docks**, and to the north of the historic town of **Berkeley**. The site is adjacent to the B4066 which connects to the A38 at Berkeley Heath and the Sharpness railway branchline, currently used for freight purposes.
- 3.5.18 The site comprises primarily agricultural land which will be developed to accommodate approximately 2,400 dwellings and 10 hectares of office, B2 and B8 employment land and a local centre comprising retail and new community

Local Plan site allocations

Potential site for further growth at Sharpness, beyond 2040





# The Berkeley cluster | Creating a new settlement

## ... Sharpness new settlement

uses, primary schools and secondary schools, to meet the day to day needs of the new community. Phasing arrangements will be put in place to ensure that employment land and schools are developed and completed in parallel with housing land completions and that other community uses are provided in a timely manner.

3.5.19 The vision is that the new community will develop further beyond 2040 to deliver a total of approximately 5,000 dwellings and associated uses by 2050. Policy requirements relating to this second phase will be developed during the review of this Local Plan.

3.5.20 The new community will be designed within a comprehensive green infrastructure network which will provide multi-functional benefits, including the provision of public open space for both informal and formal recreation; enhancing local habitats to achieve gains to local biodiversity; and tree planting to achieve carbon capture. Structural landscaping around the boundaries of the development will address local landscape impacts and help to establish the identity and character of the new community.

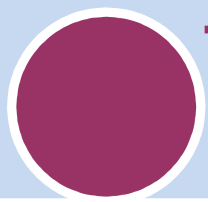
3.5.21 Development is envisaged as a series of neighbourhoods with beautifully and imaginatively designed Net Zero Carbon homes built in accordance with locally defined design codes responding to the landscape and heritage context of the Berkeley Vale.

3.5.22 The site is located adjacent to the **Severn Estuary SAC/SPA/Ramsar** site. To ensure that the development will not have adverse effects on the integrity of the site, the following mitigation will be required:

- In excess of 8ha of new suitable alternative natural greenspace (SANG) per 1000 residents (after discounting for levels of current access), provided in addition to other greenspace requirements. This SANG will need to be phased so that there is high quality, fully functional SANG available prior to occupation. Funding for management of the SANG will be secured in-perpetuity.
- The aim of the SANG will be to provide open and attractive space for recreation, particularly dog walking, for local residents. As such it will provide for a range of routes of at least 2.5km where dogs can be off lead. SANG will be separate from the housing so that the visitor experience is of visiting open countryside. SANG will need to be easily accessible year-round, and in particular designed so that waterlogging and flooding will not restrict access or mean access is limited to narrow raised walkways or boardwalks.
- Development set back at least 400m from the **SPA/SAC** boundary.
- Provision of a 35ha nature reserve (additional to the SANG) adjacent to the **Severn Estuary SAC/SPA/Ramsar**, with no public access. This will provide wetland habitats including roost sites and feeding habitat for waterbirds. Funding for management of the nature reserve will be secured in-perpetuity.
- Diversion of the Severn Way to pass in land of the nature reserve, reducing disturbance risks to birds within the **Severn Estuary SPA**.
- Contribution to the wider mitigation scheme for the Severn Estuary.
- Carefully planned construction to ensure no disturbance to birds on functionally linked land including the nature reserve.







# The Berkeley cluster | Creating a new settlement

## ... Sharpness new settlement

- An access and bird monitoring strategy (and programme of monitoring works) agreed with Natural England and the Council to accompany Phase I of the development. This will inform Phase II and check mitigation such as the SANG is working well.

3.5.23 The development is located near to areas subject to flooding and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor adjoining areas are at risk of flooding or exacerbating existing areas of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.

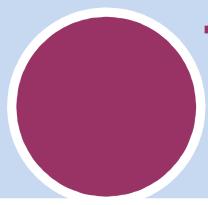
3.5.24 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms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

3.5.25 The development will prioritise walking, cycling and public transport over the use of the private car. In addition to the provision of high quality walking and cycling routes through the development and improvements permeability through the site, the development will provide direct and

attractive coach/bus services to key destinations including Bristol and Gloucester and contributions towards extending local bus services. The development will deliver a new railway station on the **Sharpness branch line** and provide contributions to support a regular passenger service to **Cam & Dursley** and **Gloucester** on the Bristol-Birmingham mainline. Vehicular access will be primarily from the B4066, with necessary highway improvements, including at Alkington Lane, consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

3.5.26 The development of a new community will require the production of a range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan. Key to delivering a new community according to **Garden City principles** will be ensuring that proposals are developed with strong community engagement and that governance arrangements ensure long term community ownership of land and the stewardship of assets for the benefit of the local community.





# The Berkeley cluster | Creating a new settlement

## ... Sharpness new settlement

### Strategic Site Allocation Policy PS36

#### Sharpness new settlement

Land south and east of Newtown and Sharpness, as identified on the policies map, is allocated for a new garden community comprising employment, residential, retail, community and open space uses and strategic green infrastructure and landscaping. Development will be an exemplar for achieving carbon neutral development by 2030 and will take place in accordance with Garden City Principles.

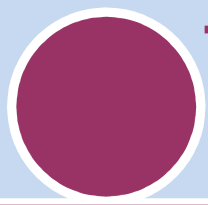
A range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan, to be approved by the District Council, will detail the way in which the new community, land uses and infrastructure will be developed in an integrated and coordinated manner.

These will address the following:

1. Approximately 2,400 dwellings by 2040 (5,000 by 2050 subject to Local Plan Review), including 720 affordable dwellings (30%), to address tenure, type and size of dwellings needed within the District and Berkeley Cluster areas;
2. 10 hectares of B1, B2 and B8 employment land and ancillary employment uses, to reflect the identified sectoral needs of the District and local area;
3. A 7FE primary school (incorporating early years' provision) and contributions towards the provision of a 4FE secondary school (+ 6 form) on a 10 ha site within the development;
4. A network of multifunctional Green Infrastructure throughout the development in accordance with Building with Nature standards and in excess of local provision standards to provide for public open space, including the provision of SANG with viewing platforms over the Severn Estuary and a diversion to the Severn Way, to absorb human recreational activity, particularly dog walking, away from the Estuary shoreline and accessible natural green space, including tree planting to achieve carbon capture and areas for community food production;
5. On site and, if necessary, off site work to mitigate and manage the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar site;
6. A managed new nature reserve, including a new high tide roost area to complement the existing roost site at Berkeley Pill and other measures to deliver a net gain to local biodiversity;
7. On-site community and sports built provision and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
8. A local centre, incorporating employment, local retail, surgery and other community uses to meet the needs of the development;
9. Structural landscaping buffers along boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
10. A positive strategy for mitigating flood risk including attenuating and disposing of surface water through sustainable drainage systems (SuDS) that can form part of the GI network;
11. Adequate and timely infrastructure including off-grid measures such as constructed wetlands to tackle wastewater generated by the development, in agreement with the relevant water company, and to address any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan;
12. Zero carbon energy generation to meet the needs of the community including small-medium wind turbines, solar farms and biomass production;
13. A bespoke and innovative layout, density and built form, centred on neighbourhoods with distinct characters which respond to the landscape and heritage context within the Berkeley Vale;

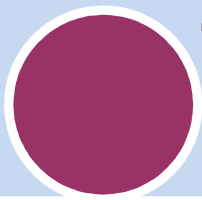
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... (contd.)

14. Ultrafast broadband to homes and businesses with top average speeds of 1Gbps;
15. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a series of walkable/cyclable neighbourhoods linked by direct and high-quality cycle and walking routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
16. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to employment, local centre, education and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to Berkeley GREEN, Newtown /Sharpness and Berkeley town centre and linking to the national cycle and canal networks;
17. Direct and attractive express coach/bus services to key destinations, including Bristol and Gloucester, delivered at an early stage and designed to be more attractive than the use of private car for comparable trips;
18. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance local bus service frequencies to key destinations including Berkeley, Cam and Dursley, Stonehouse and Stroud;
19. New railway station and enhancements to the Sharpness branch line and contributions to support a regular passenger service to Gloucester;
20. Electric vehicle charging points in accordance with local parking standards;
21. Measures to reduce car ownership, as well as car usage, including Mobility-as-a-Service (MaaS) systems to provide occasional access to vehicles, bike hire schemes and public transport vouchers/incentives;
22. Behavioural change measures to encourage sustainable travel through the implementation of a Travel Plan.
23. Primary vehicular access from the B4066, with a movement strategy put in place to avoid significant impacts upon existing local rural lanes to Breadstone and Gossington to the east and with necessary improvements to the existing highway network;
24. Any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan in this location;
25. Phasing arrangements to ensure that employment land is developed and occupied in parallel with housing land completions and retail and community provision is made in a timely manner.

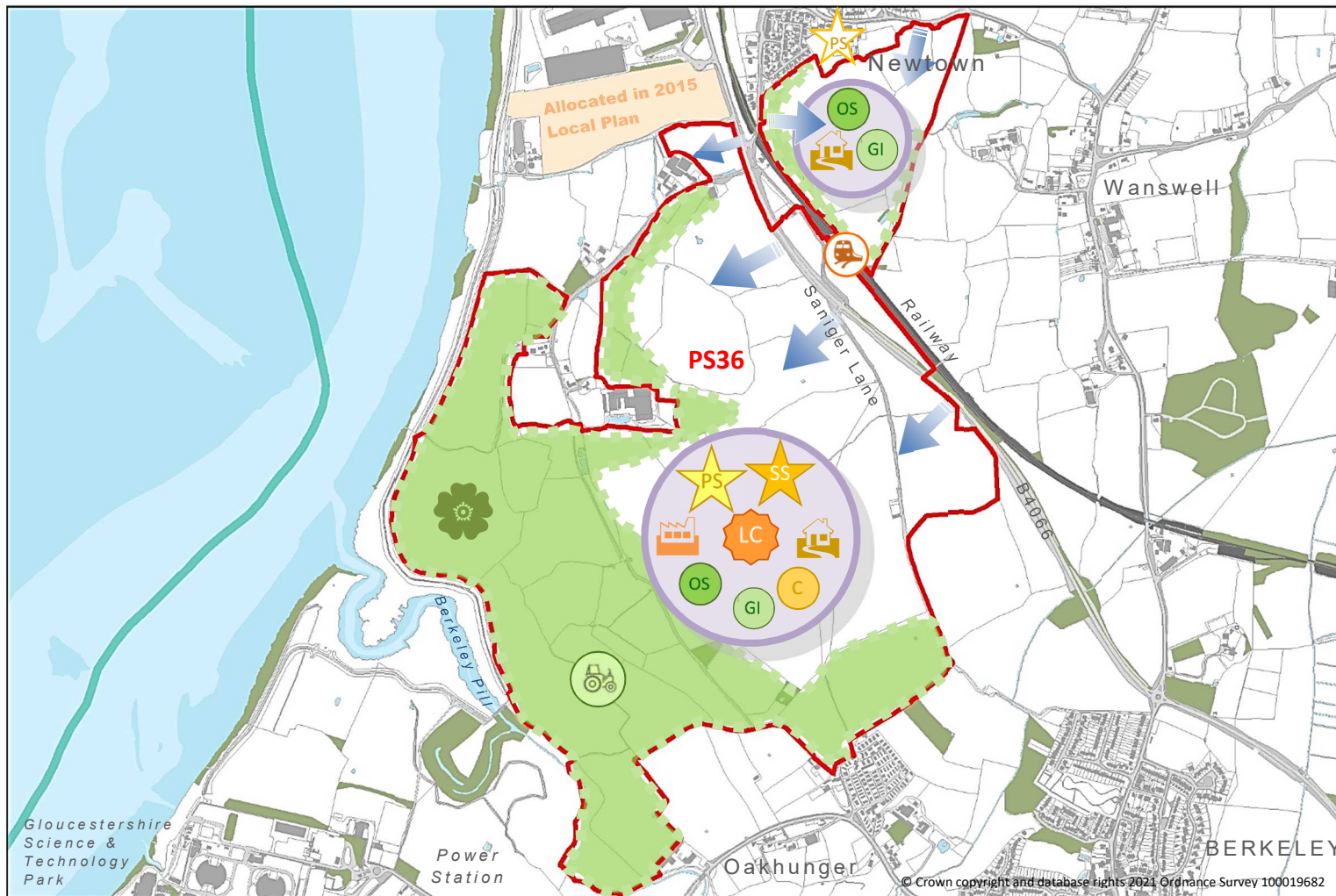


# The Berkeley cluster | Creating a new settlement

## ... Sharpness new settlement

Strategic Site Allocation PS36  
Sharpness new settlement

PS36 map ▾



The site map for a **new settlement at Sharpness** includes the following indicative information:

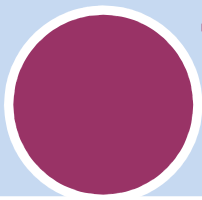
- Potential access point(s)
- Strategic landscaping, including green infrastructure (indicative)
- Open spaces / food production areas including allotments and community orchards
- New primary school
- New secondary school
- Existing primary school
- New local centre, including shops, employment and community uses
- Community uses
- Housing / Employment
- Nature reserve
- New rail station
- PS36 Site boundary (Phase 1)
- Stroud District boundary

0 500 1 Kilometre 2 Kilometres

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# The Berkeley cluster | Creating a new settlement

## ...Wisloe new settlement

### PS37 allocation...

#### Planning constraints and designations

The principal physical constraints are the floodplain on the north eastern edge of the area adjacent to Cambridge and the proximity to the M5 to the east.

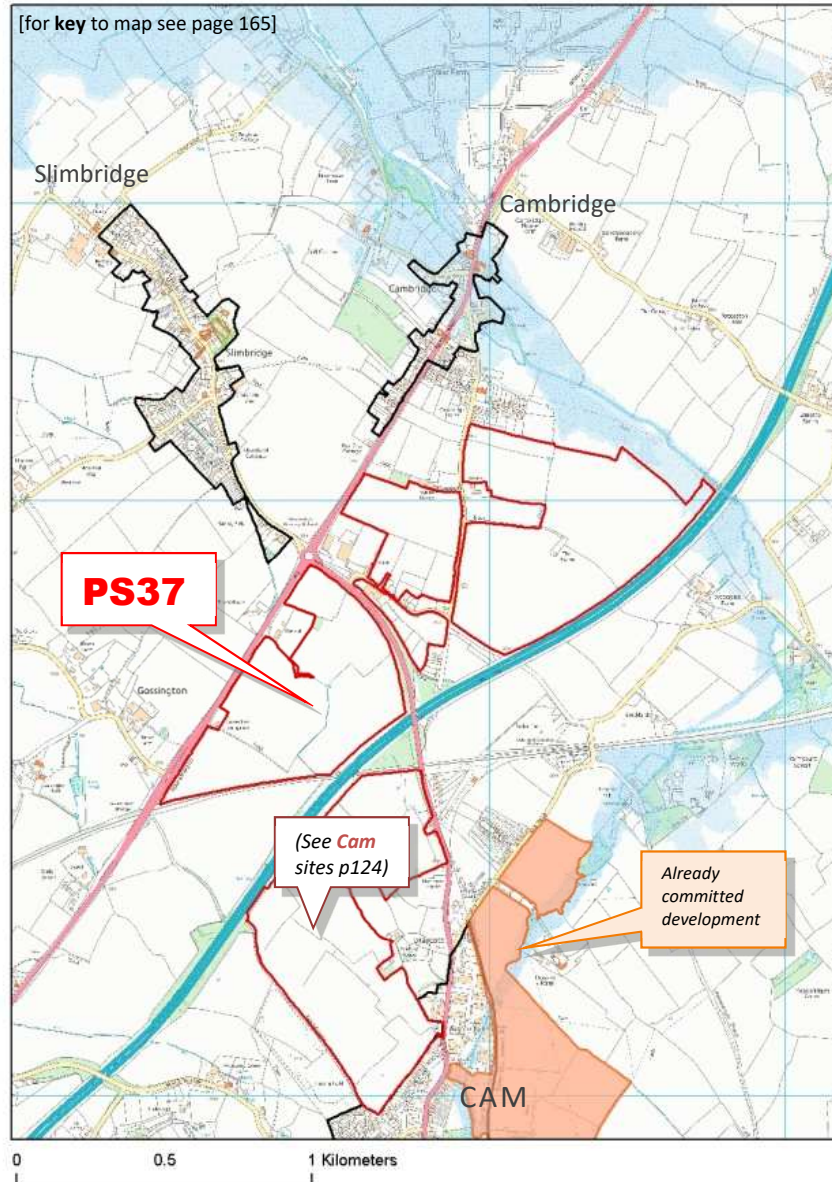
The Slimbridge football club ground (Thornhill Park) is a protected open space.

The area around Wisloe Road currently consists of an employment area, football ground, stables and scattered housing.

The area is not identified in the Local Plan as a settlement and it has no settlement development limits (SDL). An SDL may be defined through a future Local Plan review, once development is sufficiently advanced

#### Settlement role and function

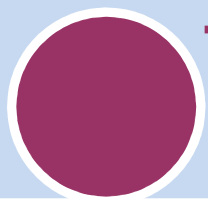
The Local Plan anticipates that development at Wisloe will function as a new **Accessible Settlement with Local Facilities** once complete (**Tier 3a**), with access to services, facilities and employment opportunities within the development itself, as well as in higher tier settlements to which there is good access.



#### Land at Wisloe

- 3.5.27 Land at Wisloe is identified as a new garden community, which will deliver a high quality mixed use new settlement, including housing, employment, retail and community uses within a landscaped setting that meets the day to day needs of its residents.
- 3.5.28 Land at Wisloe is located to the west of **Cam** and to the east of **Slimbridge**. The site is immediately adjacent to the A38 and A4135 and close to Cam & Dursley railway station on the Bristol-Birmingham railway line, within the parish of Slimbridge.
- 3.5.29 The site comprises 84 hectares of primarily agricultural land which will be developed to accommodate approximately 1,500 dwellings and 5 hectares of office, B2 and B8 employment land and a local centre comprising retail and new community uses, including a new primary school and surgery, to meet the day to day





# The Berkeley cluster | Creating a new settlement

## ...Wisloe new settlement

needs of the new community. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions and community uses are provided in a timely manner.

3.5.30 The new community will be designed within a comprehensive green infrastructure network which will provide multi-functional benefits, including the provision of public open space for both informal and formal recreation; enhancing local habitats to achieve gains to local biodiversity; and tree planting to achieve carbon capture. Structural landscaping around the boundaries of the development will also protect views from the **Cotswolds AONB** escarpment, contribute to noise attenuation measures from the A38/M5 and prevent physical and visual coalescence with the neighbouring villages of **Cambridge**, **Slimbridge** and **Gossington**.

3.5.31 Development is envisaged as a series of neighbourhoods with beautifully and imaginatively designed Net Zero Carbon homes, built in accordance with locally defined design codes responding to the landscape and heritage context of the Berkeley Vale.

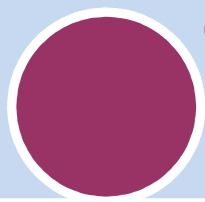
3.5.32 The site is located within the catchment of the **Severn Estuary SAC/SPA/Ramsar** site. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking to recreate at this sensitive location.

3.5.33 The north eastern edge of the site is located adjacent to a local watercourse and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.

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

3.5.35 The development will prioritise walking, cycling and public transport over the use of the private car. In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will also be required towards sustainable transport measures on the A38 and A4135 sustainable transport corridors and towards extending local bus





services. The proximity of the site to Cam & Dursley rail station will lead to access improvements for sustainable modes to the station and enhancements of passenger facilities at the station. Vehicular access will be primarily from the A38 and potentially from the A4135, with necessary highway improvements consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

3.5.36 The development of a new community will require the production of a range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan. Key to delivering a new community according to **Garden City principles** will be ensuring that proposals are developed with strong community engagement and that governance arrangements ensure long term community ownership of land and the stewardship of assets for the benefit of the local community.

### Strategic Site Allocation Policy PS37

#### Wisloe new settlement

Land at Wisloe (Slimbridge parish), as identified on the policies map, is allocated for a new garden community comprising employment, residential, retail, community and open space uses and strategic green infrastructure and landscaping. Development will be an exemplar for achieving carbon neutral development by 2030 and will take place in accordance with Garden City Principles.

A range of tools including a community engagement and stewardship strategy, design codes and a spatial masterplan and implementation plan, to be approved by the District Council, will detail the way in which the new community, land uses and infrastructure will be developed in an integrated and coordinated manner.

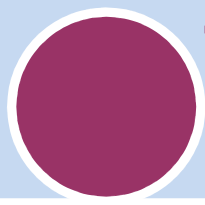
These will address the following:

1. Approximately 1,500 dwellings including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the District and Berkeley Cluster areas;
2. Approximately 5 hectares of office, B2 and B8 employment land and ancillary employment uses, to reflect the identified sectoral needs of the District and local area;
3. A 3FE primary school (incorporating early years' provision) on a 2.8 ha site and contributions towards secondary school and further education provision;
4. A network of multifunctional Green Infrastructure throughout the development which reflects Building with Nature standards and local provision standards to provide for public open space and accessible natural green space, including tree planting to achieve carbon capture and other measures to deliver a net gain to local biodiversity;

(contd.) ...







# The Berkeley cluster | Creating a new settlement

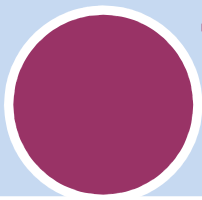
## ...Wisloe new settlement

### Strategic Site Allocation Policy PS37

#### Wisloe new settlement

- ... (contd.)
5. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar site;
  6. On-site community and sports built provision and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
  7. A local centre, incorporating local retail, surgery and community uses as required to meet the needs of the development;
  8. Structural landscaping buffers to prevent physical and visual coalescence with neighbouring villages and along boundaries with the M5 and A38, with appropriate noise attenuation measures, incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
  9. A positive strategy for attenuating and disposing of surface water through sustainable drainage systems (SuDS) that form part of the GI network;
  10. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
  11. Zero carbon energy generation to meet the needs of the community which may include small wind turbines, solar farms and biomass production;
  12. A bespoke and innovative layout, density, built form and character which respond to the landscape and heritage context within the Berkeley Vale;
  13. Ultrafast broadband to homes and businesses with top average speeds of 1Gbps;
  14. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a neighbourhood linked by direct and high-quality cycle and walking routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
  15. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary and contributions and support to achieve safe pedestrian and cycle accessibility between the site and facilities in Draycott, Lower Cam and Cam local centre, as well as to Cam and Dursley station and to link with the Cam and Dursley Greenway to the south and to NCR 41 to the north;
  16. Contributions and support to sustainable transport measures on the A38 and A4135 sustainable transport corridors;
  17. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and improved bus services and contributions to enhance bus service frequencies to key destinations including Cam and Dursley, Stonehouse and Stroud;
  18. Access improvements to Cam and Dursley station for sustainable modes and contributions towards the enhancement of passenger facilities;
  19. Electric vehicle charging points in accordance with local parking standards;
  20. Measures to reduce car ownership, as well as car usage, including Mobility-as-a-Service (MaaS) systems to provide occasional access to vehicles, bike hire schemes and public transport vouchers/incentives;
  21. Behavioural change measures to encourage sustainable travel through the implementation of a Travel Plan.
  22. Primary vehicular access from the A38 and potentially from the A4135 and additional limited vehicular access from Dursley Road, with necessary improvements to the existing highway network;
  23. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
  24. Phasing arrangements to ensure that employment land is developed and occupied in parallel with housing land completions and retail and community provision is made in a timely manner.





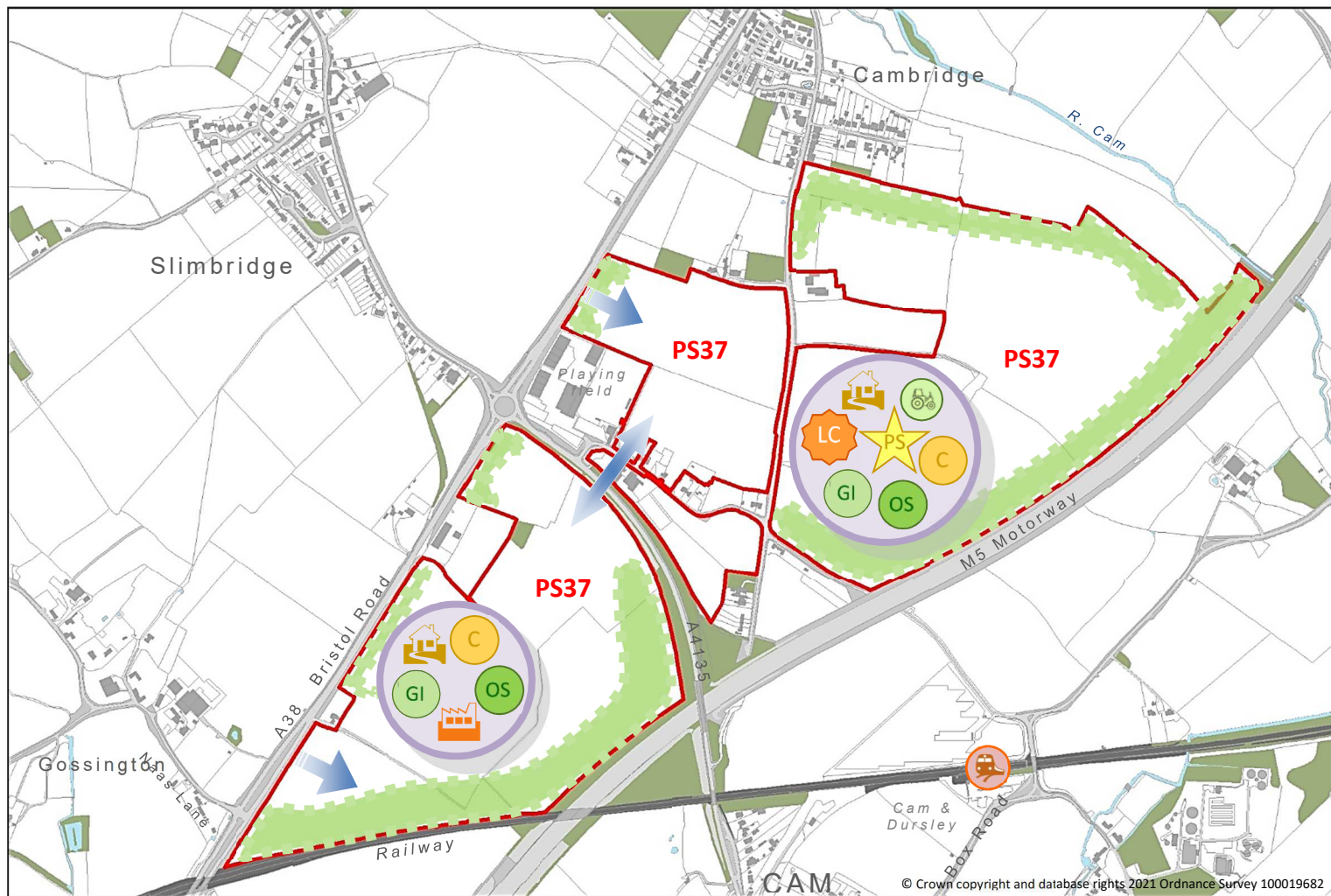
# The Berkeley cluster | Creating a new settlement

## ...Wisloe new settlement

Strategic Site Allocation PS37

Wisloe new settlement

PS37 map ▼



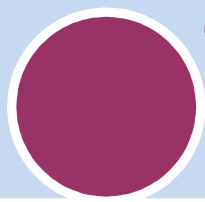
The site map for a **new settlement at Wisloe** (outlined in red) includes the following indicative information:

-  Potential access point(s)
-  Strategic landscaping, including green infrastructure (indicative)
-  Open space(s) / food production areas including allotments and community orchards
-  New primary school
-  New local centre, including shops and community uses
-  Community uses
-  Existing rail station
-  Site boundary
-  Housing / Employment uses



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# The Berkeley cluster | Our towns and villages

## ...Cambridge, Newport, Stone

### Tier 4a settlements in The Berkeley cluster

- Cambridge
- Newport

### Settlement role and function

These **small/very small** settlements lack any retail role and provide only **minimal local services and facilities** themselves. However, **access to key services and facilities elsewhere is good**: these are relatively accessible settlements, which benefit from their proximity and/or connectivity to higher tier settlements. Their location on a key transport corridor (A38) offers potential to develop better public transport links to strategic facilities nearby. These villages have **no significant employment role** and both function as 'dormitory' settlements, to some extent.

These villages are relatively unconstrained by environment or topography, although both are affected by river floodplain.

### Development strategy

Cambridge and Newport are **Tier 4a** settlements and have Settlement Development Limits (SDL).

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

There are no site allocations at Cambridge or Newport.

### Tier 4b settlements in The Berkeley cluster

- Stone

### Settlement role and function

This **small/very small** settlement provides **basic local services and facilities** for its community but has no retail facilities. The village has **fair access to key services and facilities elsewhere**, but generally lacks reasonable foot, cycle or bus connectivity to strategic facilities nearby, despite its location on a key transport corridor (A38). The village has **no significant employment role** and it functions as a 'dormitory' settlement, tending to look southward to Bristol / M5 J14.

Stone is relatively unconstrained by environment or topography, although there is river floodplain to the northeast and the west.

### Development strategy

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

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

There are no site allocations at Stone.

### Settlement development limits

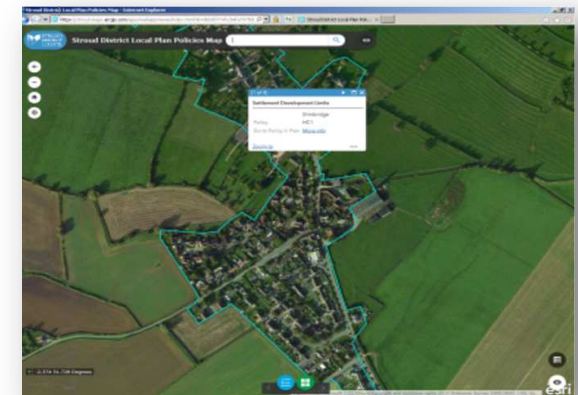
There are proposed changes to the settlement development limits of **Cambridge**. Please refer to **APPENDIX A**

#### ▼ Where can I see the settlement boundaries?

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



[www.stroud.gov.uk/localplan](http://www.stroud.gov.uk/localplan)



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