



# Making Places | Shaping the future of The Stonehouse cluster

## The strategy ...

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

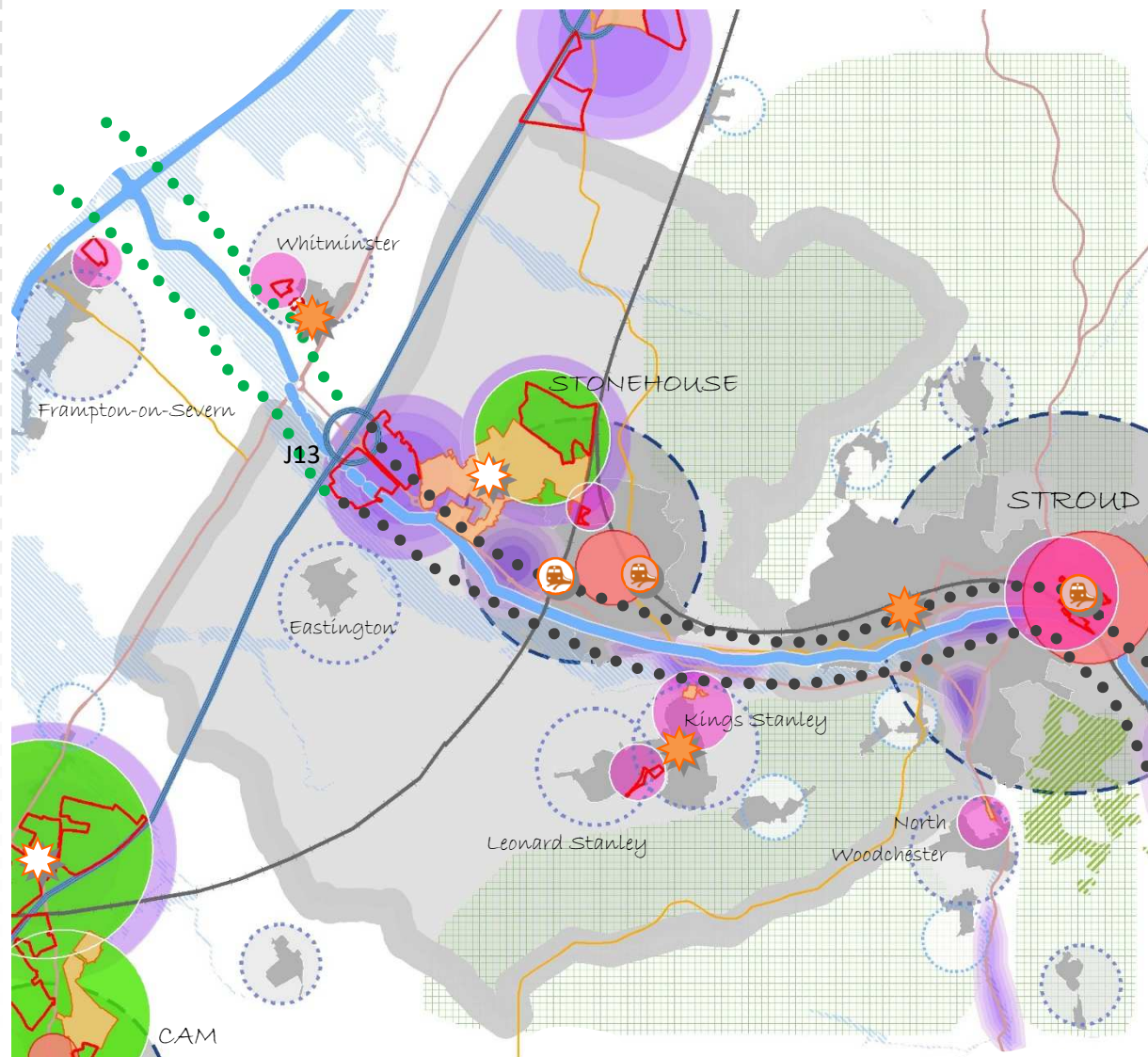
In the parishes of Stonehouse, Standish, Eastington, Frocester, Leonard Stanley, Kings Stanley.

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

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

◀ 3.2.1

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





# Making Places | Shaping the future of The Stonehouse cluster

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

Vision to 2040...

### Settlement hierarchy (CP3):

#### Tier 1 – Main Settlements

- Stonehouse

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

- Eastington
- Kings Stanley
- Leonard Stanley

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

- Selsley

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

- Middleyard

### Town Centres (CP12)

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

### Local Centres (CP12)

Existing / new centres with local services and facilities



The parishes of the Stonehouse vision area



Conserving and enhancing the Cotswolds AONB



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



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



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



Site allocations



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



Canal corridor conservation and regeneration



Canal corridor conservation and restoration



Rail station



Safeguarded location for new railway station

3.2.2 ▶

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

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

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

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

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

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





# Making Places | Shaping the future of The Stonehouse cluster

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

### 3.2.3 Where are we now?...

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

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

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

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

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





# Making Places | Shaping the future of The Stonehouse cluster

...How are we going to get there?

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

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

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





# Making Places | Shaping the future of The Stonehouse cluster

...How are we going to get there?

Key to maps ▼

## Settlement summaries








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

## Site allocations

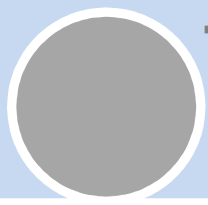
- PS16** South of Leonard Stanley Primary School
- PS42** Land off Dozule Close, Leonard Stanley
- PS17** Magpies site, Oldends Lane, Stonehouse
- PS19a** Stonehouse North West
- PS20** Eco Park M5 Junction 13

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

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

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





# The Stonehouse cluster | Our towns and villages

## ...Eastington (Alkerton)

### Planning constraints and designations

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

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

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

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

### Landscape sensitivity

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

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

### Settlement role and function

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

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

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

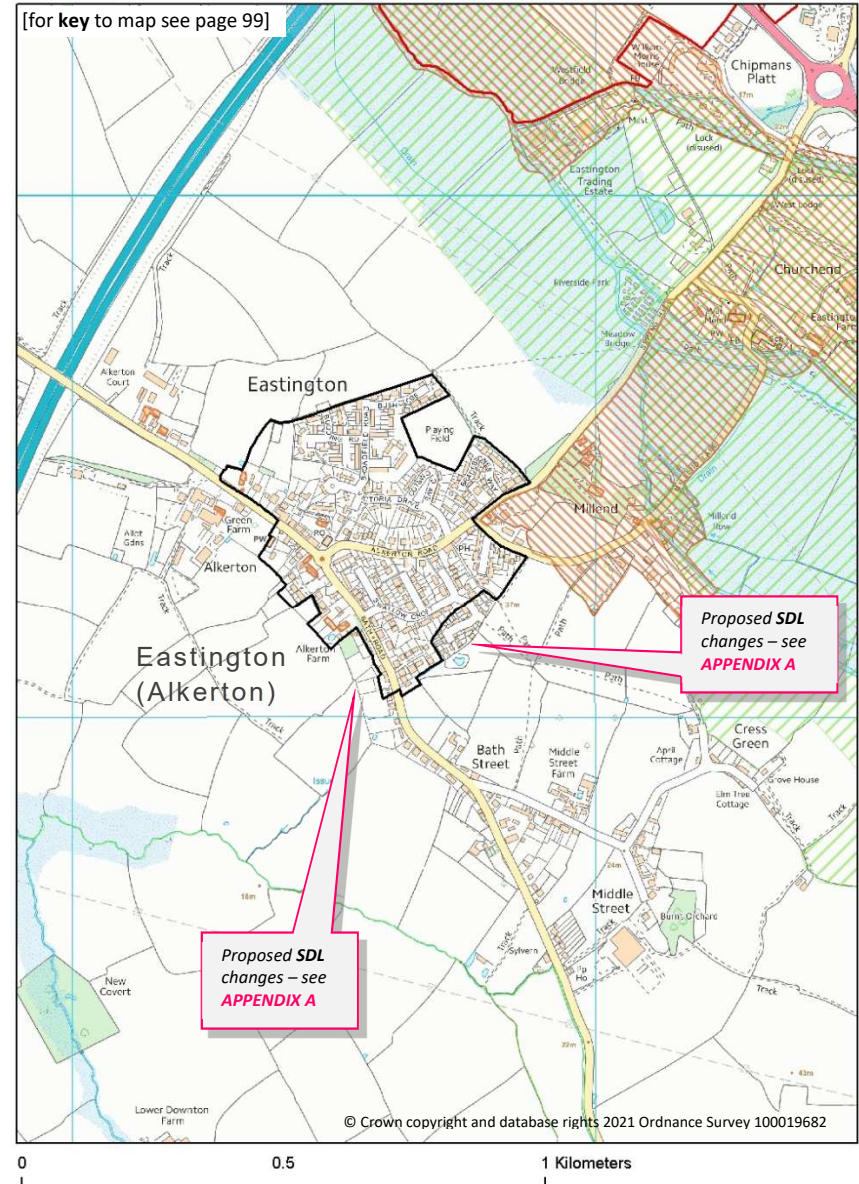
Eastington has an **employment role**, with a Key Employment Site north of the village. Although it is a modest net importer of workers, its principal role is as a 'dormitory' settlement.

### Development strategy

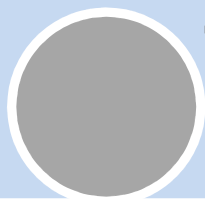
Eastington is a **Tier 3a** settlement and has a Settlement Development Limit (SDL), [outlined in **black** on the map].

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

There are no site allocations at Eastington.







# The Stonehouse cluster | Our towns and villages

## ...Leonard Stanley

### Planning constraints and designations

There are no significant physical constraints.

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

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

The Cotswolds AONB lies beyond the south of the village.

There are protected open spaces within the settlement.

### Landscape sensitivity

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

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

### Settlement role and function

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

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

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

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

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

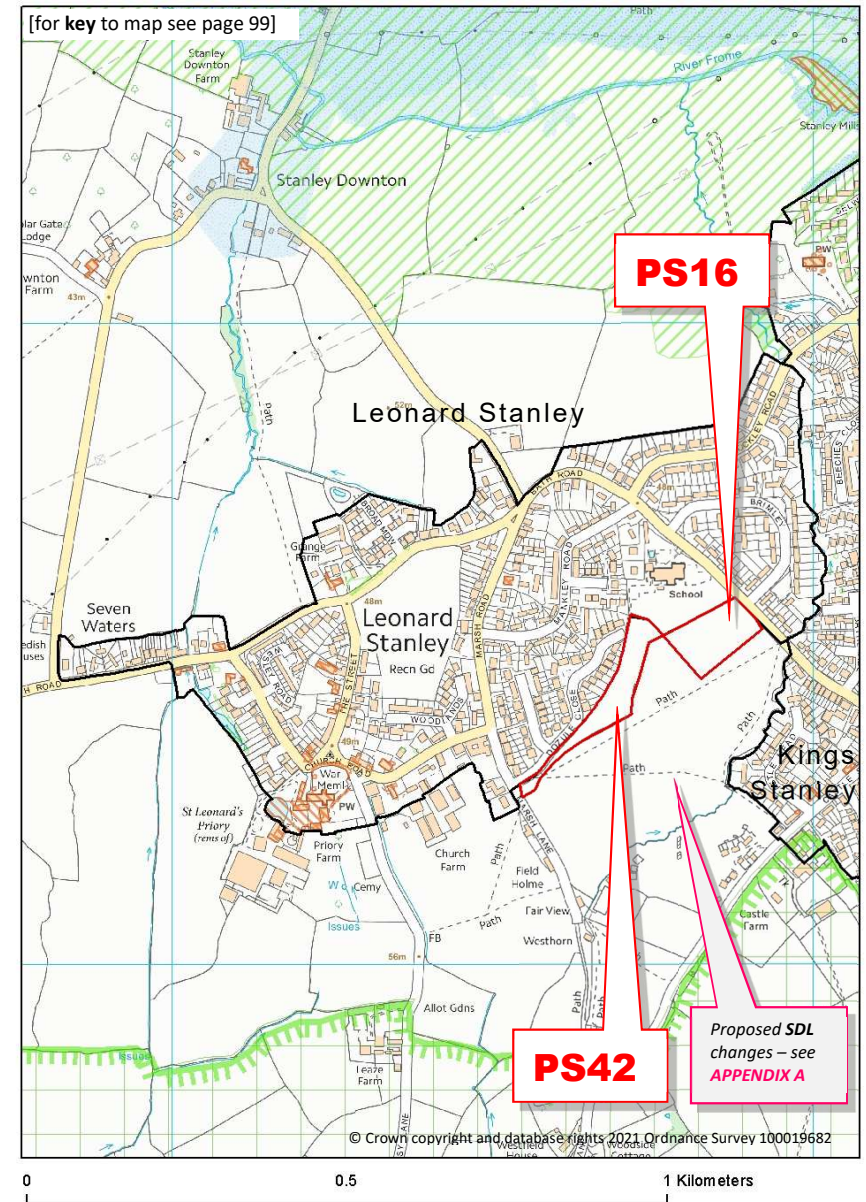
### Development strategy

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

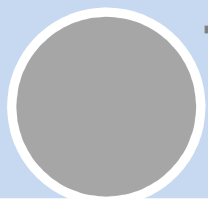
In addition to the allocated sites [outlined in **red** on the map and shown in more detail over the page], limited infill and re-development is permitted inside the SDL and (exceptionally) adjacent to the SDL (subject to policy criteria), with a view to sustaining or enhancing the village's role and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

**PS16** South of Leonard Stanley Primary School.

**PS42** Land off Dozule Close.







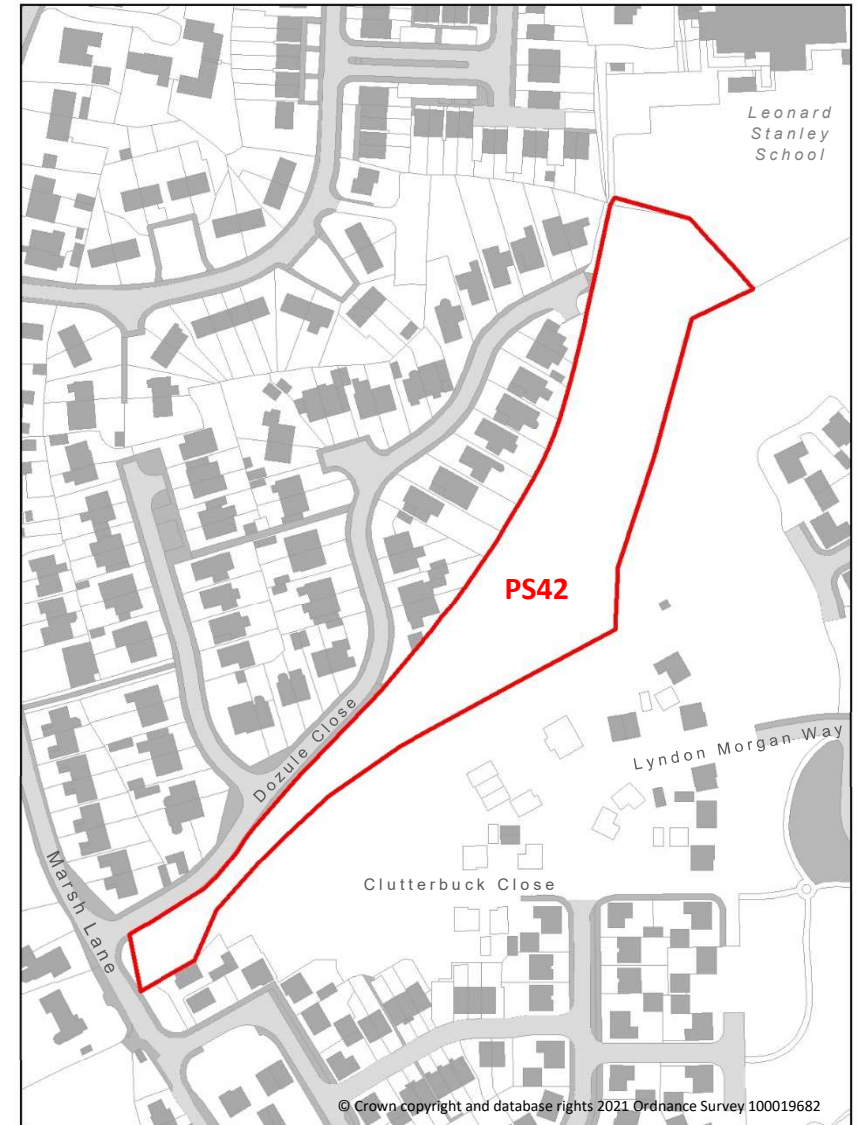
#### Local Sites Allocation Policy PS42

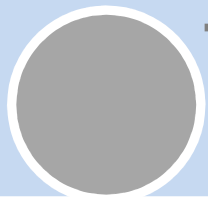
##### Land off Dozule Close, Leonard Stanley

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

#### Land off Dozule Close

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





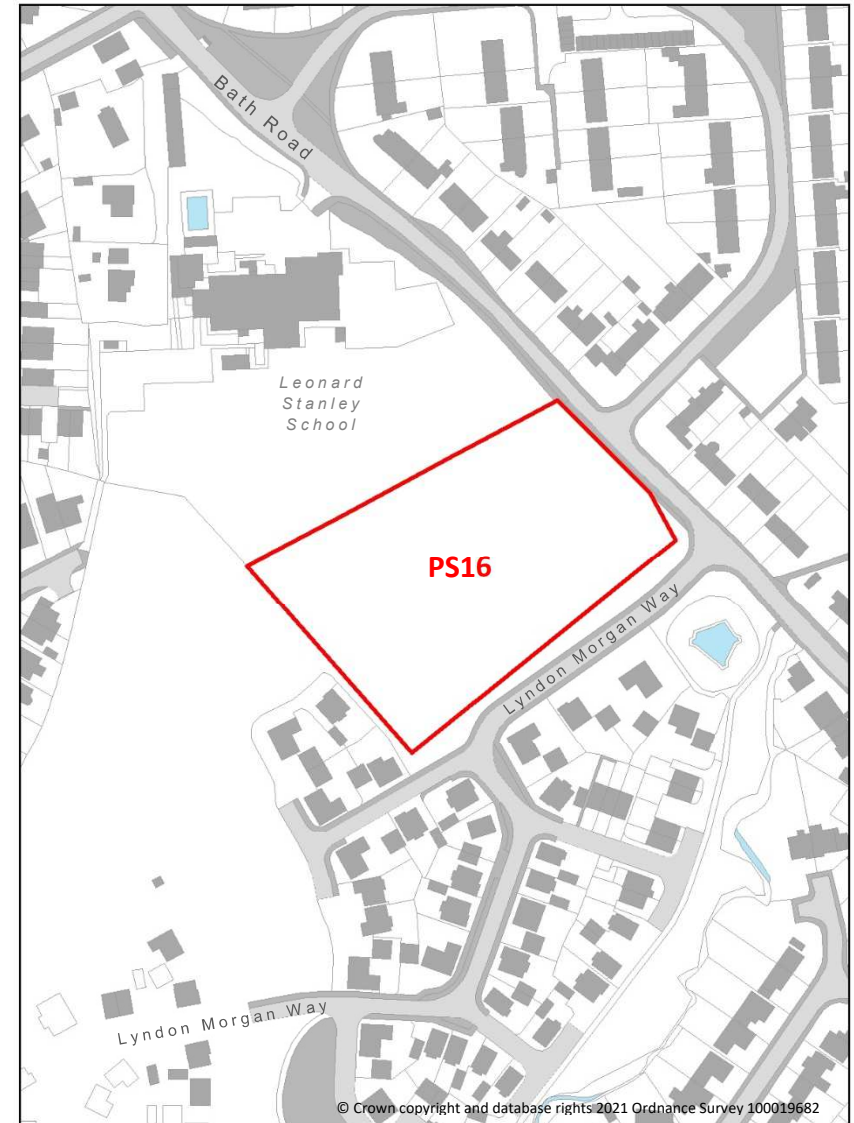
#### Local Sites Allocation Policy PS16

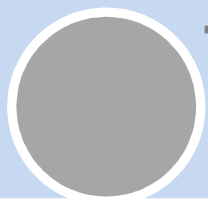
#### South of Leonard Stanley Primary School

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

#### South of Leonard Stanley primary school

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





### Planning constraints and designations

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

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

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

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

There are protected open spaces within the town.

### Landscape sensitivity

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

### Settlement role and function

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

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

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

### Development strategy

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

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

**PS17** Magpies site, Oldends Lane.

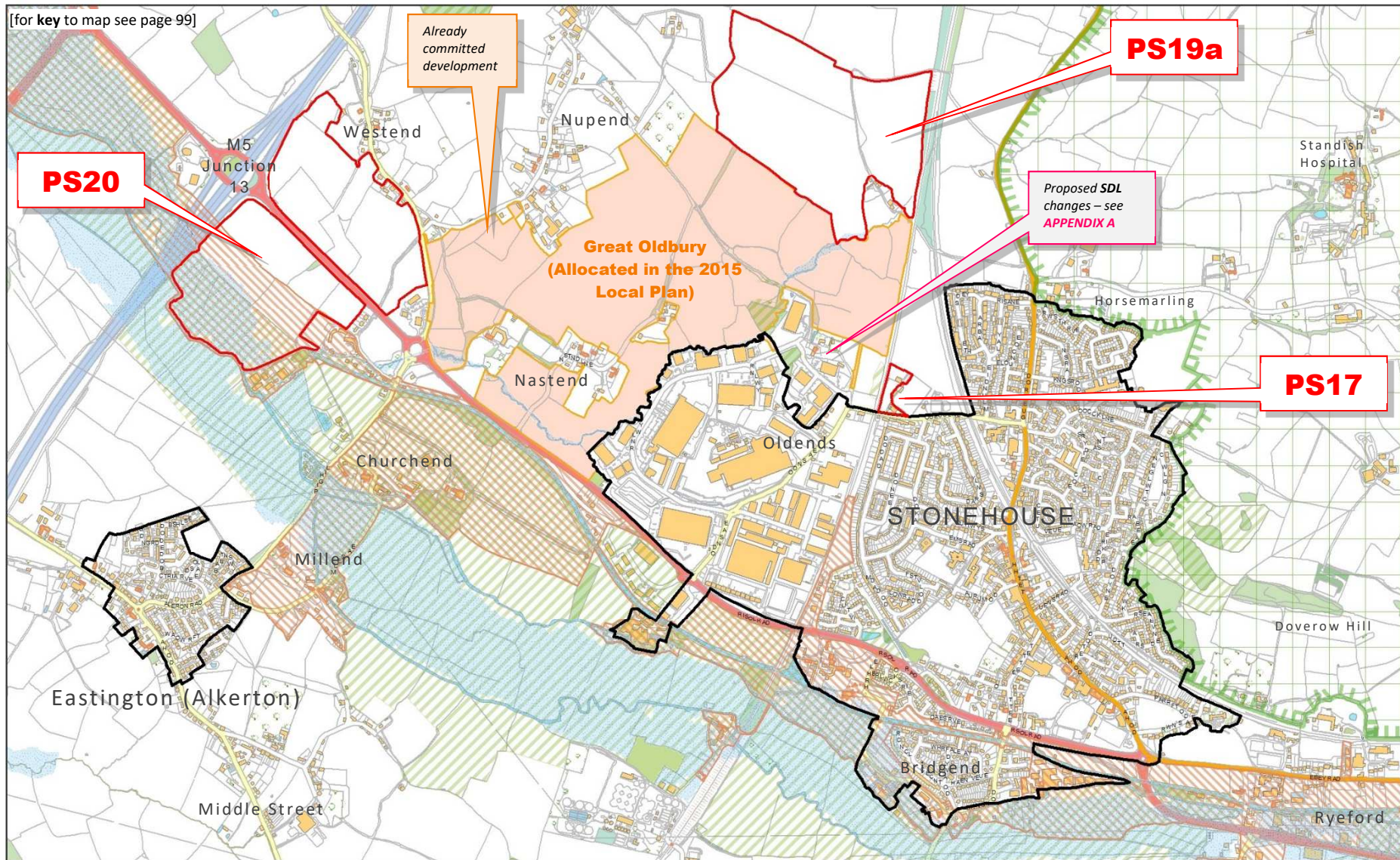
**PS19a** Stonehouse North West.

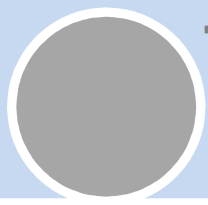
**PS20** Eco Park M5 Junction 13.

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

# The Stonehouse cluster | Our towns and villages

...Stonehouse





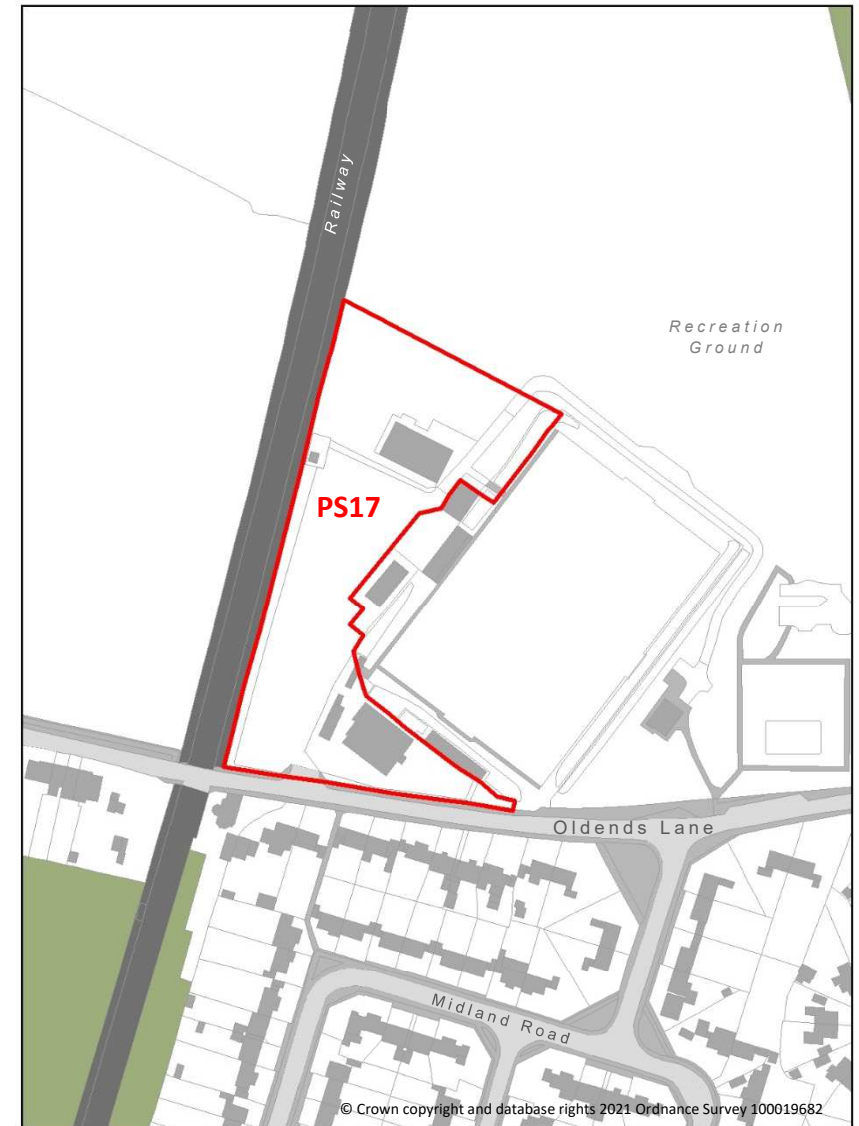
#### Local Sites Allocation Policy PS17

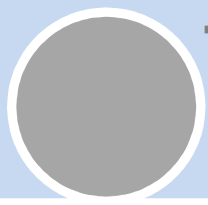
Magpies site, Oldends Lane, Stonehouse

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

#### Magpies site, Oldends Lane

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

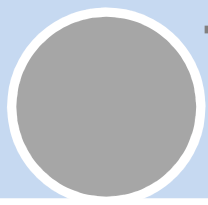




#### Land north west of Stonehouse (PS19a)

- 3.2.9 Land north west of Stonehouse is identified as a sustainable urban extension to Stonehouse at Great Oldbury, which will deliver a high quality mixed use development, including housing, employment and community uses that meets the day to day needs of its residents.
- 3.2.10 Land north west of Stonehouse is located immediately adjacent to and to the north of the emerging neighbourhood of Great Oldbury (2015 Local Plan allocation West of Stonehouse) and west of the Bristol-Birmingham railway line, within the parish of Standish.
- 3.2.11 The site comprises 36 hectares of primarily agricultural land which will be developed for approximately 700 dwellings, 8 plots for travelling showpeople uses and 5 hectares of office, B2 and B8 employment land to reflect the identified sectoral needs of the District and local area. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions. Community provision will include a new primary school on a 2 hectare site, together with recreation open space and natural green space in accordance with Local Plan standards to meet the needs of residents. Contributions will also be required towards a new surgery in Stonehouse.
- 3.2.12 Development is envisaged as a series of neighbourhoods linking seamlessly with the adjoining Great Oldbury development. Employment uses are expected to connect with planned employment uses adjoining Oldends Lane.

- 3.2.13 To integrate the development with Great Oldbury and to protect the landscape setting of Standish, open countryside and views from the **AONB** escarpment, substantial structural landscaping will provide a green buffer on the western, northern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure at Great Oldbury to create sustainable green corridors.
- 3.2.14 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC** sites. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking recreation at these sensitive locations.
- 3.2.15 The south eastern edge of the site is located adjacent to a local watercourse and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.
- 3.2.16 The Council has produced a **Sustainable Transport Strategy (STS)** to ensure that new strategic developments deliver on the overall Plan



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

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

### Strategic Site Allocation Policy PS19a

#### Stonehouse North West

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

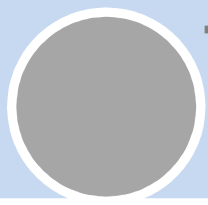
A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

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

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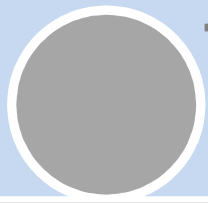




... (contd.)

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





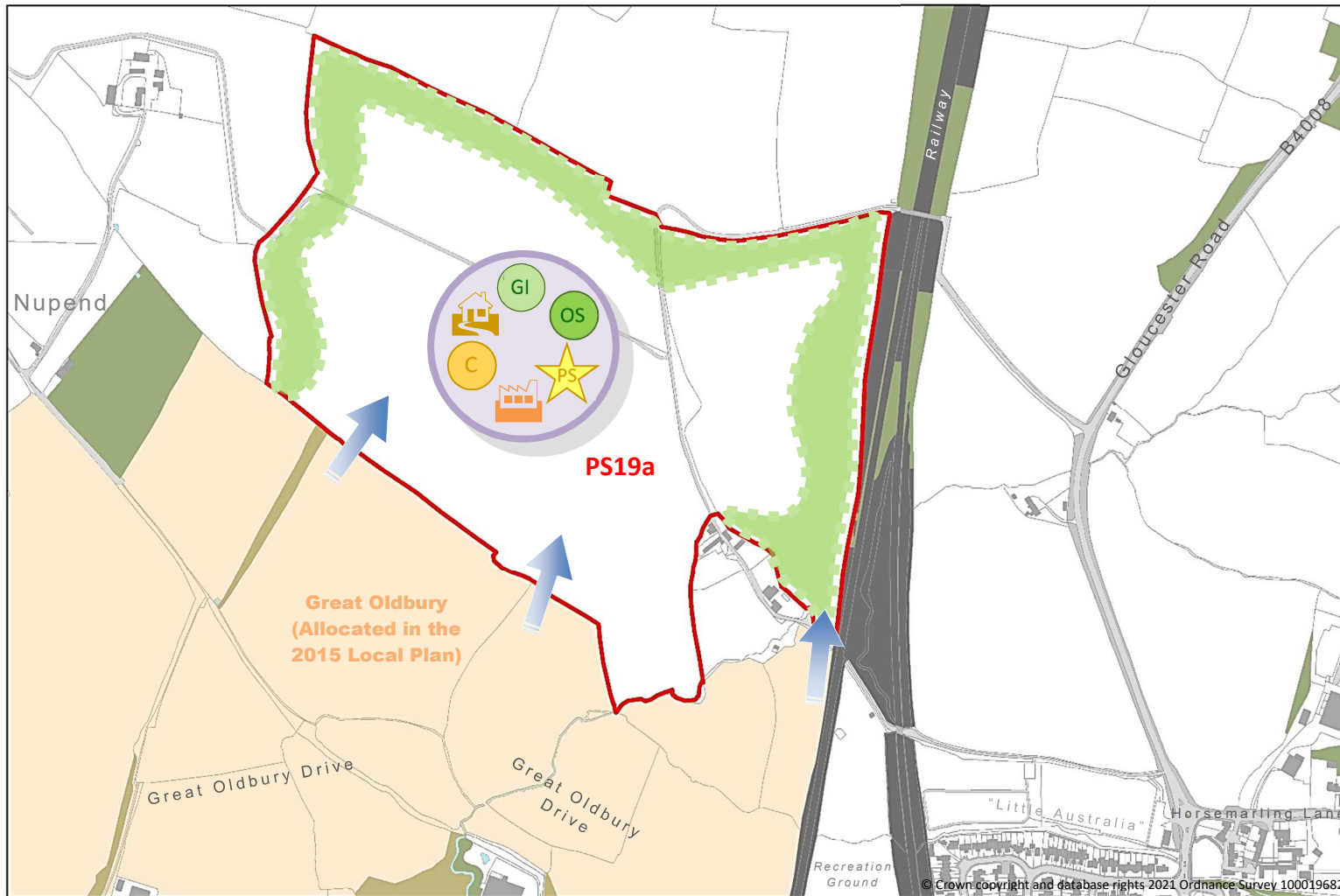
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## ...Stonehouse








Strategic Site Allocation PS19a

Stonehouse North West

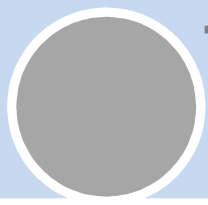
PS19a map ▾



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

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



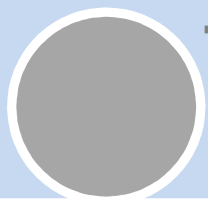


#### M5 Junction 13 Eco Park

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

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

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



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

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

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

### Strategic Site Allocation Policy PS20

#### Stonehouse - Eco Park M5 Junction 13

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

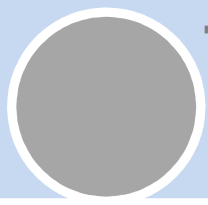
A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

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

(contd.) ...





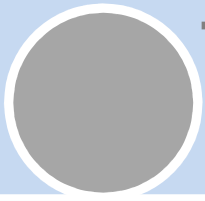
### Strategic Site Allocation Policy PS20

#### Stonehouse - Eco Park M5 Junction 13

... (contd.)

7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
8. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
9. A layout of uses, density and built form and character which ensures less than substantial harm to IHCA;
10. High quality, safe and secure walking and cycling routes to integrate all sections of the site and to connect with NCR45 and contributions towards the enhancement of off-site walking and cycling routes to key destinations including Stonehouse town centre, Stonehouse railway station and routes to Stroud;
11. Contributions and support to sustainable transport measures on the A38 and A419 sustainable transport corridors;
12. Multi-modal travel interchange hub to serve the development at a central accessible location north of the A419 to allow for interchange for sustainable modes including bus, bicycle, walking, other forms of personal transport and car sharing;
13. Public transport permeability through the site to facilitate existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Stroud, Stonehouse and Gloucester;
14. A dedicated shuttle bus service between the site and Stonehouse and Cam and Dursley rail stations;
15. Contributions towards the re-opening of Stonehouse Bristol Road rail station;
16. Electric vehicle charging points in accordance with local parking standards;
17. Actively managed car parking provision to provide a level of constraint to unnecessary car usage;
18. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan;
19. Primary vehicular access from the A419 and additional vehicular access from Grove Lane, with necessary improvements to the existing highway network;
20. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;

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

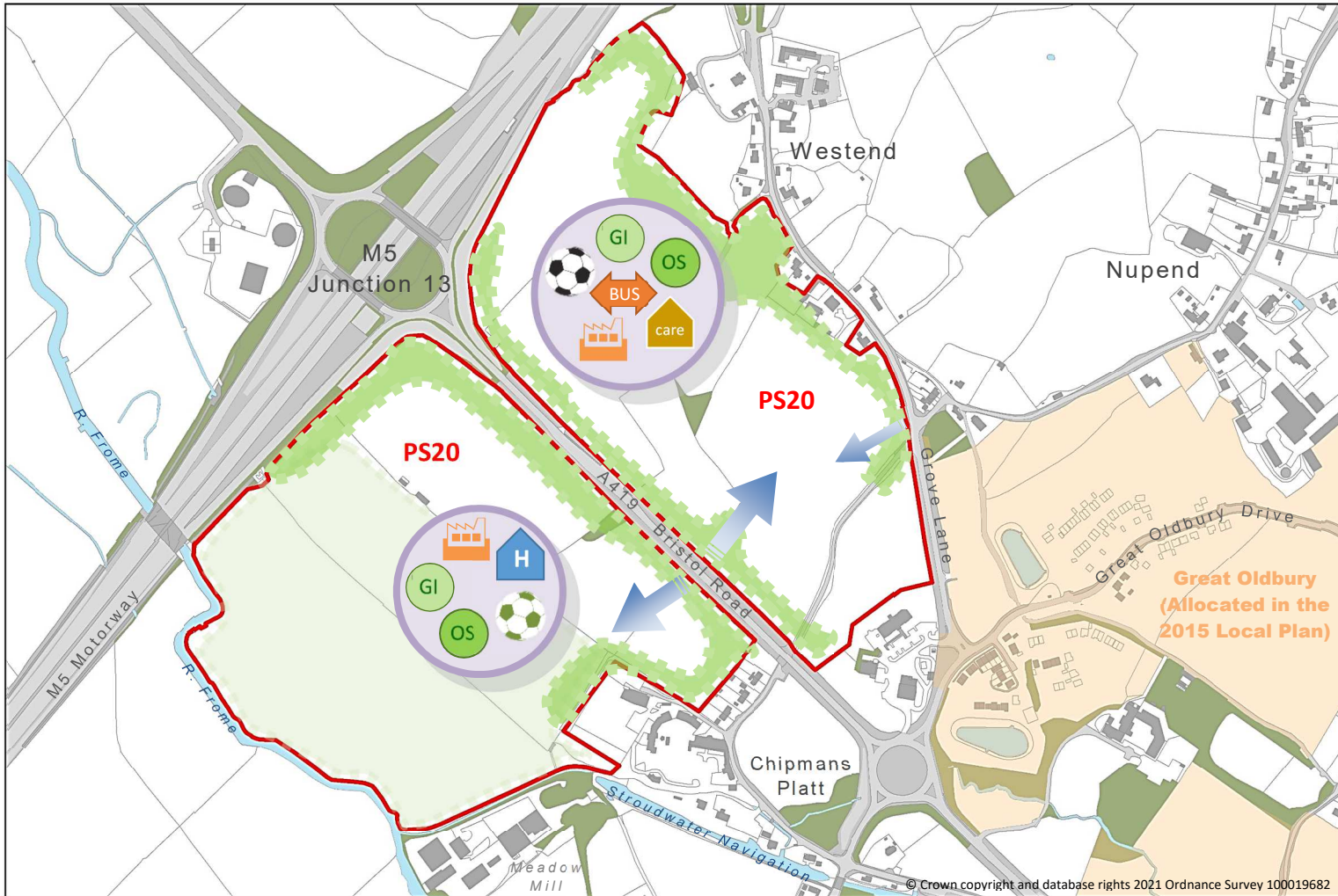


# The Stonehouse cluster | Our towns and villages

...Stonehouse

Strategic Site Allocation PS20  
Stonehouse - Eco Park M5 Junction 13

PS20 map ▾

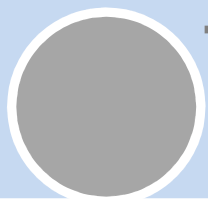


The site map for **Eco Park M5 J13** (outlined in red) includes the following indicative information:

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

0 250 500 Metres 1 Kilometre





# The Stonehouse cluster | Our towns and villages

## ...Selsley, Middleyard

### Tier 4a settlements around Stonehouse

- Selsley

### Settlement role and function

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

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

### Development strategy

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

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

There are no site allocations at Selsley.

### Tier 4b settlements around Stonehouse

- Middleyard

### Settlement role and function

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

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

### Development strategy

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

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

There are no site allocations at Middleyard.

### Settlement development limits

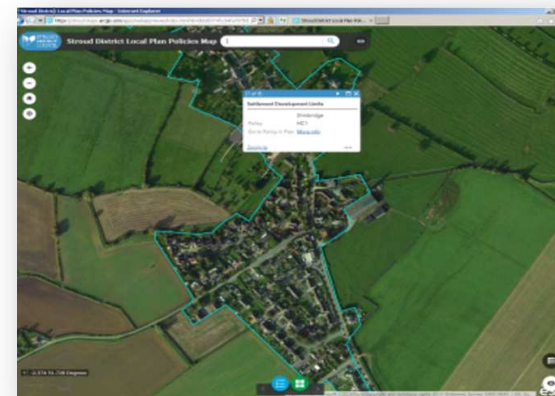
There are proposed changes to the settlement development limits of **Middleyard**. Please refer to **APPENDIX A**.

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

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



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



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