

Making Places

Shaping the future of Stroud District

3

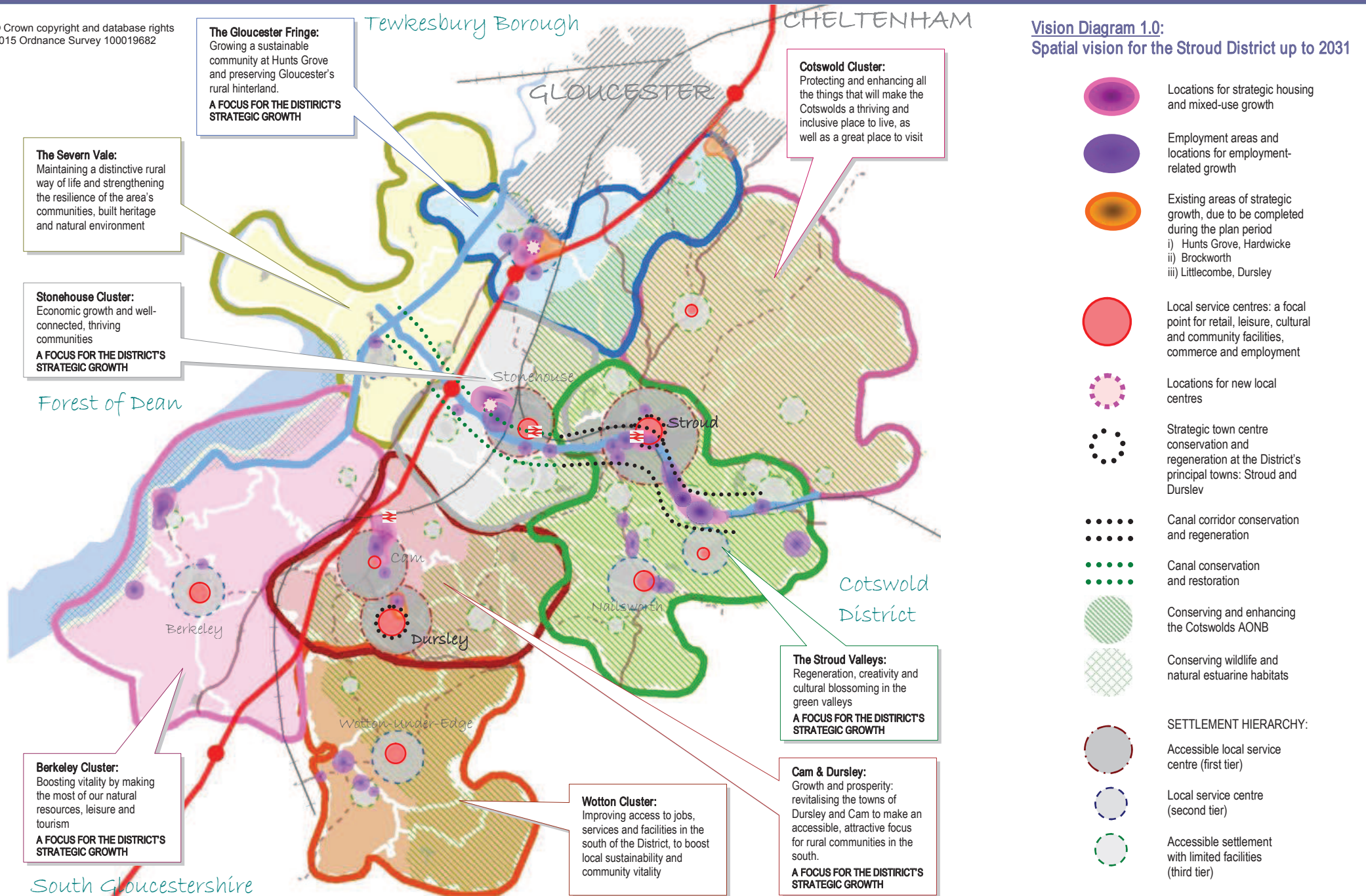
In developing a Local Plan for the District, it is important to have a vision of the kind of place we want to be living in, working in or visiting in the future. This chapter takes a closer look at the opportunities, needs, priorities and distinct characteristics of different parts of the District, and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

Making Places: a spatial vision for the Stroud District

- 3.1 The Local Plan is founded on an over-arching vision for the District as a whole, which is a cornerstone of the development strategy, and is set out in **Chapter 2**.
- 3.2 Derived from this, **Chapter 3** sets out a spatial vision which consists of a series of eight place-making 'mini visions' for distinct parts of the District. Using facts and figures gathered about all the District's parishes, together with outcomes from public consultation, the spatial vision aims to focus the over-arching goals of the main vision and the strategic objectives in a way that responds more specifically to local priorities, issues and needs.
- 3.3 Whilst some places in the District have a need for development or are suited to strategic levels of growth; others are not. The spatial vision identifies areas that are likely to see significant changes; and areas that will not. It pictures what the various levels of change or growth could mean for the District's diverse communities, settlements and landscapes. It sets out the envisaged and desired effects that the development strategy should have on particular parts of the district, including information about the proposed strategic growth areas, the kind of development that could happen at each place and how this is intended to help achieve the overall vision for the District's future.
- 3.4 The Plan's spatial vision for the District (and the eight 'mini visions' that feed into it) is illustrated in the **Vision Diagram 1.0** (opposite). Over the following pages, the eight 'mini visions' for the eight parish cluster areas are set out in detail.

Making Places: shaping the future of Stroud District

© Crown copyright and database rights
2015 Ordnance Survey 100019682



The Stroud Valleys

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

A STRATEGIC GROWTH AREA

Where are we now?

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

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

3.6 This is the most populous part of the District, yet it retains a distinctive rural character. The majority of this area falls within the Cotswold AONB, with the exception of the valley bottoms, which is where industry was traditionally focussed and where today much of the transport infrastructure is squeezed in. The core "Urban Area" relates to the parishes of Stroud, Cainscross (the most densely populated parish in the District) and Rodborough, with the settlements of Thrupp, Brimscombe, North Woodchester, South Woodchester, Nailsworth and Stonehouse having strong functional links to that core.

3.7 Key issues and top priorities:

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

- * Providing for job opportunities across the District
- * Conserving and enhancing Stroud District's countryside and biodiversity
- * Achieving a better transport system to help reduce CO₂ emissions
- * Maintaining and improving the sustainability of our villages
- * Protecting and enhancing our historic environment
- * Minimising waste generation and increasing recycling
- * Meeting the needs of an increasingly elderly population
- * Ensuring the Cotswold Canals restoration plays a positive role in the District's future

Where do we want to be?

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

Stroud town will go from strength to strength as the beating heart of a flourishing artistic and cultural scene. It will act as both focal point and gateway for surrounding communities and visitors, with good links to the wider rural area.

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

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

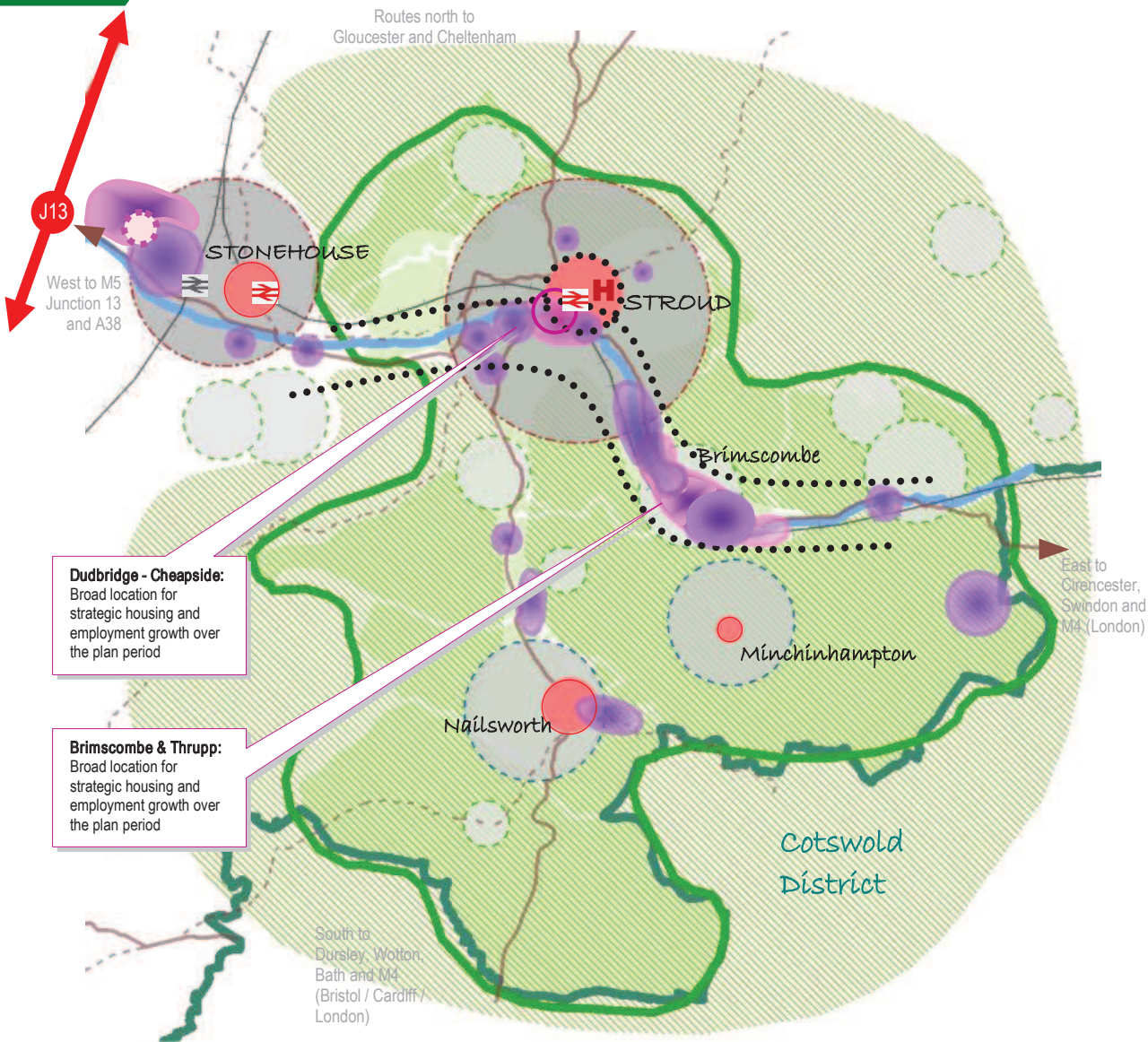
The regeneration of the industrial valley bottoms and the restoration of the Cotswold Canals will provide a new lease of life for the valleys' rich architectural heritage: a home for thriving businesses, creative industries and green technologies, as well as for people. This will be an environment that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

 **Vision 1.1: vision for the Stroud Valleys**



Making Places: shaping the future of the Stroud Valleys

What does the strategy look like?



Settlement hierarchy and key growth and development opportunities:

Parishes:

- Stroud
- Cainscross
- Brimscombe & Thrupp
- Rodborough
- Nailsworth
- Minchinhampton
- Chalford
- Whiteshill & Ruscombe
- Randwick
- Woodchester
- Horsley

Towns:

"Accessible Local Service Centre":
● Stroud

"Local Service Centre":
● Nailsworth

Major villages and suburbs:

"Local Service Centres":
● Minchinhampton

"Settlements with limited facilities":

- Whiteshill/Ruscombe
- Brimscombe
- Chalford
- Manor Village
- N. Woodchester
- Amberley
- Horsley

Town Centres

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

New Centres

Location for new local service centre (west of Stonehouse)



The parishes of the Stroud Valleys vision area



Conserving and enhancing the Cotswolds AONB



Strategic growth areas



Employment areas (outside of town centres)



Stroud town centre conservation and regeneration



Canal corridor conservation and regeneration



"Gateway Stroud" / "Stroud Waterfront"



Railway station (main line)



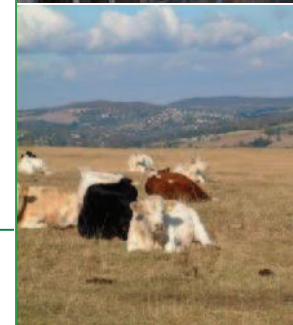
Safeguarded location for new railway station



Hospital



Stroud District boundary



How are we going to get there?

3.8 Guiding principles

1. A focus for the District's strategic growth, with particular emphasis on the valley bottoms and canal corridor, providing up to 450 homes and either maintaining existing jobs or delivering new job opportunities at the same level or above the level last employed on site
2. Stroud town centre will also be a focus for employment, economic growth and regeneration, boosting its role as the principal commercial centre of the District. Aim to upgrade retail offer and enhance tourist appeal, exploiting 'unique selling points' including its "green", "foody" and artistic culture
3. Appropriate development will be supported to sustain Nailsworth, Minchinhampton and Brimscombe in their roles as Local Service Centres for their surrounding communities, and Nailsworth's secondary role as a destination town for visitors and tourists
4. Appropriate development will be supported to sustain the identified Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
5. Maintain the geographical and functional distinctness and distinctiveness of Stroud's major 'suburbs': enhancing their self-sufficiency as communities in their own right, whilst improving accessibility and linkages with the town (Rodborough, Cainscross, Brimscombe and Thrupp)
6. Prioritise the redevelopment of brownfield land – including vacant or underused employment sites, with the aim of boosting job numbers and intensifying use
7. Create a focus for creative and green industries, to support a well skilled workforce
8. Focus on canal restoration and canal corridor conservation and regeneration, including the development of 'Gateway Stroud' / 'Stroud Waterfront' at Wallbridge and Cheapside: improve the approach and sense of arrival at the town centre; improve physical accessibility between canal and town centre; a showcase for the "best of Stroud" (high quality design, highlighting 'unique selling points' and distinctiveness, including architectural heritage and eco-designs)
9. Conserve and enhance the valleys' heritage assets, including the features of the area's unique industrial heritage. Secure high quality, distinctive design, in keeping with local character, with particular emphasis on the high number of conservation areas within the Valleys
10. Conserve and enhance high quality natural landscape (part AONB), including the valuable 'green horizons' that are visible from within the urban areas
11. Cater for an ageing population through provision of accommodation, services and facilities, as well as through the design of new development
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

3.9 Opportunities, growth and key projects:

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

3.10 Key supporting evidence base:

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

Making Places: shaping the future of the Stroud Valleys

Policies that will help to implement the Stroud Valleys vision:

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

Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

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

Site Allocations Policy SA1 Stroud Valleys strategic sites allocations

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy E11 Key employment sites

Delivery Policy E12 Regenerating existing employment sites

Delivery Policy E17 Non-retail uses in primary frontages

Delivery Policy E18 Non-retail uses in secondary frontages

Delivery Policy E19 Floorspace thresholds for impact assessments

Delivery Policy E113 Protecting and extending our cycle routes

Delivery Policy E114 Provision and protection of rail stations and halts

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES4 Water resources, quality and flood risk

Delivery Policy ES6 Providing for biodiversity and geodiversity

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

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



Making Places: shaping the future of the Stroud Valleys

Site Allocations Policy SA1

Stroud Valleys

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

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

Development briefs, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

These will address the following:

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

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

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

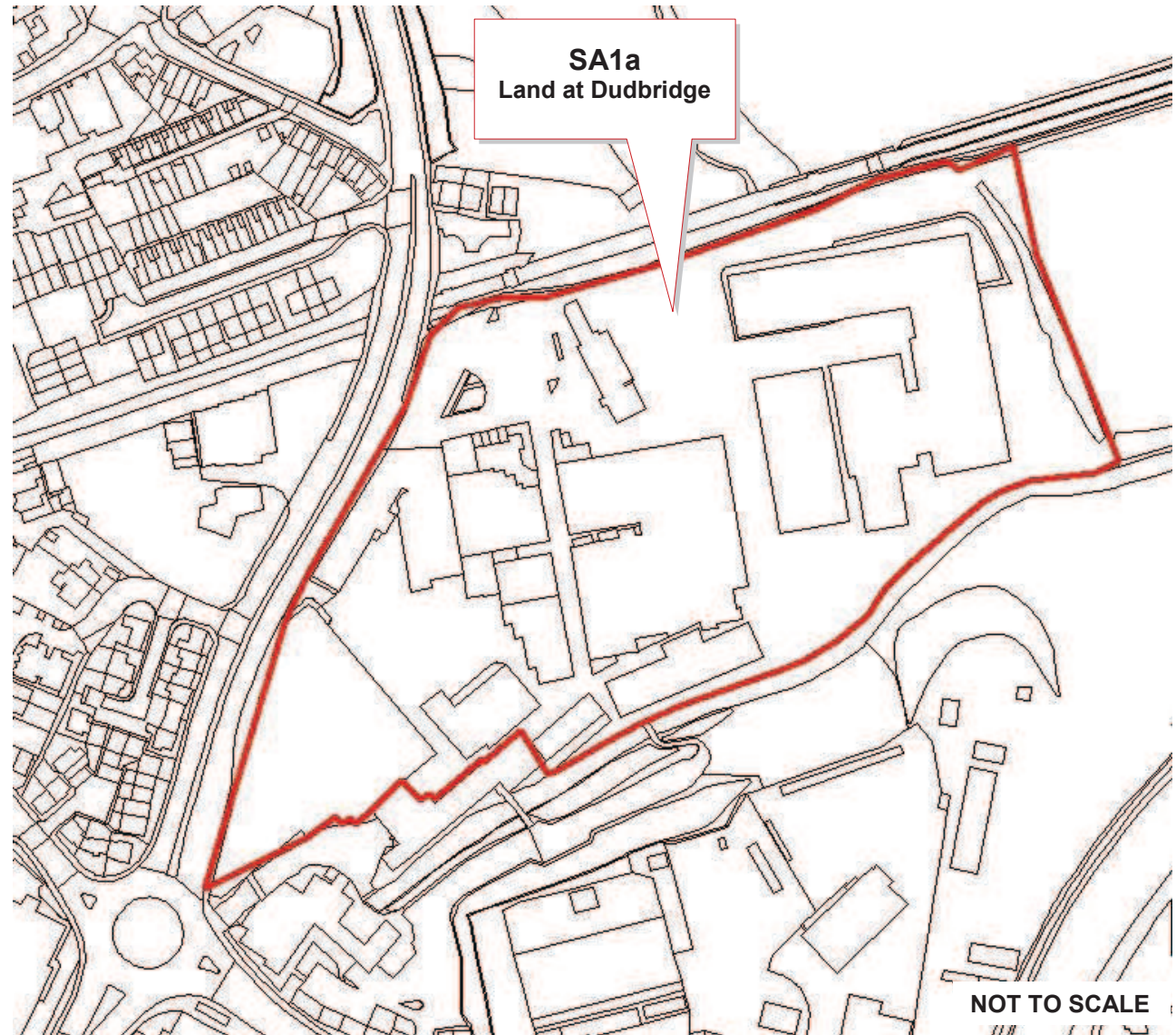
Making Places: shaping the future of the Stroud Valleys

- 3.11 Land within the valley bottom between Stroud, Thrupp and Brimscombe enjoys a rich heritage of industry within a high quality landscape setting. However, a number of historic mills and adjoining employment sites lie partly vacant and the river and canal remain a relatively under used recreational resource, although the Cotswold Canal Partnership is progressively delivering the restoration of the canal as a navigable waterway. Allocation of specific sites within the Stroud Valleys for a mix of uses provides an opportunity to regenerate the built fabric of these sites, to intensify and diversify the employment offer, to deliver sustainable locations for living and to support canal conservation and recreation and tourism objectives. The exact mix of uses will have regard to the key priorities for each site, site conditions, detailed feasibility and viability evidence.
- 3.12 The sites identified in **Policy SA1** all lie within the Industrial Heritage Conservation Area and specific policy and design guidance is contained within the Industrial Heritage Conservation Area Management Proposals SPD. The Cotswold Canals Conservation Management Plan will also be referred to when assessing proposals for physical works to the canal channel or for existing or new canal structures.
- 3.13 Whilst there are common requirements for all sites, the following list identifies the key priorities for each site:
- Land at Dudbridge has potential, in addition to employment provision, for canal related tourism and retail development provided it is compatible with the retail hierarchy. The site is significantly constrained by functional floodplain and any redevelopment should not result in any net loss of flood storage. Safe and emergency access considerations are paramount and will need to be fully resolved. A new access to the site will be achieved from Dudbridge Road. There is potential to enhance significantly this gateway location into the town and the setting of the canal.
 - Cheapside is located adjacent to the town centre and town centre uses and housing are appropriate here. Development will need to enhance the public realm within the canal corridor and encourage links with the town centre. It will be important to retain and enhance listed buildings.
 - Ham Mills has potential for apartment housing and high quality office space, focussed on achieving the conservation and adaptation of the historic mill and enhancement of its setting. No development should take place in Flood Zones 3a and 3b at the south eastern end of the site: this area will act as a natural buffer to the river.
 - Brimscombe Mill has potential for both housing and employment redevelopment to achieve environmental enhancements and to create a restored mill pond. The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge, or until a specific Flood Risk Assessment demonstrates that the site can be safely developed, with more vulnerable development being located in Flood Zone 1 and without increasing flood risk either on or off site.
 - Brimscombe Port has opportunities to provide canal related facilities including moorings on a reinstated stretch of water and port basin, enhancing listed buildings, providing new visitor facilities as well as housing and high quality employment development. A new access from the A419 to the east of the site will be achieved to improve site accessibility. The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge or until a specific Flood Risk Assessment demonstrates that the site can be safely developed without increasing flood risk either on or off site.

Making Places: shaping the future of the Stroud Valleys

Site Allocation SA1a Stroud Valleys

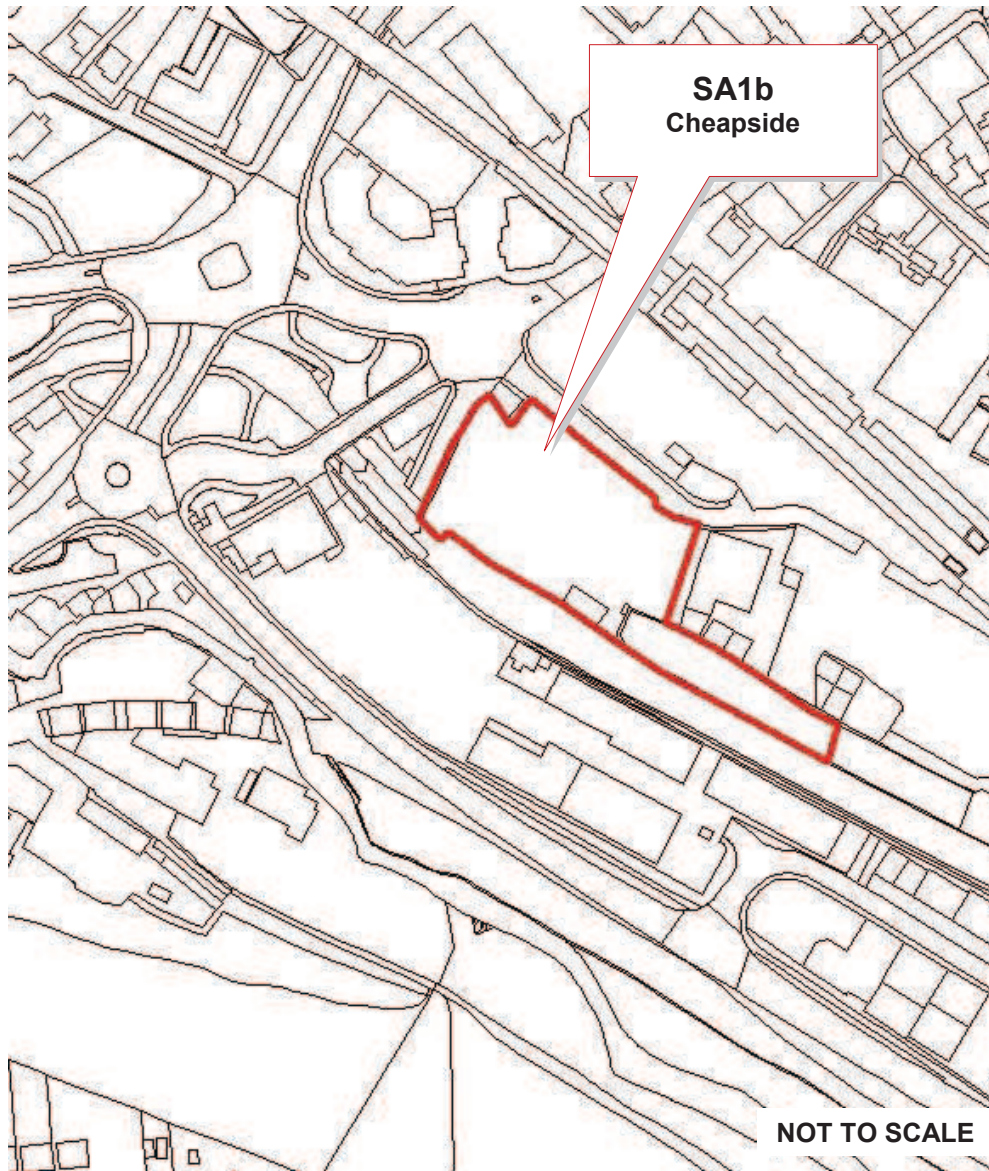
- Wimberley Mills and Dockyard Works have potential, subject to the relocation of existing businesses, for comprehensive redevelopment for housing and high quality employment space. It is essential that development at Wimberley Mills de-culverts the River Frome, to take the site out of the floodplain.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



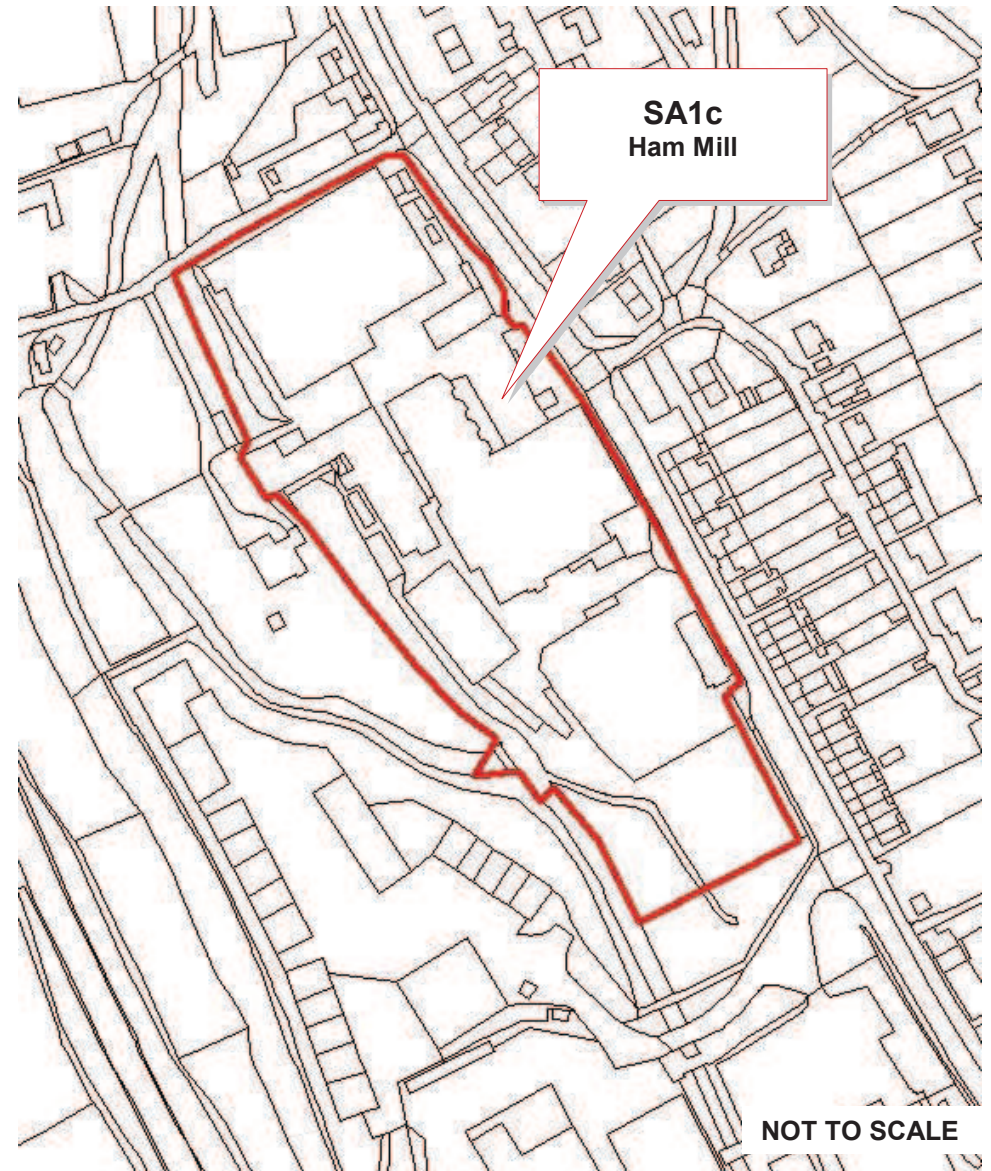
© Crown copyright and database rights 2015 Ordnance Survey 100019682

Making Places: shaping the future of the Stroud Valleys

Site Allocations SA1b and SA1c Stroud Valleys



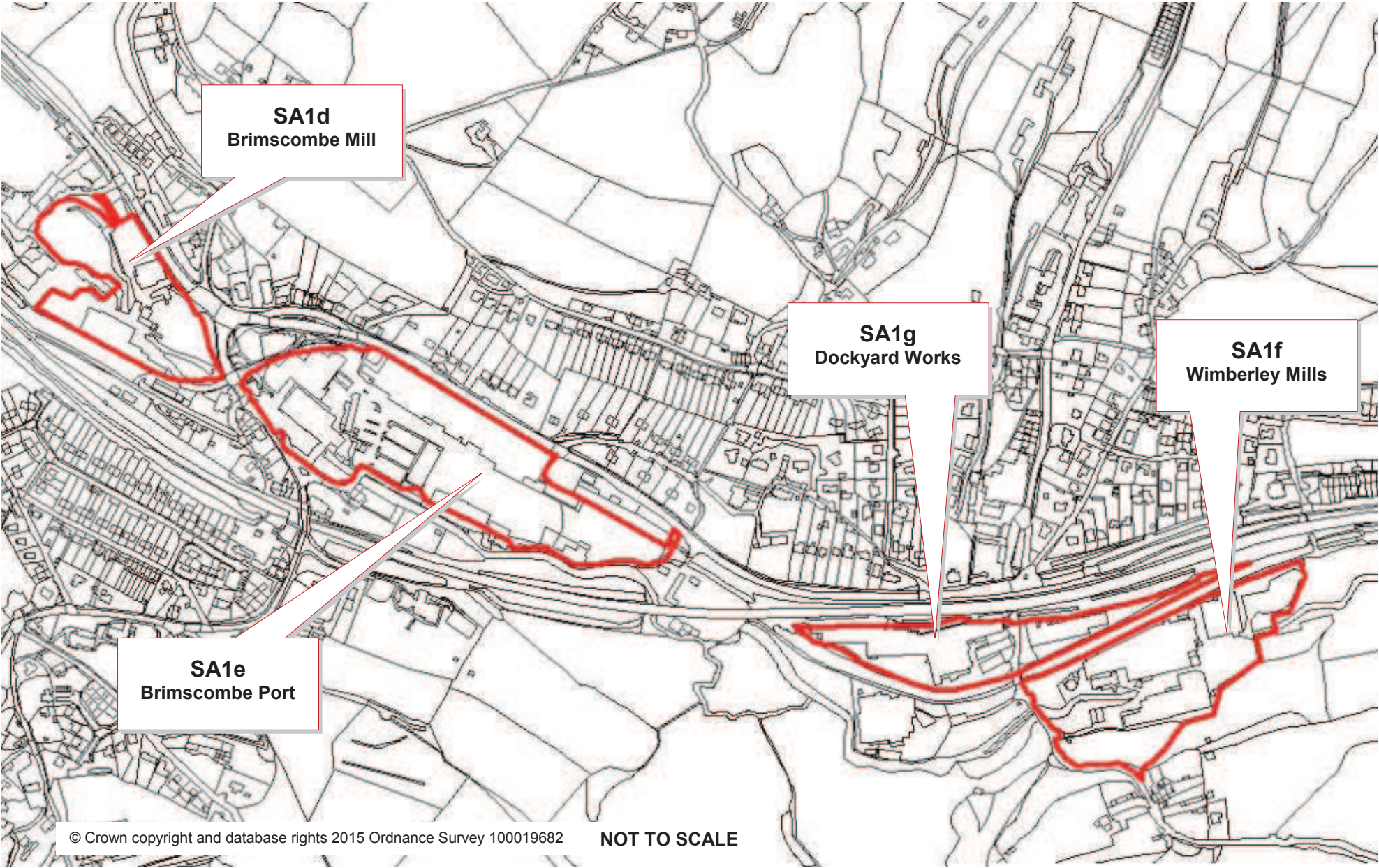
© Crown copyright and database rights 2015 Ordnance Survey 100019682



© Crown copyright and database rights 2015 Ordnance Survey 100019682

Making Places: shaping the future of the Stroud Valleys

Site Allocations SA1d, SA1e, SA1f and SA1g
Stroud Valleys



The Stonehouse cluster

A STRATEGIC GROWTH AREA

Where are we now?

- 3.14** The town of Stonehouse lies two miles east of Junction 13 (M5), with a rail station on the main Gloucester-London line (the main line to Bristol also runs to the west of the town, but the station is no longer operational). Although Stonehouse has a close relationship with nearby Stroud, it very much functions as a town in its own right, with a good range of services and shops at its centre (high street vitality is good, with low vacancy rates). On its western edge lies a major industrial and business area, which provides jobs for over 4,000 people and is home to a number of national companies. Traffic congestion can be an issue around here at peak times.
- 3.15** Around 12% of the District's total population live within the parishes of the Stonehouse cluster (more than 13,400 people). Of these, over 7,700 are residents of Stonehouse itself (census 2011), making it the District's second most populous town. By contrast, Standish and Frocester are amongst the most sparsely populated parishes in the District, with no defined settlements and a strong rural character. Eastington, Leonard Stanley and Kings Stanley are amongst the District's larger villages, each having good access to everyday services and facilities, village essentials such as pub and primary school, and a strong sense of community. The Cotswold escarpment provides a dramatic landscape backdrop and the eastern edge of this cluster area is designated part of the AONB.

3.16 Key issues and top priorities:

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

- * Achieving a better transport system to help reduce CO₂ emissions
- * Minimising waste generation and increasing recycling
- * Contributing to the provision of renewable and low-carbon energy generation in the District
- * Providing for job opportunities across the District
- * Maintaining and improving the sustainability of our villages

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

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

Where do we want to be?

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

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

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

Though growth and development will be minimal outside of the 'strategic location' identified west of Stonehouse, this area will continue to benefit from strong, well-balanced residential communities, both rural and urban. Communities will have the chance to help shape their neighbourhoods, protecting and improving those aspects of the area that make it a pleasant and viable place to live. The villages of Eastington and The Stanleys in particular will thrive, with services and facilities for young and old alike.

 **Vision 1.2**: vision for the parishes around Stonehouse

Making Places: shaping the future of the Stonehouse cluster

Settlement hierarchy and key growth and development opportunities:

Parishes:

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

Towns:

"Accessible Local Service Centre":
● Stonehouse

Major villages:

"Settlements with limited facilities":
● Eastington
● Kings Stanley
● Leonard Stanley

Town Centres:

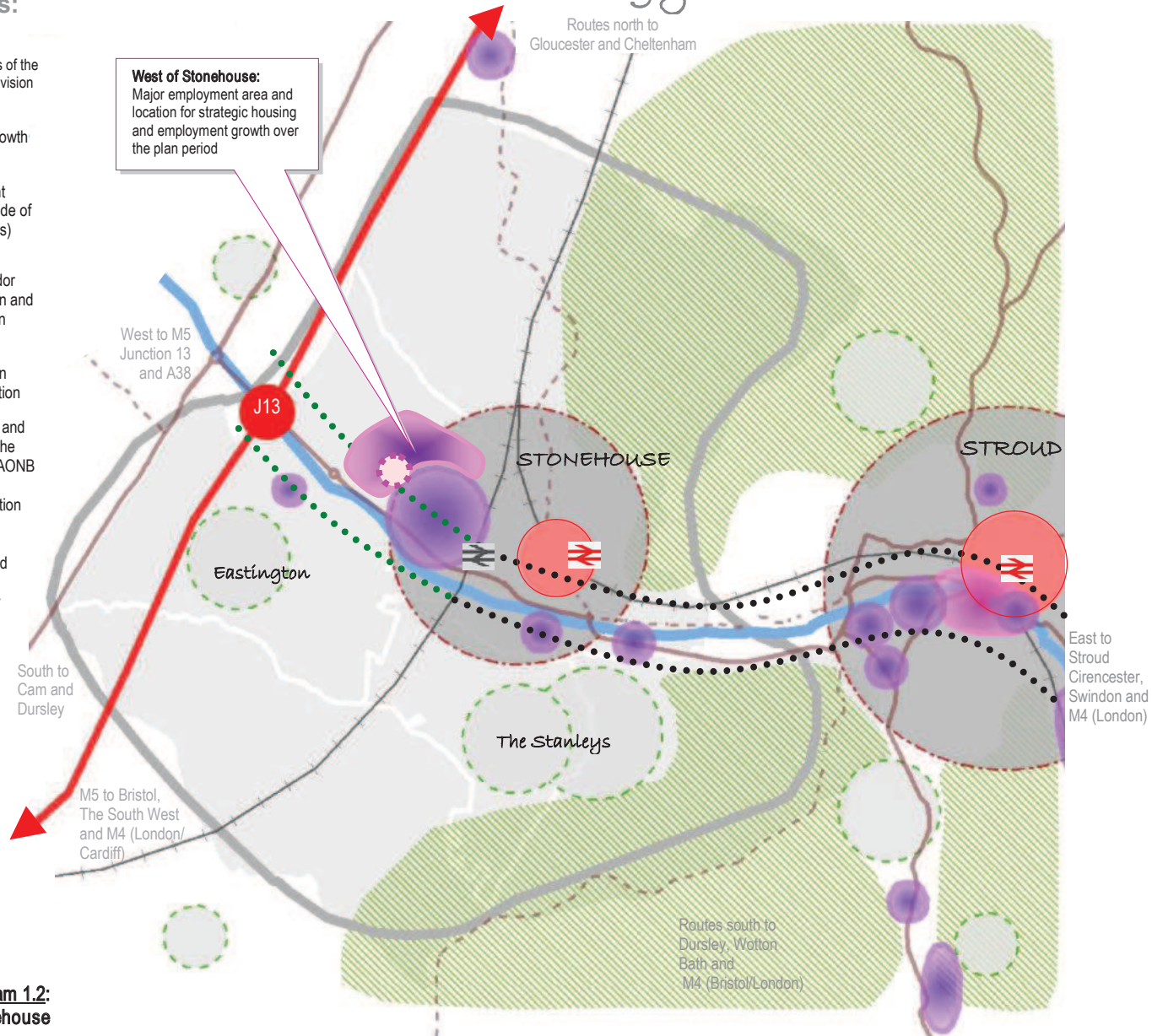
Local service centres: a focal point for retail, leisure, cultural and community facilities, commerce and employment

New Centres:

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

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

What does the strategy look like?



Vision Diagram 1.2:
spatial vision for the parishes around Stonehouse

© Crown copyright and database rights 2015 Ordnance Survey 100019682



How are we going to get there?

3.17 Guiding principles

1. This area will continue to be a major employment focus for the District. Land to the west of Stonehouse will be a focus for the District's strategic growth, providing 1,350 homes and up to 2,000 jobs by 2031
2. Appropriate development will be supported to sustain Stonehouse town centre as an Accessible Local Service Centre for its surrounding communities, playing a secondary role to nearby Stroud (the District's principal commercial centre)
3. The physical distinctiveness of Stonehouse will be retained: avoid physical and visual amalgamation by resisting development at key 'gaps', such as west of Ebley/Ryeford
4. Appropriate development will be supported to sustain Eastington, Kings Stanley and Leonard Stanley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their neighbourhood plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
5. Focus on canal restoration and canal corridor conservation and regeneration; improve physical accessibility between canal and town centre
6. Enhance the existing good transport links and movement corridors. Allow greater permeability through any new development for walkers and cyclists
7. Town centre public realm improvements/enhancements looking in particular at traffic management and streetscape
8. Acknowledge role of the A419 as a 'gateway' to Stonehouse and to the Stroud Valleys beyond. Avoid urbanisation of character and linear sprawl
9. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on Stanley Mills conservation area and the Industrial Heritage Conservation Area
10. Conserve and enhance high quality natural landscape (part AONB)
11. Avoid development on floodplain or areas at risk of flooding
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

Making Places: shaping the future of the Stonehouse cluster

3.18 Opportunities, growth and key projects:

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

3.19 Key supporting evidence base:

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

Making Places: shaping the future of the Stonehouse cluster

Policies that will help to implement the Stonehouse vision:

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

Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

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

Site Allocations Policy SA2 West of Stonehouse strategic site allocation

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI7 Non-retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES4 Water resources, quality and flood risk

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

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



Making Places: shaping the future of the Stonehouse cluster

Site Allocations Policy SA2

West of Stonehouse

Land to the west of Stonehouse, as identified on the policies map, is allocated for a mixed use development including residential, employment and community uses. A development brief, incorporating a design vision and a masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner. This will address the following:

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

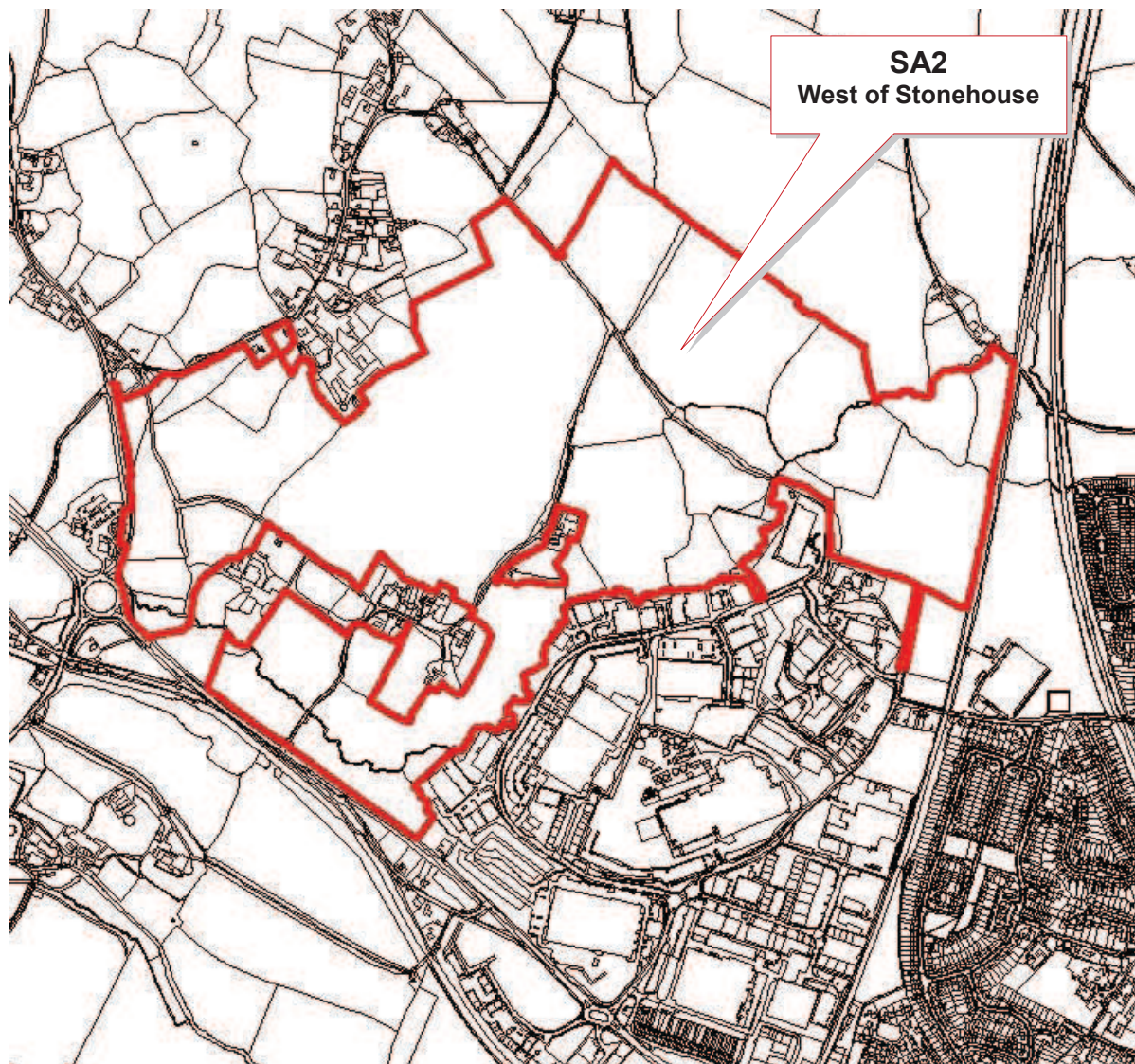
Making Places: shaping the future of the Stonehouse cluster

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

Making Places: shaping the future of the Stonehouse cluster

Site Allocation SA2 West of Stonehouse

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



© Crown copyright and database rights 2015 Ordnance Survey 100019682

NOT TO SCALE

Cam and Dursley

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

A STRATEGIC GROWTH AREA

Where are we now?

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

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

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

3.34 Key issues and top priorities:

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

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


Where do we want to be?

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

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

The Strategy supports Vale Vision's aspirations to secure a thriving community that recognises, respects and provides for the varied needs of the people that live in, work in, or visit the area. The attractive local environment will be conserved and cared for, whilst providing learning opportunities, jobs, access to services and leisure activities for everybody.

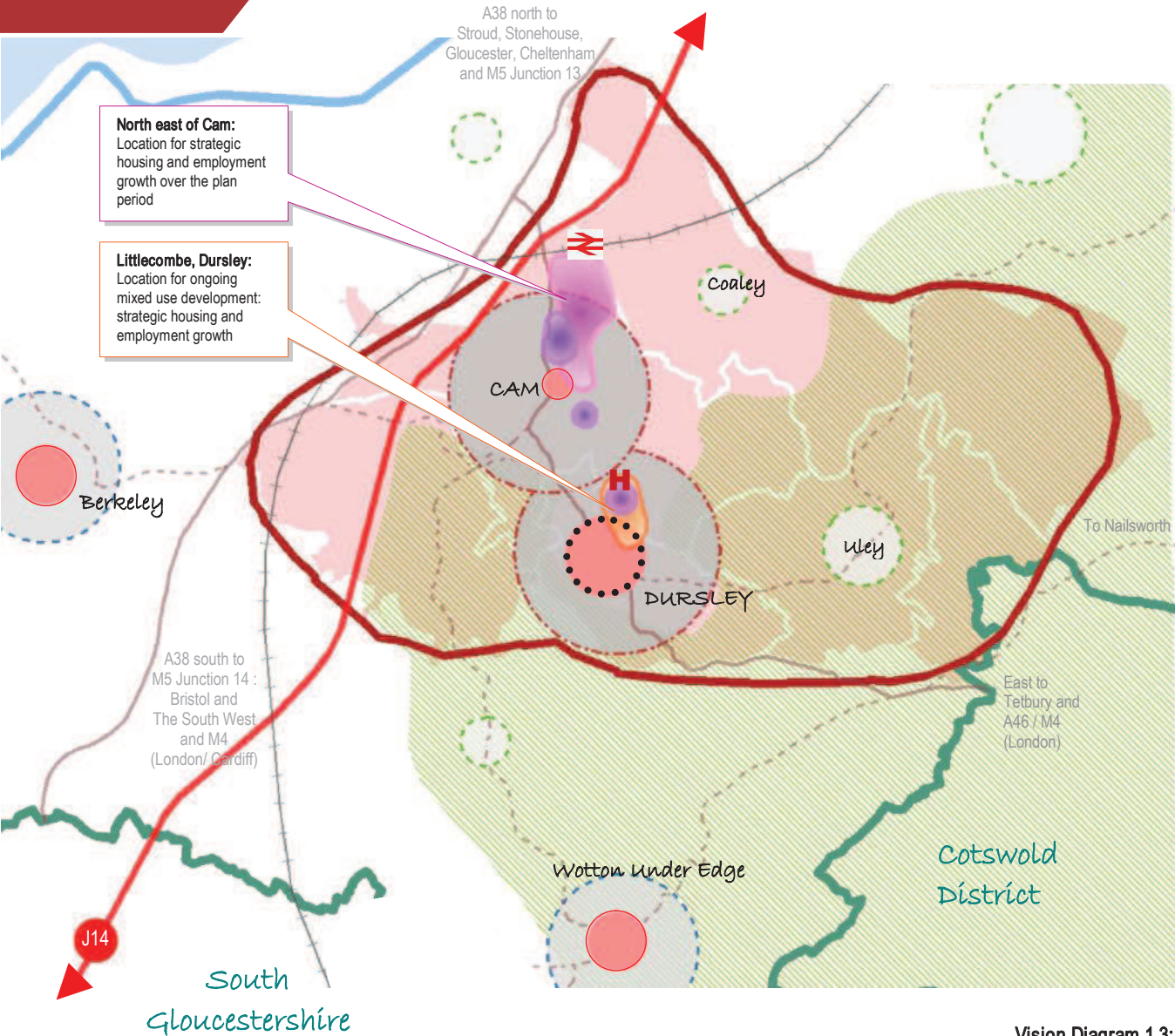
Communities will continue to have an active and productive role in shaping and managing their neighbourhoods. They will conserve and enhance their special qualities which include the sense of place, community and well being. The heritage assets of the locality will be promoted.

 **Vision 1.3: vision for the parishes around Cam and Dursley**



Making Places: shaping the future of Cam and Dursley

What does the Strategy look like?



Settlement hierarchy and key growth and development opportunities:

Parishes:

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

Towns:

"Accessible Local Service Centre":

- Dursley

Major villages and suburbs:

"Accessible Local Service Centre":

- Cam

"Settlements with limited facilities":

- Coaley
- Uley

Town Centres

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

The parishes of the Cam & Dursley vision area

Strategic growth areas

Employment areas (outside of town centres)

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

Conserving and enhancing the Cotswolds AONB

Railway station (main line)

Hospital

Stroud District boundary



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

How are we going to get there?

3.35 Guiding principles

1. Cam and Dursley will be a focus for the District's strategic growth, providing 450 homes and up to 1,500 new jobs over the plan period (up to 2031); land to the northeast of Cam will represent a single key strategic allocation in this vision area to deliver this growth
2. The area will also see continued growth over the plan period through the completion of development at Littlecombe, which will contribute to the vision and priorities identified for the Cam and Dursley area and will accord with these Guiding Principles
3. The Cam and Dursley area will be boosted as a major employment focus for the District. Development will provide an opportunity for higher technology and light industrial businesses to locate here
4. Dursley town centre will also be a focus for employment, economic growth and regeneration – aiming to upgrade its retail offer, enhance its public realm and built environment, and boost its role as the second commercial centre of the district (a focal point for services and facilities in the south)
5. Appropriate development will be supported to boost Cam's role as an Accessible Local Service Centre for its growing communities
6. Appropriate development will be supported to sustain Coaley and Uley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their neighbourhood plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
7. Enhance the existing good transport links and movement corridors. Allow greater permeability through any new development for walkers and cyclists. Development will contribute to securing completion of the Cam to Dursley cycle route, with potential over the longer term to extend towards Uley
8. Maintain the geographical and functional distinctness of Cam and Dursley, avoiding physical coalescence through development/new built form
9. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character - with particular emphasis on the conservation areas at the heart of Dursley (town centre and Woodmancote), Nympsfield, Stinchcombe and Uley
10. Conserve and enhance high quality natural landscape, including the AONB and its setting
11. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents
12. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

3.36 Opportunities, growth and key projects:

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

3.37 Key supporting evidence base:

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

Making Places: shaping the future of Cam and Dursley

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

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

Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

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

Site Allocations Policy SA3 Cam strategic site allocation

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI2 Regenerating existing employment sites

Delivery Policy EI7 Non-retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets



Making Places: shaping the future of Cam and Dursley

Site Allocations Policy SA3

North east of Cam

Land to the north east of Cam, as identified on the policies map, is allocated for a mixed use development including employment, residential and community uses. A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner. This will address the following:

1. 450 dwellings, including 135 affordable dwellings, unless viability testing indicates otherwise
2. 11.4 hectares of B1, B2 and B8 employment land
3. Contributions towards education provision and to local community services
4. Landscaped linear park, including footpath along the River Cam and enhanced flood plain storage capacity
5. Accessible natural green space and public outdoor playing space, including changing rooms / community building
6. Structural landscaping buffer to the south east of the development, below the 50m contour, incorporating existing hedgerows and trees
7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
8. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company, and including any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan
9. Extension to the Cam and Dursley cycle route along the line of the disused railway, through to the southern edge of the site and connecting Box Road with Courthouse Gardens
10. Improvements to Box Road, including the provision of a lit cycleway and footpath between the A4315 and Cam and Dursley railway station
11. Primary vehicular access from A4315 south of Draycott Industrial Estate, and additional vehicular access from Box Road
12. Traffic calming measures within the development and locality, as approved by the Highways Authority
13. Bus stops and shelters at appropriate locations, to serve the new development
14. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Cam and Dursley
15. Contributions to improvements to passenger facilities at Cam and Dursley railway station

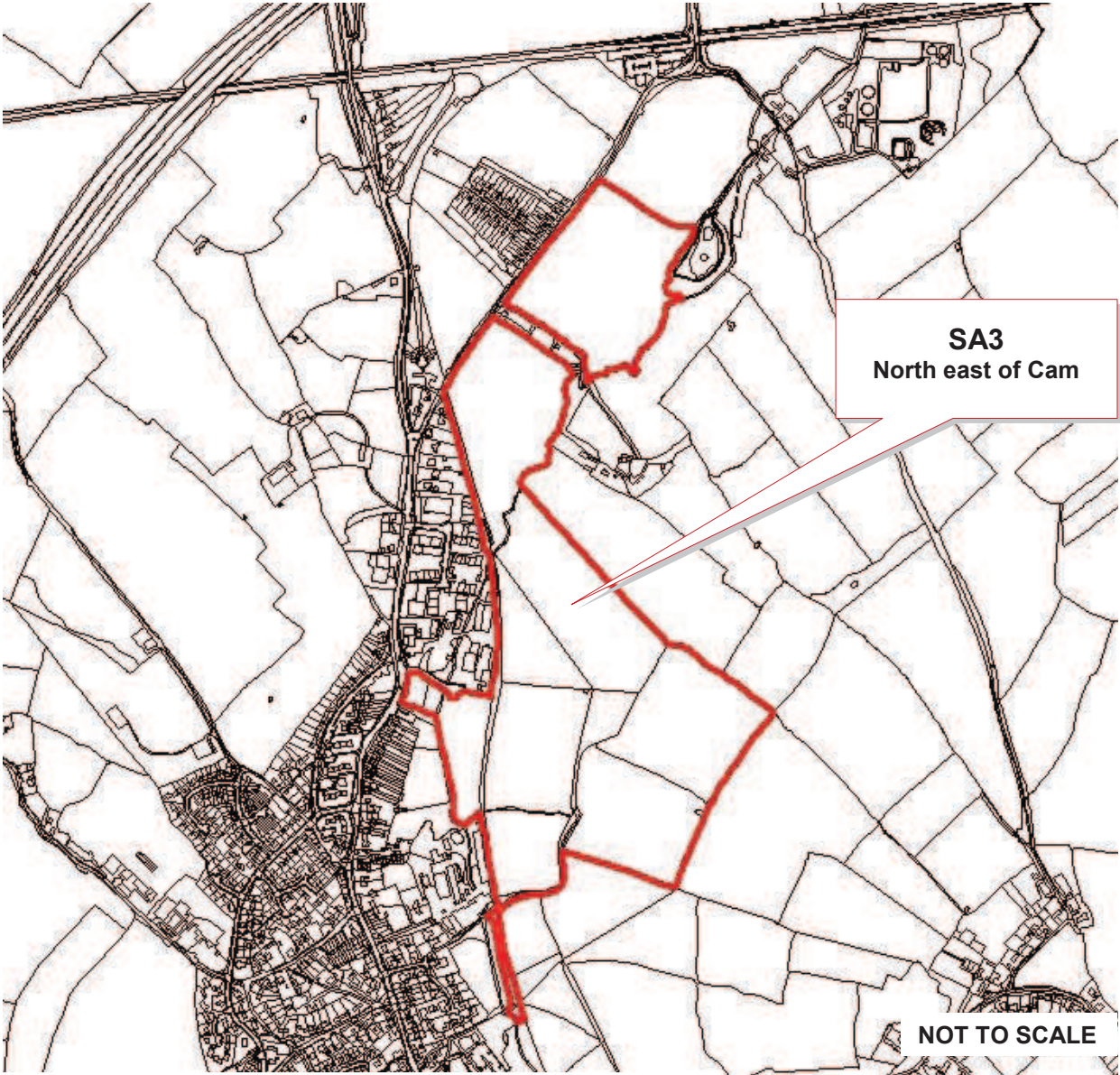
Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.

Making Places: shaping the future of Cam and Dursley

- 3.38 Land north east of Cam is identified as a sustainable urban extension to Cam, which will unlock an existing Local Plan employment allocation that has not been developed due, in part, to infrastructure constraints. Development will also link with and secure improvements to, the Cam and Dursley railway station and achieve another local priority: the extension of the Cam and Dursley cycle path.
- 3.39 Land north east of Cam is located to the east of the A4135 and Draycott Industrial Estate and to the south of Box Road and the Cam and Dursley railway station. The site comprises 29.1 hectares of land which will be developed for residential, employment and community uses including landscaping and open space.
- 3.40 Development is envisaged as a series of interlinked neighbourhoods and employment areas within an extensive landscape framework. To protect the landscape setting of Cam and Dursley and open countryside in the vicinity of Upton to the east, structural landscaping will provide a green buffer along the line of the 50 contour beyond which no development will occur.
- 3.41 The site is located adjacent to the River Cam and the disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development.
- 3.42 The site could accommodate around 450 dwellings and 11.4 hectares of B1, B2 and B8 employment land including high quality office space. Phasing arrangements will be put in place to ensure that employment land is developed and completed in parallel with housing land completions.
- 3.43 A linear landscape park along the line of the river corridor will provide natural greenspace, increased flood storage and adjacent public outdoor playing space including changing rooms/community building. Contributions will also be required for education provision and community services, for example funding for a community development officer.
- 3.44 Vehicular access will be from the permitted access from A4315 south of Draycott Industrial Estate with an additional vehicular access from Box Road. The development will improve connectivity with Cam district centre, through the provision of a cycle and pedestrian route along the line of the disused railway through to the southern edge of the site and connecting Box Road with Courthouse Gardens and via contributions towards improving the frequency and quality of local bus services. The development will achieve improvements to Box Road including the provision of a lit cycleway and footpath between the A4315 and Cam and Dursley railway station, where contributions will help to upgrade passenger facilities.

Making Places: shaping the future of Cam and Dursley

Site Allocation SA3
North east of Cam



© Crown copyright and database rights 2015 Ordnance Survey 100019682

Gloucester fringe

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

A STRATEGIC GROWTH AREA

Where are we now?

- 3.45 According to the census, these parishes had a combined population of more than 6,700 people (5.9% of the District's population) in 2011, over half of whom (3,900) lived in Hardwicke, which is part of the Gloucester Urban Area. But this is an expanding population and the figures for Hardwicke are probably higher today; the ongoing development at Hunts Grove will increase this by a further 1,750 households in coming years. There are also several key employment sites here. Over the District boundary, Gloucester City is experiencing significant employment growth, including at Waterwells Business Park. Gloucester is a net importer of workers: with more jobs than its resident workforce.
- 3.46 Upton St Leonards is the second largest settlement on the Gloucester fringe, but both Hardwicke and Upton have limited facilities and there are no towns that act as local service centres. These parishes are distinctly rural in character, populated by scattered hamlets and farmsteads, aside from the small villages of Haresfield and Brookthorpe. Almost half of the area is designated part of the Cotswold AONB and there are dramatic and far-reaching views to and from the Cotswold escarpment.
- 3.47 All of the District's major routes north (road and rail, as well as the Gloucester-Sharpness canal) pass through this area and Junction 12 (M5) lies just south of Hunts Grove. The motorway provides a distinct 'edge' to the urban expansion of the city.
- 3.48 **Key issues and top priorities:**

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

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

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


Where do we want to be?

Parishes of the Gloucester fringe will retain their distinctiveness and rural character, providing a valuable green hinterland to the city and a setting for the Cotswolds AONB. At the urban fringe, particularly Hardwicke, Hunts Grove and Upton St Leonards, the motorway will represent a distinct and defensible limit to southerly expansion.

Hardwicke's village character and sense of community will be preserved, while the area to its east sees continued housing and employment growth, and plays an ever more important role as a 'gateway' to Gloucester. High quality design and improvements to transport and infrastructure will enhance the environment and quality of life for those living or working close to here, as well as improving the experience of those passing through.

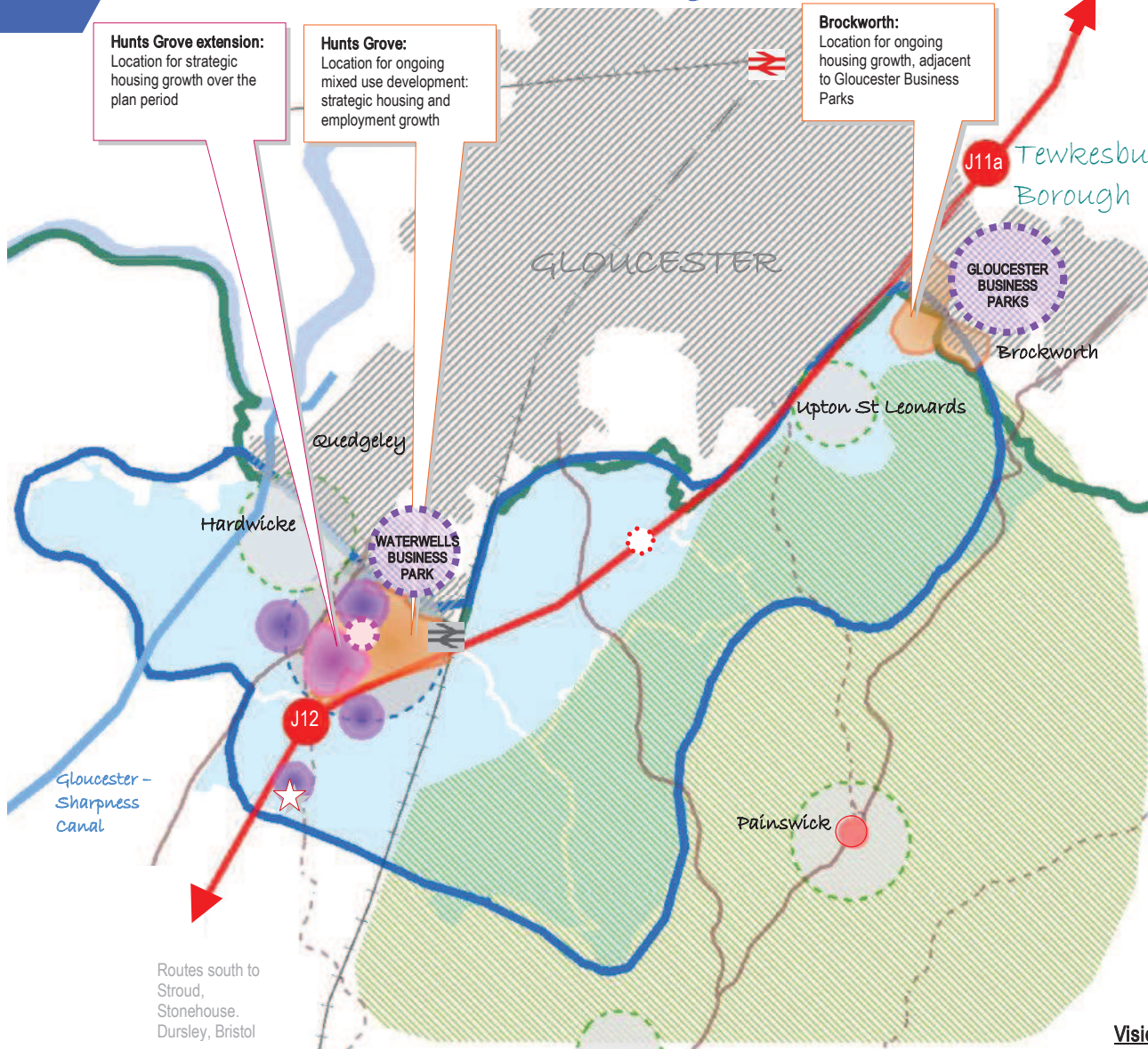
Hunts Grove will grow into a sustainable new community with a strong sense of identity, served by its own "village centre" and providing easy and convenient access to nearby jobs.

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

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

Making Places: shaping the future of the Gloucester fringe

What does the Strategy look like?



Settlement hierarchy and key growth and development opportunities:

Parishes:

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

Major villages:

"Local Service Centre":

- Hunts Grove, Hardwicke (anticipated)

"Settlements with limited facilities":

- Hardwicke village
- Upton St Leonards

Strategically significant city:

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

Town Centres:

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

New Centres:

Location for a new local service centre (Hunts Grove)

The parishes of the Gloucester fringe vision area

Strategic growth areas

Employment areas (outside of town centres)

Strategic employment areas outside of Stroud District

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

Conserving and enhancing the Cotswolds AONB

Railway station (main line)

Location safeguarded for potential new railway station

Motorway Service Area

Javelin Park Waste Core Strategy allocation

Stroud District boundary

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



How are we going to get there?

3.49 Guiding principles:

1. Hunts Grove will continue to be a focus for the District's strategic growth, providing a further 750 homes through an extension to the development, bringing the total up to 2,500 homes over the plan period (up to 2031) and becoming effectively a "Local Service Centre" in our settlement hierarchy. Hunts Grove, together with adjacent Quedgeley East, will represent a single key focus for development on the Gloucester fringe
2. The Gloucester fringe will continue to be a major focus for employment provision: to protect and enhance the employment 'hub' at Hardwicke; and to strengthen links to strategic employment opportunities at Waterwells, Kingsway and other sites on the southern edge of Gloucester City
3. Appropriate development will be supported to sustain Hardwicke and Upton St Leonards in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working), building strong residential communities – both rural and urban
4. Conserve and enhance the landscape and built character of the urban/rural fringe to provide a strong and high quality edge to the City of Gloucester. Development at Hunts Grove to be physically contained and limited by A38 / M5 and the geographical and functional distinctness of Hardwicke village and Hunts Grove will be maintained
5. Safeguard the AONB and supportive landscapes from development pressure
6. Improve non-motorised connections between the City suburbs and the rural hinterland; enhance the existing good transport links and movement corridors and allow good permeability through any new development for walkers and cyclists. Development must not have a significant detrimental impact on the safe and efficient operation of Junction 12 of the M5
7. Avoid development that would increase the risk of flooding elsewhere or be at risk itself
8. Secure high-quality, distinctive design, in keeping with local identity and character; preserve the individual character and distinctiveness of communities, villages and hamlets (there are no designated conservation areas in this vision area)
9. Managed and accessible countryside for leisure, recreation and health
10. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents
11. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location

Making Places: shaping the future of the Gloucester fringe

3.40 Opportunities, growth and key projects:

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

3.41 Key supporting evidence base:

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

Making Places: shaping the future of the Gloucester fringe

Policies that will help to implement the Gloucester Fringe vision:

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

Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

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

Site Allocations Policy SA4 Hunts Grove strategic site allocation

Site Allocations Policy SA4a Quedgeley East strategic site allocation

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery policy ES4 Water resources, quality and flood risk

Delivery Policy ES7 Landscape character

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



Making Places: shaping the future of the Gloucester fringe

Site Allocations Policy SA4 Hunts Grove Extension

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

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

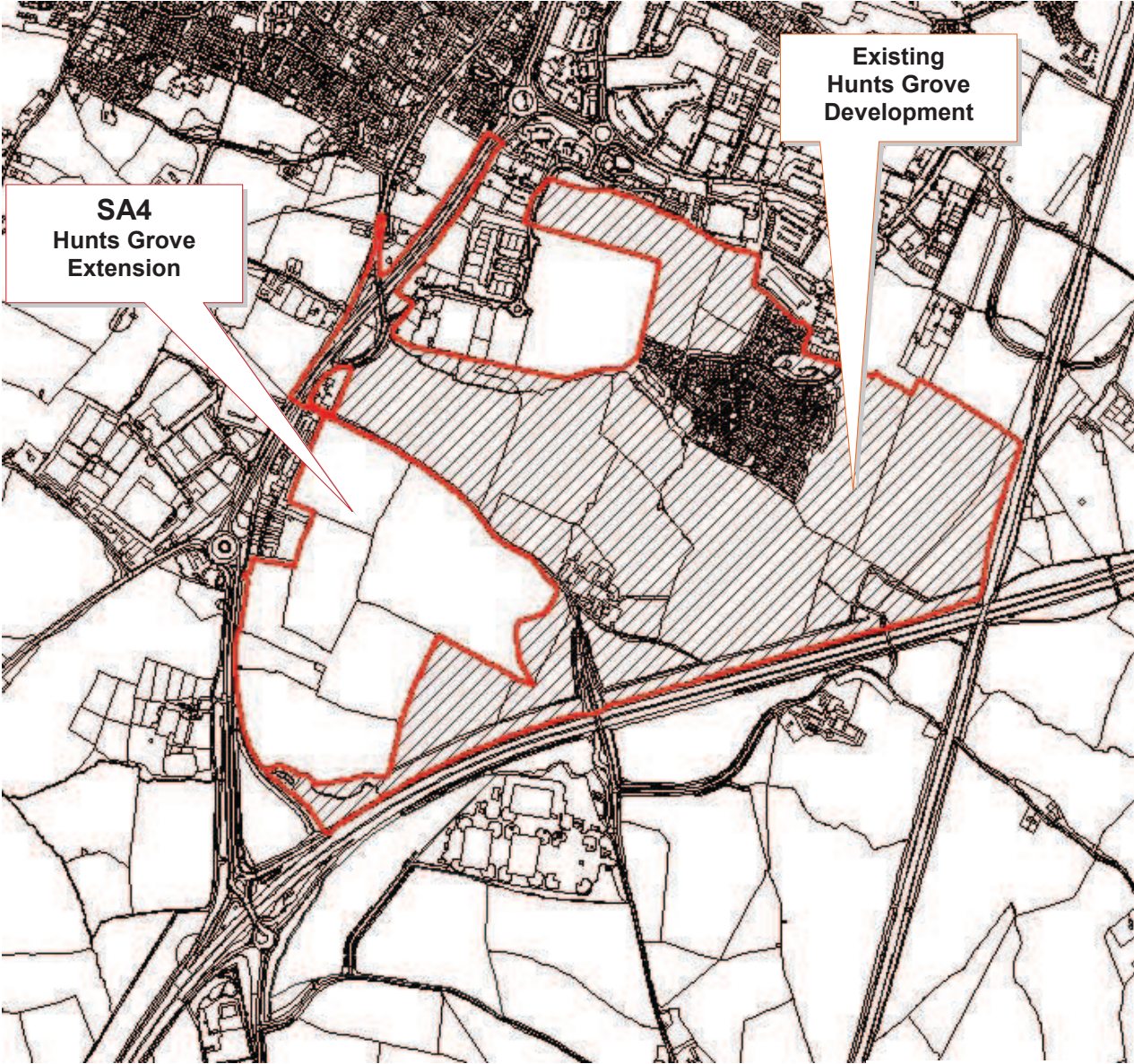
1. A local centre of sufficient scale to meet the day-to-day needs of the Hunts Grove new community as a whole, incorporating local retail and community uses
2. A primary school of sufficient scale to meet the needs of the Hunts Grove new community
3. Accessible natural greenspace and publicly accessible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

Making Places: shaping the future of the Gloucester fringe

- 3.52 Land east of the A38 at Colethrop Farm, Hardwicke, known as Hunts Grove, was allocated as a major mixed use development site within the Stroud Local Plan (2005) to be delivered both during and beyond the plan period. Outline planning permission for 1,750 dwellings and 5.75 hectares of employment land, together with a local centre comprising community and commercial facilities and a new primary school, was granted in 2008. A masterplan for the development accompanied the outline permission and construction of the first phase of 350 dwellings commenced in 2011. The extension to Hunts Grove is intended to provide certainty about the ultimate extent of development in this area and to provide further flexibility in delivering the required amount of housing. It will also support and extend the community infrastructure planned for in this location.
- 3.53 The Hunts Grove extension is located on land south of Haresfield Lane to the south east of Hardwicke and north of the M5 junction 13. The site comprises approximately 34 hectares of land to be developed for residential, supporting infrastructure, including landscaping and open space. Areas identified as lying within flood zones 2, 3a and 3b will be kept as open space.
- 3.54 Development will be brought forward as an extension to the approved Hunts Grove masterplan and will include provisions that support and supplement the approved scheme. There may be opportunities to re-examine some of the masterplanning principles that relate to the approved scheme, as part of the masterplanning of the proposed extension. The objective will be to create a high-quality, sustainable urban extension with a strong sense of place that meets the day-to-day needs of its residents.
- 3.55 The extension to the Hunts Grove masterplan will deliver a net increase of 750 dwellings. When complete the new community will comprise 2,500 dwellings together with the necessary supporting infrastructure, employment, social, commercial and community uses, which will include a primary school of sufficient size to meet the needs of the development.
- 3.56 Access to the extension will be obtained via the main A38 access junction serving the existing Hunts Grove development, which will be designed to accommodate the additional development. Secondary access will be provided via Waterwells Drive. The role and function of Haresfield Lane will be maintained, as a through route south of the M5. The detailed masterplanning process will examine ways to sustainably incorporate this route into the new community. The development will extend cycle and pedestrian routes through the site beyond Haresfield Lane. Contributions from the development towards public transport and sustainable transport modes will be sought, with the objective of improving the frequency and quality of local bus services to Gloucester city, Stonehouse and Stroud. Appropriate contributions will also be sought towards the opening of a railway station at Hunts Grove if network capacity and strategic planning by Network Rail indicates that such a plan is feasible. Land will continue to be safeguarded for this purpose within the Hunts Grove masterplan.

Making Places: shaping the future of the Gloucester fringe

Site Allocation SA4
Hunts Grove Extension



© Crown copyright and database rights 2015 Ordnance Survey 100019682

NOT TO SCALE

Making Places: shaping the future of the Gloucester fringe

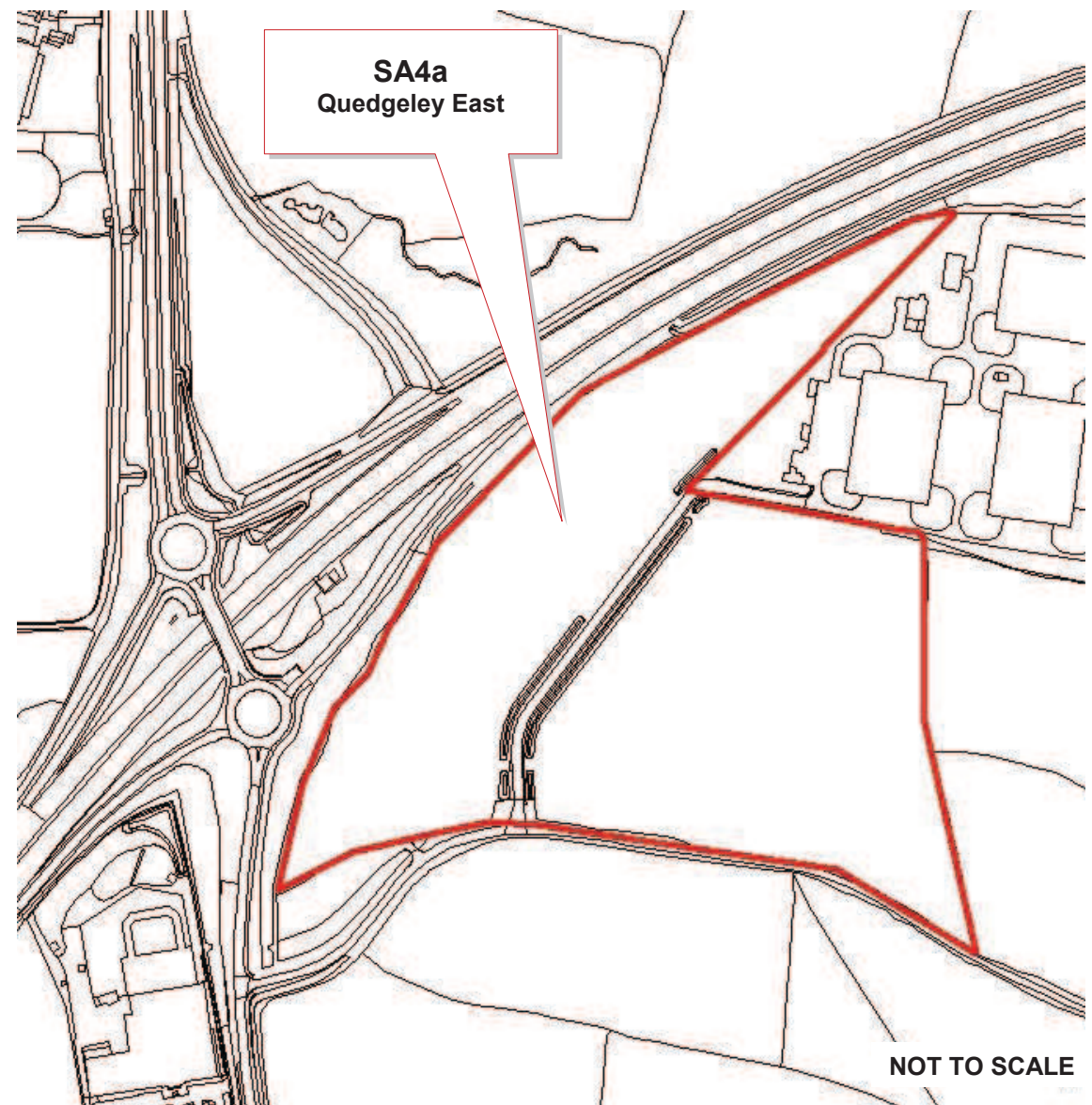
Site Allocations Policy SA4a Quedgeley East

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

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

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

Site Allocation SA4a Quedgeley East



© Crown copyright and database rights 2015 Ordnance Survey 100019682

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

Berkeley cluster

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

A STRATEGIC GROWTH AREA

Where are we now?

3.59 This cluster of parishes lies in the Severn Vale at the south-western corner of Stroud District, close to the boundary between Gloucestershire and South Gloucestershire. Berkeley is a historic market town, which today acts as a local service centre for a rural hinterland. Many residents of these parishes commute out of the District for work, leisure and anything other than convenience shopping (Bristol and Thornbury are within easy reach). With the closure of the Vale of Berkeley School, the nearest secondary school is Rednock in Dursley (10km away). Berkeley hospital has also recently closed and relocated to Dursley. The closure of Berkeley Nuclear Power Station has had an impact on local employment opportunities. Whilst Sharpness Docks is a thriving and busy port, the former employment allocations have not been taken up as envisaged in the 2005 Local Plan and accessibility remains an issue.

3.60 The area is blessed with some beautiful landscape and valuable estuarine habitats, which are nationally and internationally protected. These parishes are also home to some of the District's major tourist attractions: notably, Berkeley Castle, The Jenner Museum, Cattle Country Adventure Park and the world-renowned Wildfowl and Wetlands Trust at Slimbridge (which can see up to 2,600 visitors in a day).

3.61 Key issues and top priorities:

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

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

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

Where do we want to be?

Berkeley town will continue in its historic role as a service centre for rural communities around it, although it is recognised that it cannot compete with larger towns within or outside the District for many goods or services. Instead, its local role will be bolstered through small scale growth to meet locally identified needs.

The town's vitality will also benefit from increased visitor numbers and passing trade, drawn to the area for work or leisure. Improvements to the working environment and leisure amenities at nearby Sharpness and proposals for the Gloucestershire Science and Technology Park at the former Berkeley Nuclear Power Station site will provide a local boost, acting together with other attractions (including Berkeley Castle, Jenner Museum, Slimbridge Wildfowl and Wetlands Trust and several safe and attractive walking and cycling routes) to raise the profile of this part of the District. The townscape and public realm of Berkeley will be conserved and enhanced to improve the marketability of the area.

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

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

 **Vision 1.5: vision for the parishes around Berkeley**

Making Places: shaping the future of the Berkeley cluster

What does the Strategy look like?

Settlement hierarchy and key growth and development opportunities:

Parishes:

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

Towns:

"Local Service Centre":

- Berkeley

Major villages:

"Settlements with limited facilities":

- Newtown and Sharpness
- Slimbridge

Town Centres:

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

Parishes of the Berkeley vision area

Strategic growth areas

Employment areas (outside of town centres)

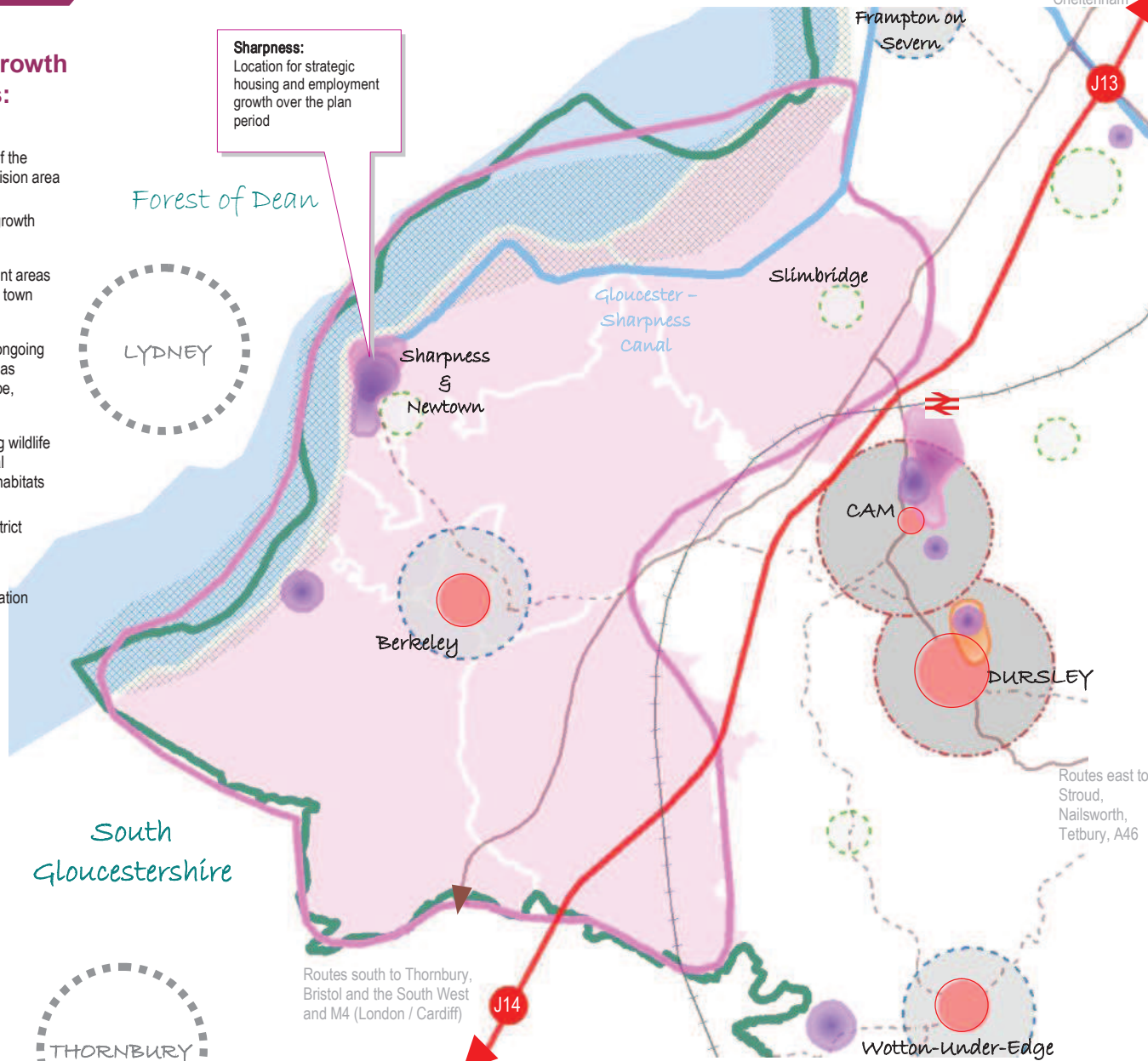
Existing / ongoing growth areas (Littlecombe, Dursley)

Conserving wildlife and natural estuarine habitats

Stroud District boundary

Railway station (main line)

Sharpness:
Location for strategic housing and employment growth over the plan period



Routes north to Gloucester and Cheltenham

Routes east to Stroud, Nailsworth, Tetbury, A46

Routes south to Thornbury, Bristol and the South West and M4 (London / Cardiff)

Vision Diagram 1.5:
spatial vision for the parishes around Berkeley

© Crown copyright and database rights 2015
Ordnance Survey 100019682



How are we going to get there?

3.62 Guiding principles:

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

3.63 Opportunities, growth and key projects:

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

3.64 Key supporting evidence base:

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

Making Places: shaping the future of the Berkeley cluster

Policies that will help to implement the Berkeley vision:

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

Chapter 2: The Development Strategy

Core Policy CP2 Strategic growth and development locations

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

Site Allocations Policy SA5 Sharpness Docks strategic site allocation

Site Allocations Policy SA5a Sharpness strategic site allocation

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI2a Former Berkeley Power Station

Delivery Policy EI7 Non retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Delivery Policy EI13 Protecting and extending our cycle routes

Delivery Policy EI14 Provision and protection of rail stations and halts

Delivery Policy EI15 Protection of freight facilities at Sharpness Dock

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery policy ES4 Water resources, quality and flood risk

Delivery Policy ES6 Providing for biodiversity and geodiversity

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



Making Places: shaping the future of the Berkeley cluster

Site Allocations Policy SA5

Sharpness Docks

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

a) In the Sharpness Docks South, dock uses and dock related industrial and distribution uses, including:

1. Expansion land (7 hectares) for new development
2. Vehicular access via the internal dock roads below / including the low level bridge

b) In the Sharpness Docks North, a mix of tourism, leisure and recreational uses, supported by new housing development, including:

1. Up to 300 dwellings, including 90 affordable dwellings, unless viability testing indicates otherwise
2. Hotel, holiday lodges and fixed camping uses
3. An expanded marina basin including ancillary retail and food and drink uses
4. Tourism and recreational related facilities, including a community football pitch, community gardens, informal green space and equestrian development
5. Landscaping incorporating existing hedgerows and trees
6. Contributions towards education provision
7. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
8. Adequate and timely contributions towards improvements to the wastewater and sewerage network in agreement with the relevant water companies
9. Cycle and pedestrian routes through the development, connecting with Oldminster Road and the Severn Way, including the restoration of the former railway bridge link and improvements to the high level swing bridge

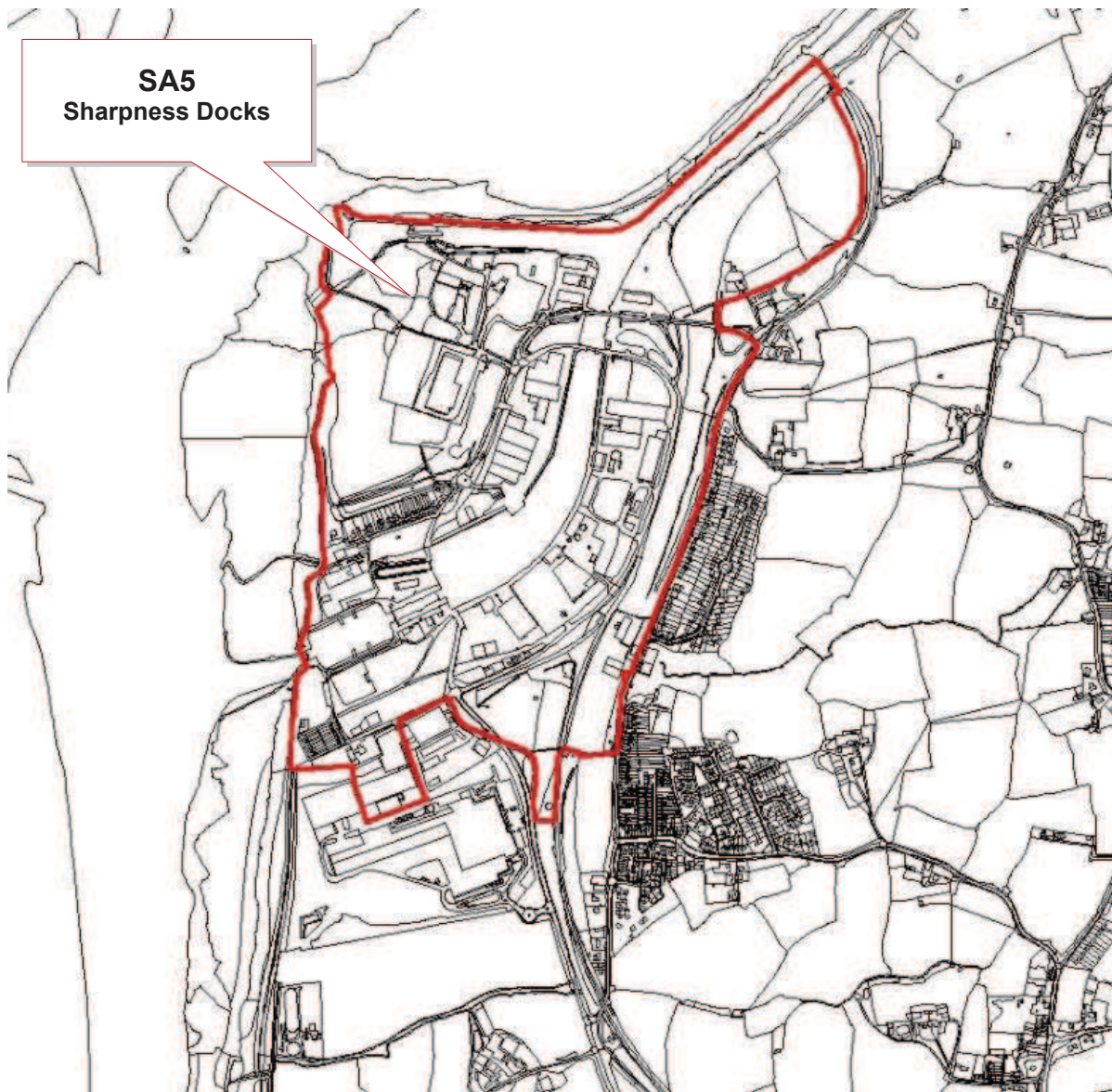
10. Vehicular access from Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west, including safe access and egress during flood events
11. Traffic calming measures within the development and locality, as approved by the Highways Authority
12. Bus stops and shelters at appropriate locations to serve the new development
13. Contributions towards bus services to improve bus frequencies and quality and to connect the development with Berkeley and Dursley
14. A sequential approach to site layout and flood risk, with more vulnerable development being located within Flood Zone 1

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

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

Making Places: shaping the future of the Berkeley cluster

Site Allocation SA5 Sharpness Docks



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

3.66 Development is envisaged:

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

Making Places: shaping the future of the Berkeley cluster

- 3.67 The development must be laid out and designed in order to avoid adverse effects on the Severn Estuary SAC/SPA/Ramsar site. New residential units will be located such that the Sharpness Ship Canal separates them from the SAC/SPA/Ramsar site thus avoiding urban pressures such as fly tipping and cat predation. B Class employment will be located wholly to the south of the Estate to maximise its separation from the SAC/SPA/Ramsar site given the potential of this type of development to result in noise and other disturbance. The 'island site' at the north-west of the estate on which up to 50 dwellings, fixed camping and the hotel and holiday lodges will be situated must be delivered in such a way as to ensure that the hotel is adequately screened from the SPA / Ramsar site and that no direct access is possible onto the foreshore from the island.
- 3.68 To demonstrate no adverse effect, planning applications for Sharpness Docks must include:
- A visitor survey of the Severn Estuary SAC/SPA/Ramsar site within the vicinity of Sharpness Docks in order to inform an evaluation of what increase in recreational activity in the SAC/SPA/Ramsar site would result (from the presence of the hotel and campsite in addition to new housing), define management interventions required to ensure no adverse effect and form a basis for future monitoring;
 - A management plan for protecting the natural environment (focussed on the interest features of the SAC/SPA/Ramsar site), particularly with regard to recreational pressure;
 - A non-breeding bird survey of the Sharpness Docks site in order to identify any parts of the site which currently constitute important habitat for the SPA/Ramsar site bird populations and set out any necessary mitigation;
 - An analysis of construction and operational noise within the SAC/SPA/Ramsar site due to the Sharpness Docks development compared to the current noise baseline and details of any mitigation measures (such as seasonal restrictions on some activities, damping of pile-hammers, or use of close-board fencing during construction) that will be deployed to ensure that disturbance of SPA/Ramsar site birds does not occur;
 - Careful lighting design, both with regard to security lighting during construction and permanent lighting during occupation, to ensure no increase in illumination of the SAC/SPA/Ramsar site. Lighting levels in the site should not exceed levels above the ILP classification E1 (Natural Lighting Zone that is intrinsically dark) for the Severn Estuary and its foreshore;
 - Details of potential mitigation measures, such as identifying and securing bird refuge areas within or close to the development area, and of potential on-site management (to mitigate both recreational pressure during the non-breeding period and incidences of fly tipping) that would be undertaken to ensure no adverse effect;
 - A sediment contamination assessment as part of the marina planning application; and
 - Landscaping to create appropriate visual and noise buffers between the development and the SPA/Ramsar site.

Making Places: shaping the future of the Berkeley cluster

- 3.69 Wastewater and sewerage infrastructure at Sharpness has constraints beyond 2020 and the development will be expected to make contributions towards necessary improvements to the networks. The Level 2 SFRA Addendum for Sharpness and the Council's Sequential Test document both contain important flood risk advice for developing the site. Key aspects will be ensuring that development has safe access and egress in times of flood, locating development outside the floodplain and incorporating space for flood water to reduce flood risk.
- 3.70 Community provision associated with new residential development will include accessible natural greenspace and public outdoor playing space and contributions towards off-site education provision.
- 3.71 The intention is to achieve segregated access infrastructure, with access to Sharpness Docks South via the internal dock roads below and including the low level bridge only. Sharpness Docks North will be accessed via Oldminster Road with links under the former railway bridge into the north east and via the high level bridge to the north west. A new footway and pedestrian improvements will be provided along Oldminster Road, linking the development back to Newtown, and contributions will also be provided towards improving the frequency and quality of local bus services to connect the development and Newtown with Berkeley and Dursley.

Making Places: shaping the future of the Berkeley cluster

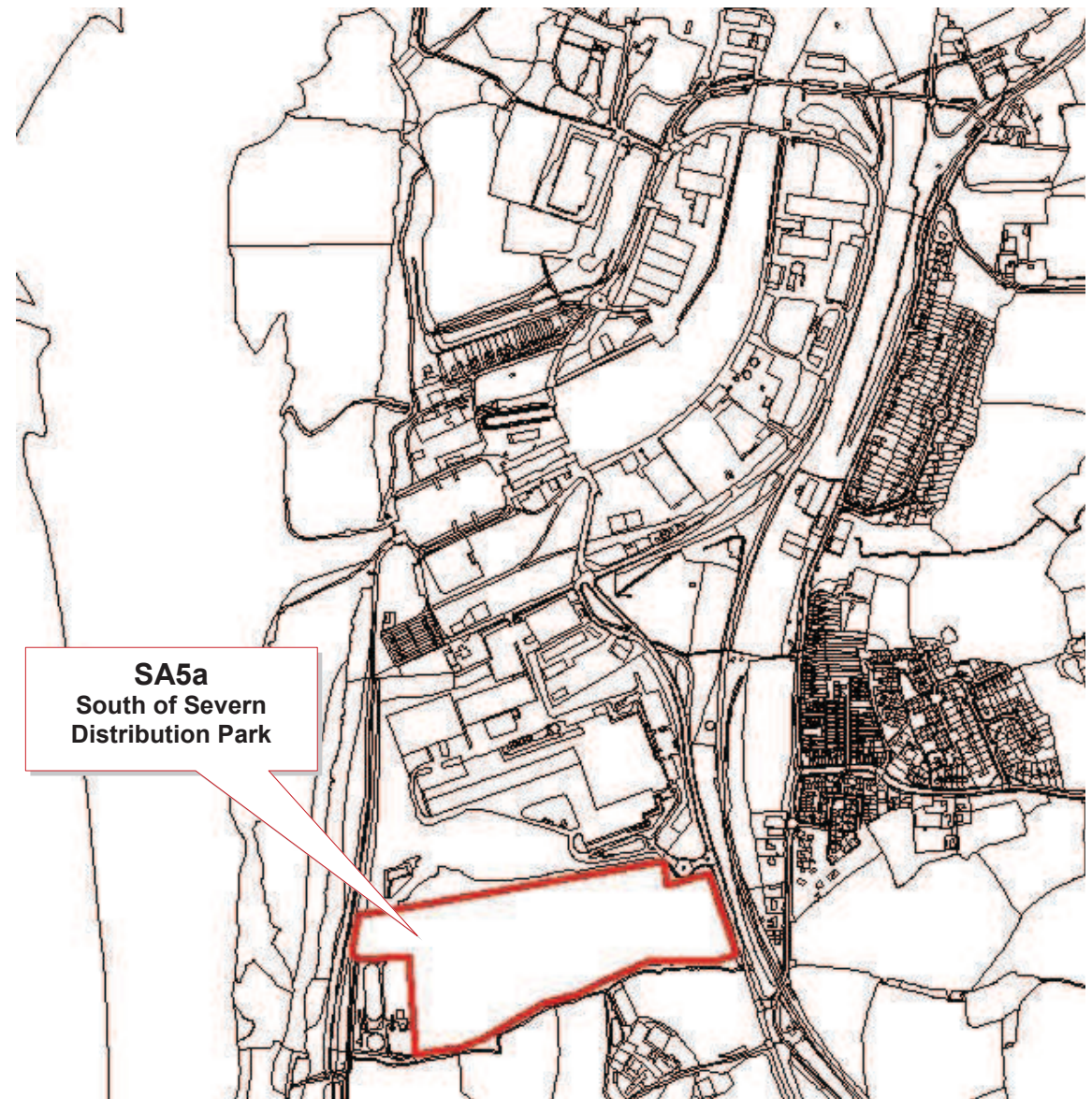
Site Allocations Policy SA5a South of Severn Distribution Park

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

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

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

Site Allocation SA5a South of Severn Distribution Park



© Crown copyright and database rights 2015 Ordnance Survey 100019682

NOT TO SCALE

Severn Vale

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

Where are we now?

- 3.74 With much of this area falling within the functional floodplain of the Severn, it has a generally low lying open and flat landscape with the exception of some hillocks that the River meanders around. The land is traversed by key north/south through-routes (M5, A38 and the Gloucester-Sharpness canal), but many communities lie a long way off any main road.
- 3.75 The farming community is strong and holdings range from medium-scale dairy, arable and beef to family run smallholdings. The natural environment is high quality with sympathetically managed agricultural land, orchards, woodland and watercourses; the Severn Estuary and its margins offer an internationally important wildlife and habitat resource. Frampton-on-Severn (the only settlement meeting the criteria of a "local service centre" in our proposed settlement hierarchy) has an exceptional built heritage, with a high number of listed buildings set around a very distinctive, long village green.
- 3.76 The hamlets and villages are few and relatively isolated, reflected in the relatively low population densities of these parishes compared to many other parts of the District. The communities are active and have a strong sense of local identity with more than half living there more than 10 years. The area is becoming well known for day tourism for walkers, cyclists and horse-riders. There are no major employment areas within this cluster.

3.77 **Key issues and top priorities:**

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

- * Achieving a better transport system to help reduce CO₂ emissions
- * Minimising waste generation and increasing recycling
- * Contributing to the provision of renewable and low-carbon energy generation in the District
- * Providing for job opportunities across the District
- * Maintaining and improving the sustainability of our villages
- * Providing resilience to flood risk

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


Where do we want to be?

This area has a special character – its unique social and environmental distinctiveness relies partly on its relative isolation and its estuarine location. The relationship to the River Severn is a key aspect in local land use and management decisions. Whilst maintaining and improving public transport, accessibility and services will remain key aims for these communities, this part of the district will experience no 'strategic' growth or development during the plan period.

But villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities. Frampton on Severn and Whitminster will continue to be a focus for local service provision; while across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

Communities will also feel the environmental and economic benefits of the restored Stroudwater canal. Saul Junction will become an important visitor 'gateway' to the Cotswold Canals and the wider Stroud District – part of a growing and ever-improving network of walking and cycling routes.

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

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



Making Places: shaping the future of the Severn Vale

What does the Strategy look like?

Vision Diagram 1.6:
spatial vision for the Severn parishes

Settlement hierarchy and key growth and development opportunities:

Parishes:

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

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

Major villages:




"Local Service Centre":

- Frampton on Severn


"Settlements with limited facilities":

- Whitminster

Growth and development:





-  Strategic growth areas
-  Employment areas (outside of town centres)
-  Existing / ongoing growth areas

Strategically significant city:


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

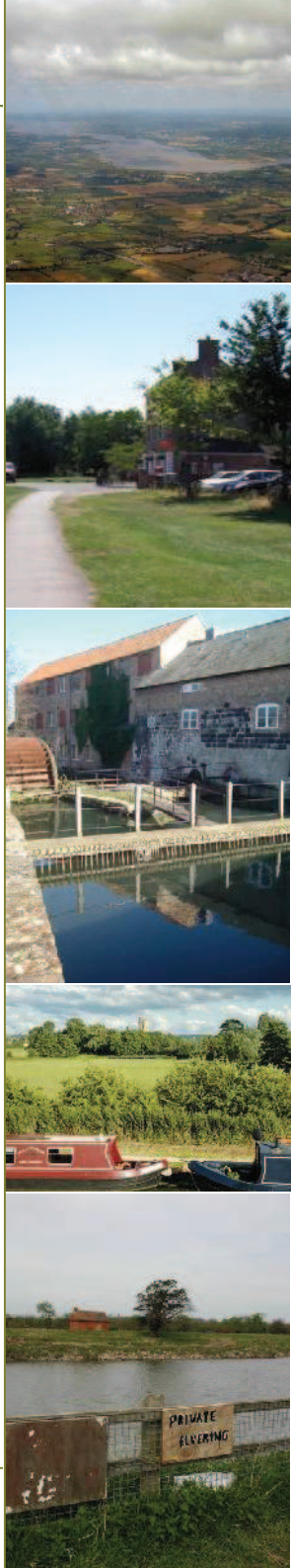
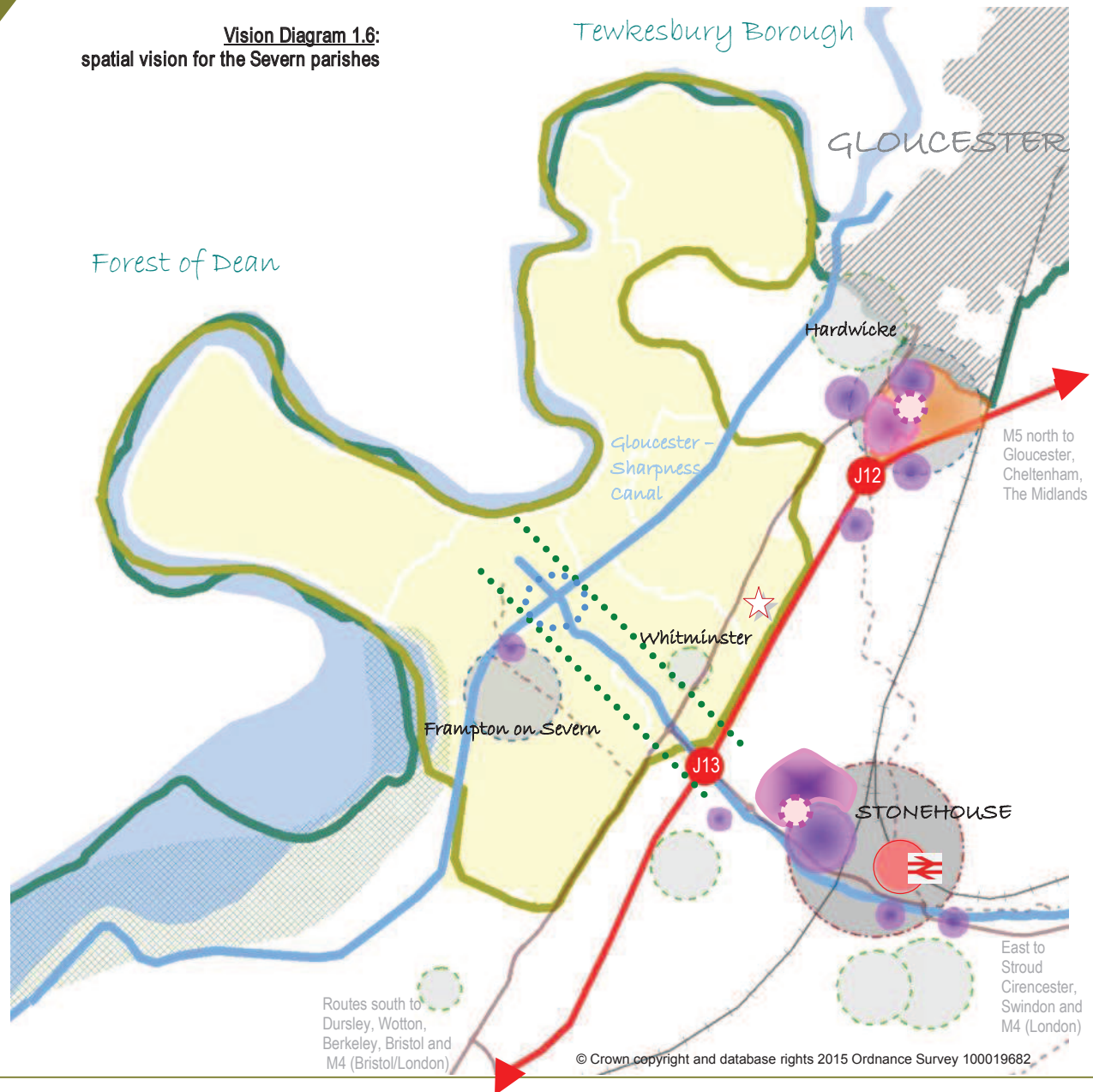
Town Centres:

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

-  Canal conservation and restoration
-  Saul Junction: a gateway to the Cotswold Canals
-  Conserving wildlife and natural estuarine habitats
-  Moreton Valence Waste Core Strategy Allocation

New Centres:

-  Locations for a new local service centres



How are we going to get there?

3.78 Guiding principles:

1. This area will see no strategic development over the plan period: the district's strategic growth and development will be targeted outside the Severn floodplain, in order to minimize flood risk and ensure that the district's future growth is resilient to climate change
2. Appropriate development will be supported to boost Frampton on Severn's role as a Local Service Centre for surrounding communities and to sustain Whitminster as a Settlement with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
3. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents
4. Focus on canal restoration and canal corridor conservation, including a 'gateway' to the Cotswold Canals at Saul Junction
5. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Frampton on Severn, Saul and Arlingham, as well as the Industrial Heritage Conservation Area, which covers the Stroudwater Canal and River Frome corridor
6. Protect and enhance high quality natural landscape and estuarine habitats, including the nationally and internationally protected sites
7. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

Policies that will help to implement the Severn Vale vision:

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

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Delivery Policy EI1 Key employment sites

Delivery Policy EI13 Protecting and extending our cycle routes

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES4 Water resources, quality and flood risk

Delivery Policy ES6 Providing for biodiversity and geodiversity

Delivery Policy ES10 Valuing our historic environment and assets

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

3.79 Opportunities, growth and key projects:

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

3.80 Key supporting evidence base:

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

Wotton cluster

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

Where are we now?

- 3.81 This is a largely rural area (population 8,000+, with 5,500 based in Wotton itself) on the western escarpment of the Cotswolds, overlooking the Severn Vale. Wotton-under-Edge sits on a ledge below the Cotswold Escarpment and is crossed by the Cotswold Way national trail and Monarchs Way long distance path. The centre of the town (one of the District's former market towns, which grew as a wool and cloth-trading centre) is a Conservation Area and sits within the Cotswolds AONB.
- 3.82 Surrounding villages and hamlets look towards Wotton-under-Edge as a local service centre. Renishaw Ltd is a major employer, based just outside the village of Kingswood. 74% of working people commute to surrounding towns and cities (it is relatively close to Bristol and to Oldbury Power Station, another major employer), but the town itself is still commercially active. There are a good range of shops and services in the town including an agricultural market, a local cinema and swimming pool.
- 3.83 Accessibility is an issue in all communities. In the town, a combination of car-reliance, topography and historic street layout can lead to congestion. In the villages and hamlets public transport is poor. All the local communities are active with a wide range of community groups. Unemployment is low, as is crime.
- 3.84 **Key issues and top priorities:**

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

- * Providing for job opportunities across the District
- * Improving the vitality and viability of our town centres
- * Maintaining and improving the sustainability of our villages
- * Conserving and enhancing Stroud District's countryside and biodiversity
- * Achieving a better transport system to help reduce CO₂ emissions
- * Minimising waste generation and increasing recycling

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

Where do we want to be?

Lying at the southernmost tip of the District, the parishes around Wotton-Under-Edge naturally look southwards to Bristol and South Gloucestershire for many of their needs. The impacts of this proximity will always be felt and Stroud District can never compete with Bristol's employment, retail and leisure offer. But a key aim for the plan period will be to improve opportunities for people to access jobs, services and facilities without having to travel long distances. The south of the District will benefit from the growth of a major employment 'hub' at Cam, as well as the revitalisation of Dursley as an Accessible Local Service Centre.

Wotton-under-Edge itself will continue to be a town with commercial activity and local employment, meeting the everyday needs of its surrounding rural communities. High street vitality will be maintained, with a varied and well-used range of shops and services in its pretty town centre. This will be supported by strong community input into cultural and leisure facilities, such as the Picture House.

Whilst this area will not see growth on a 'strategic' scale, villages and hamlets may see small scale development in response to identified local needs, boosting their ability to remain sustainable and thriving communities. Across the area, small scale local businesses are encouraged, supported by farm diversification and including low-impact tourism related activities.

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



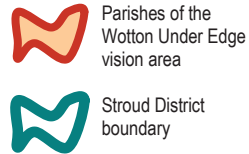
Making Places: shaping the future of the Wotton cluster

What does the Strategy look like?

Settlement hierarchy and key growth and development opportunities:

Parishes:

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



Towns:

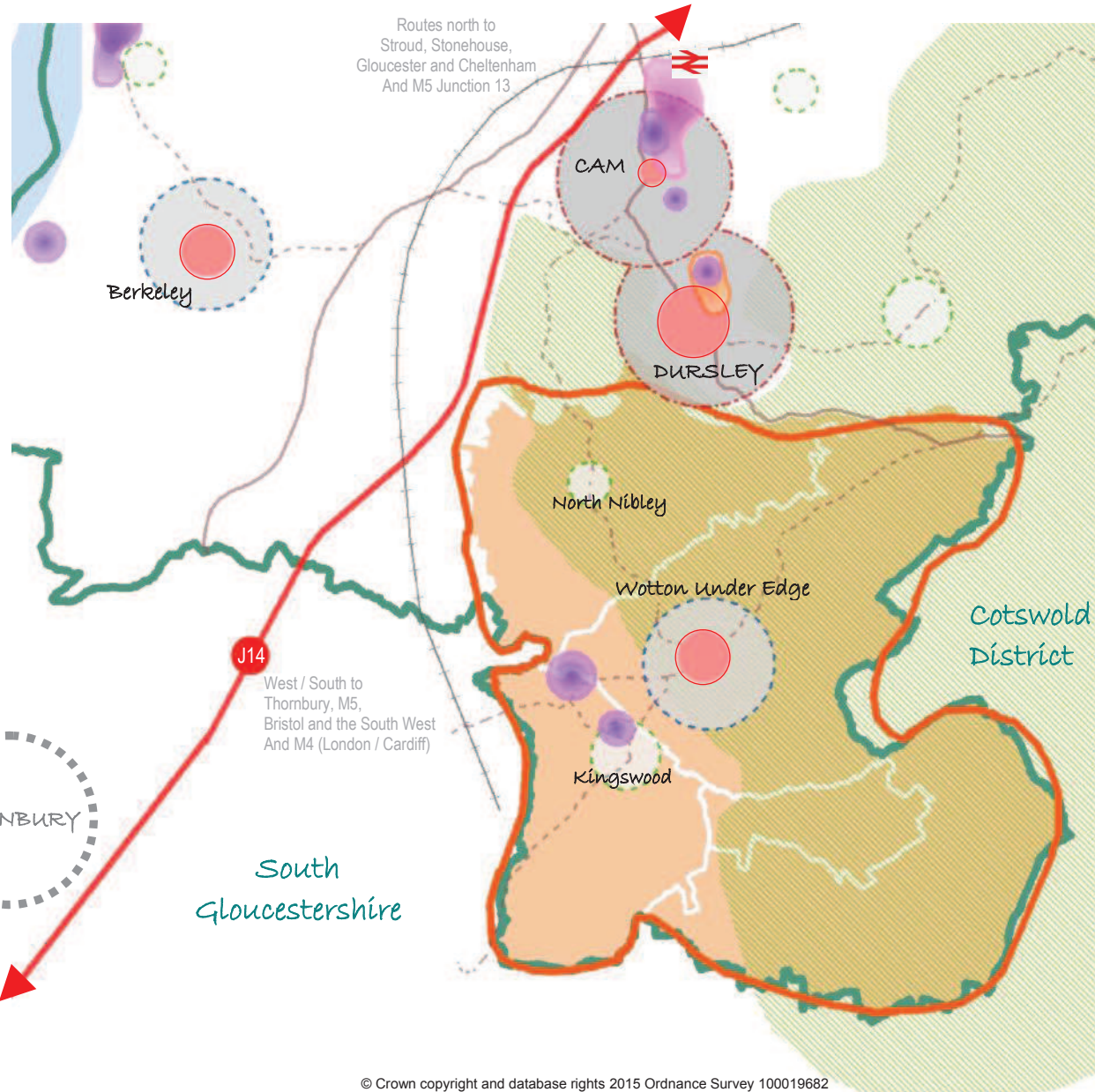
- "Local Service Centre":
- Wotton-Under-Edge

Major villages:

- "Settlements with limited facilities":
- Kingswood
 - North Nibley

Town Centres:

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



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

© Crown copyright and database rights 2015 Ordnance Survey 100019682



How are we going to get there?

3.85 Guiding principles:

1. This area will see no strategic development over the plan period
2. Appropriate development will be supported to boost Wotton-Under-Edge's role as a Local Service Centre for surrounding communities, aiming to sustain and improve high street vitality
3. Appropriate development will be supported to sustain Kingswood and North Nibley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
4. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents
5. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Wotton-Under-Edge, Kingswood and the small village of Alderley
6. Conserve and enhance high quality natural landscape, including the AONB and its setting
7. Address any identified constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan at this location.

Policies that will help to implement the Wotton vision:

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

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI1 Key employment sites

Delivery Policy EI7 Non-retail uses in primary frontages

Delivery Policy EI9 Floorspace thresholds for impact assessments

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

3.86 Opportunities, growth and key projects:

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

3.87 Key supporting evidence base:

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

Cotswold cluster

Vision to 2031: Protecting and enhancing all the things that will make the Cotswolds a thriving and inclusive place to live, as well as a great place to visit

Where are we now?

3.88 This cluster of parishes falls entirely within the Cotswold Area of Outstanding Natural Beauty (AONB) and is predominantly rural. The largest settlement here is Painswick, which lies at the heart of these rural parishes (6,300 population collectively). Residents of these parishes make up just 6% of the total District population, spread over a large land area.

3.89 The Cotswolds are world-renowned for their landscape and the pretty limestone villages that populate it. But, as with elsewhere in the District, rural life is changing with fewer people now working in the villages and residents commuting long distances to work. There has certainly been a decline in village services in modern times and a common perception is that second homes and holiday homes are affecting rural communities' vitality (vacant and second homes account for over 8.7% of households in these parishes according to the 2011 census, around double the District average). Housing affordability is an issue – average house prices here are amongst the highest in the District. Owner-occupation levels are high compared to elsewhere in the District, while levels of social housing are very low. A very high proportion (29%) of residents are retirement aged, while 42% of all households in these parishes are headed by people aged 65 and over (2011 census). The loss of traditional skills is perhaps the most significant issue for the future management of the landscape.

3.90 Key issues and top priorities:

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

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

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


Where do we want to be?

A key goal for the future of this area will be to ease the tension between its role as a major tourist attraction and 'protected landscape' and its ability to function as a place where people can live and work.

The popularity of the area with tourists presents real opportunities and will continue to play a major part in Stroud District's economy: the Cotswold 'brand' is an important draw for inward investment to the District. As such, the preservation and enhancement of the area's landscape, character and built heritage will be paramount.

Given the relative affluence of this area, high-end and high quality tourism and leisure products (including accommodation, attractions, events, eating and drinking places) are likely to find customers amongst the resident community as well as visitors. But inclusiveness, rather than exclusiveness, will be a goal – improving access for all to the countryside and facilities on offer.

At the heart of the area lies Painswick, "the Queen of the Cotswolds", which will continue to play an important role as a service provider for surrounding communities, as well as drawing in visitors. Although none of the settlements in this part of the District will see 'strategic' levels of growth, some may see small scale development, responding to locally-identified needs with a goal of boosting their ability to remain sustainable and thriving communities.

 **Vision 1.8: vision for the Cotswold parishes**

Making Places: shaping the future of the Cotswold cluster

What does the Strategy look like?

Settlement hierarchy and key growth and development opportunities:

Parishes:

- Painswick
- Bisley-with-Lypiatt
- Miserden
- Cranham
- Pitchcombe

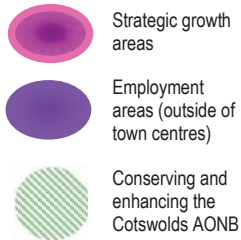


Towns and major villages:

"Settlements with limited facilities":

- Painswick
- Bisley
- Oakridge Lynch

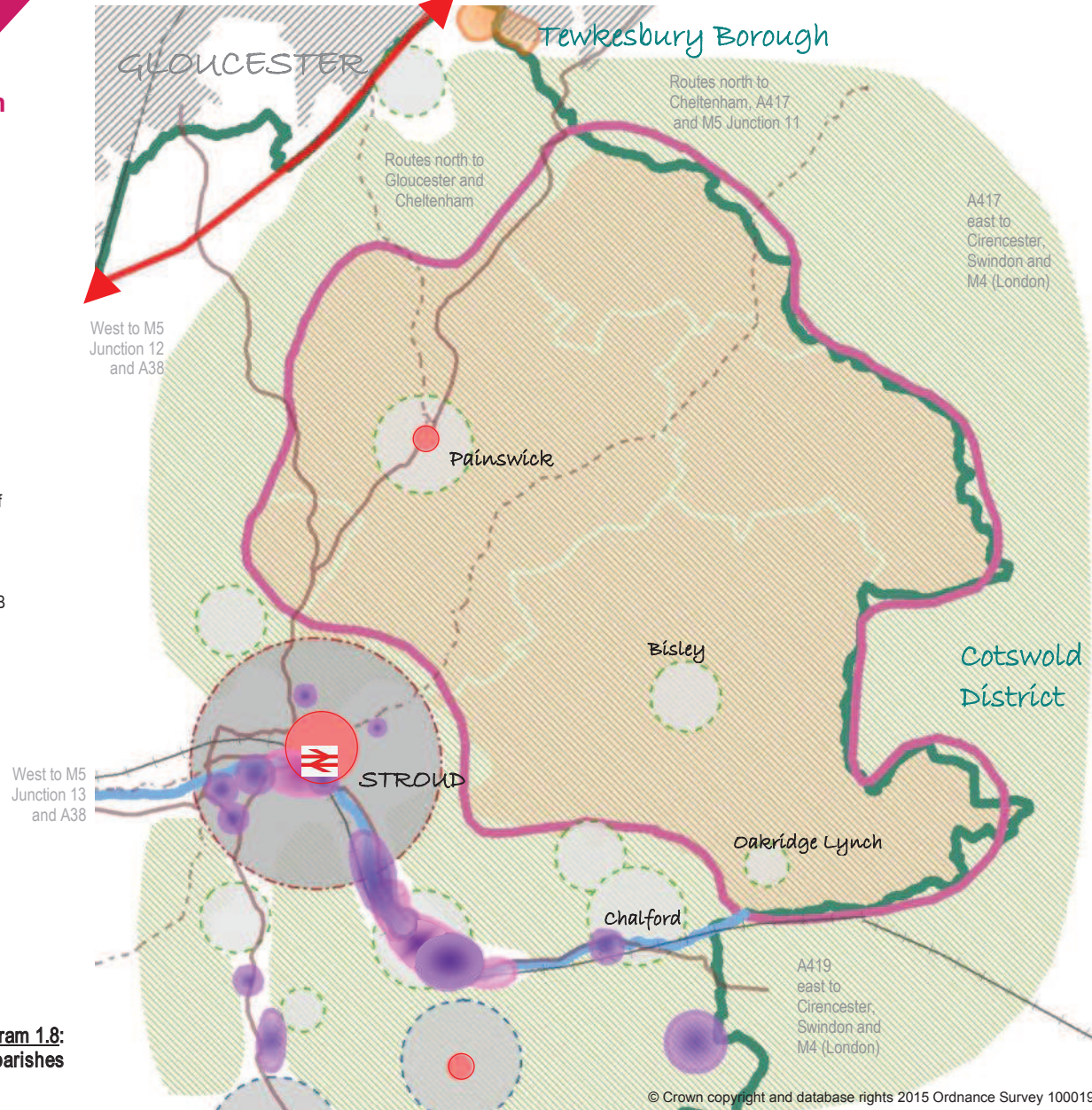
Growth and development nearby:



Strategically significant city:

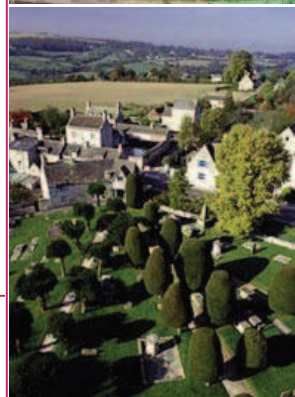


Town Centres:



Vision Diagram 1.8:
spatial vision for the Cotswold parishes

© Crown copyright and database rights 2015 Ordnance Survey 100019682



How are we going to get there?

3.91 Guiding principles:

1. This area will see no strategic development over the plan period
2. Appropriate development will be supported to sustain Painswick, Bisley and Oakridge Lynch in their roles as Settlements with Limited Facilities, and additionally to enhance Painswick's secondary role as a destination town for visitors and tourists; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working)
3. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents
4. Conserve and enhance the area's heritage assets and secure high quality, distinctive design, in keeping with local identity and character to preserve the individual character and distinctiveness of communities, villages and hamlets - with particular emphasis on the conservation areas at the heart of Painswick, Bisley, Miserden, Pitchcombe & Sheepscombe
5. Conserve and enhance high quality and distinctive characteristics of the Cotswold AONB
6. Address any local constraints and recommendations identified in the Stroud Infrastructure Delivery Plan.

Policies that will help to implement the Cotswold vision:

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

Chapter 4: Homes and Communities

Core Policy CP10 Gypsy, Traveller and Travelling Showpeople Sites

Chapter 5: Economy and Infrastructure

Core Policy CP12 Town centres and retailing

Delivery Policy EI9 Floorspace thresholds for impact assessments

Chapter 6: Our Environment and Surroundings

Delivery Policy ES2 Renewable or low carbon energy generation

Delivery Policy ES6 Providing for biodiversity and geodiversity

Delivery Policy ES7 Landscape character

Delivery Policy ES10 Valuing our historic environment and assets

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

3.92 Opportunities, growth and key projects:

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

3.93 Key supporting evidence base:

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