

Stroud District Local Plan



STROUD DISTRICT LOCAL PLAN CONTENTS

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STROUD DISTRICT LOCAL PLAN

1. INTRODUCTION

1.1. Why have a Local Plan?

1.1.1. This Local Plan sets out Stroud District Council's policies and proposals for future development and land use in the District to 30 June 2011. Its uses are to:-

- provide a clear framework to enable co-ordination of infrastructure provision;
- provide clear policies against which development proposals can be assessed;
- develop the strategic policy of the County Council's Adopted Structure Plan into more detailed local policy; and
- bring planning issues before the public for debate and to develop public 'ownership' of the Plan.

1.1.2. Planning is required to control the development of land in the public interest. There are development needs in the area that it is necessary to accommodate. This Plan takes these and provides a positive framework in which they can be met. However, it also sets out those interests that may be damaged by insensitive development and it establishes policies to protect those interests. This Local Plan therefore addresses the balance between the competing needs of development and the desire to protect the best of our environment.

1.2. The National Context and Legal Background

1.2.1. All District Planning Authorities are required to produce a district wide Local Plan. This is set out in the relevant legislation¹.

1.2.2. This Plan has been prepared under the requirements of that and other related legislation and Government advice. Of note in this context is the range of Planning Policy Guidance Notes (PPG's) which are being replaced by Planning Policy Statements (PPS's) published by the

¹ Main documents:

Town and Country Planning Act 1990 (as amended)
Planning and Compensation Act 2004
Town and Country Planning (Development Plan) Regulations 2005
Planning Policy Guidance Note 12 - Development Plans 2000
Planning Policy Guidance Note 1 - General Policy and Principles 1997
Planning Policy Statement 1 (2005) Planning System/General Principles
Planning Policy Statement 12 (2005) Local development Frameworks

Office of the Deputy Prime Minister (see Appendix 1 for a list of these),

1.2.3. The plan has been through the procedural requirements of the relevant legislation and the Council has adopted this as a Statutory Plan. This Plan, together with the adopted Structure Plan, forms the Development Plan for Stroud District and will be given considerable weight by the Council and the Office of The Deputy Prime Minister as the major interest to be taken into account when determining planning applications. In most cases the Development Plan policies will be the deciding factor unless there are other clear and overriding material considerations.

Status of this Adopted Local Plan

1.2.4. Local Plans are of key importance in the planning system now that it is established that the system is plan-led. The law requires that decisions on planning applications are made in accordance with the development plan unless material considerations indicate otherwise. (Section 54A of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991).

1.2.5. This Plan was adopted by the full Council in November 2005. It has been adopted for development control purposes. Therefore, this Plan provides the District Council's most up-to-date approved strategy and policy framework for making decisions on planning applications. It is a highly significant document in helping to shape the future of the District.

1.2.6. All proposals for development in the District will be considered against the policies and proposals of this Plan. The Plan must be considered as a whole and it is important that proposals comply with all relevant policies of the Plan and its successor versions. It will be accorded greater weight than all previous non statutory planning policies as the main consideration in determining planning applications. This version of the Local Plan supersedes the Modifications Version of the Local Plan May 2005.

1.3. The Regional and Strategic Context

1.3.1. The Plan has also been prepared within the framework of regional planning guidance and the strategic guidance of the Adopted Gloucestershire Structure Plan, Second Review.

Regional Context

1.3.2. The key elements of the regional planning framework are set out in Regional Planning Guidance for the South West of England (RPG10). RPG10 was published in July 1994 and covers the period up to 2011. Under provisions in the Planning and Compulsory Purchase Act 2004 this is saved as the Regional Spatial Strategy (RSS) until it is reviewed and replaced. A new RSS is in preparation and is programmed to be adopted in 2007. The RSS will provide a planning framework for the preparation and review of Local Development Frameworks (LDF).

1.3.3. The aims for the region are currently:-

- To safeguard and enhance the distinctiveness and diversity of the South West's environment.
- To encourage and maintain a diverse and healthy economy throughout the South West.
- To secure a sustainable level of growth and distribution of development.
- To provide a framework for the provision of infrastructure and services to ensure an enhanced quality of life.
- To provide for a safe and efficient transport system to serve the existing and future needs of the South West.

1.3.4. Sustainability should be the cornerstone of the Region's development plans and planning decisions. The Region's environmental quality and diversity should not be put at risk and development plans should ensure that nationally and internationally designated areas and features are protected. Regeneration should be promoted and degraded areas enhanced.

1.3.5. RPG10 also stresses how the interdependence between maintaining and enhancing the Region's environment and economic prosperity should be recognised through development plans. Plans should

encourage economic prosperity and facilitate employment growth and economic diversification. The importance of an integrated transport system should be recognised in plans and policies should improve links within the Region, with other regions and with Europe. However, provision for new development should be made in ways which reduce the need for travel, reduce congestion and encourage travel choice.

1.3.6. The RPG underlines the Government's approach of encouraging development in towns and cities and discouraging scattered development in the countryside. Outside the main urban areas of the Region, development plans should identify settlements which have good public transport links to main urban areas or are capable of serving as self-contained towns with a mix of uses as suitable for accommodating growth.

Gloucestershire County Structure Plan

1.3.7. The County Council adopted the Structure Plan: Second Review in November 1999. This provides strategic policy guidance to cover the period from July 1991 to June 2011. The Local Plan is prepared in the context of the adopted Structure Plan and correlates with the time period within it (1st July 1991 – 30th June 2011) in terms of its allocation requirements as set out in the Structure Plan. The Local Plan takes into account completions and commitments in relation to its housing and employment allocations from mid-1991.

1.3.8. Gloucestershire County Council has given written notice that the Stroud Local Plan is in full conformity with the adopted Structure Plan.

1.3.9. The Structure Plan indicates, in general terms, the areas to which development should be directed and the areas requiring protection from development. One of the main functions of this Local Plan is to interpret and apply the strategy of the Structure Plan by developing its policies and proposals in relation to the District Area. The two plans are therefore complementary and together form the Development Plan for Stroud District.

1.3.10. The County Council has since progressed work on a Third Alteration of the

STROUD DISTRICT LOCAL PLAN

1. INTRODUCTION

Examination in Public and reached a stage of Second Modifications before a Direction by the Secretary of State in April 2005 prevented its adoption unless further changes were made to three of its policies. The County Council has decided not to progress the Plan any further, but its contents form the most up to date strategic policy guidance that is a material consideration in making planning decisions.

1.3.11. Where appropriate, the strategic background to each topic in this Local Plan is provided at the beginning of the chapters.

Environmental Appraisal

1.3.12. Local authorities are required to prepare their development plans in a way that comprehensively and consistently takes environmental considerations into account. Such a mechanism for doing this is the appraisal of the plan against environmental criteria. An environmental appraisal weighs up and reports on the environmental and other costs and benefits of the plan. Its purpose is to demonstrate that these concerns have been fully integrated into the plan-making process. The value and purpose of environmental appraisal is:

- To clarify the environmental objectives of the plan
- To understand the implications for the environment of any policy option, or interacting group of policy options
- To enable the implications for different, wide ranging, and potentially conflicting aspects of the environment to be taken into account
- To demonstrate to users of the plan how the policies have had regard to environmental matters

1.3.13. The Council aims to produce a plan led by environmental and other considerations of sustainability. An Environmental Appraisal was developed and published for public consultation alongside the Revised Deposit Local Plan. It serves to identify those policies that will be successful in achieving this aim and those that will fail to achieve it in certain aspects. The plan's policies have been appraised in respect of their environmental, social and economic impacts at both local and global level. As and when major modifications are made to the policies of the

Plan, the Environmental Appraisal will be reviewed.

1.4. Supplementary Planning Documents and Guidance

1.4.1. In addition to its Local Plan, the District Council has traditionally provided further planning guidance to support its mainstream policies and proposals. Such supplementary planning guidance has generally taken the form of design guides and development briefs for specific sites. This guidance is more detailed than that contained in Local Plans and may not always be strictly land-use related, though it is of relevance when considering planning issues and should be taken into account as a material consideration when determining planning applications.

1.4.2. The District Council will continue to use its existing supplementary planning guidance and publish new guidance to support this Local Plan as and when necessary. Whilst this cannot be accorded the same weight as the Local Plan in the decision making process, its importance will increase if it has been prepared in consultation with the public and has been formally approved by the Council. Where guidance and documents are to be used or are to be prepared, in support of policies and proposals in this Local Plan it is clearly identified in the supporting text and in the Stroud Local Development Scheme (LDS).

1.4.3. Current documents that have the status of supplementary planning guidance are:-

- Residential Design Guide.
- Landscape Assessment.
- Historic Buildings - their repair and conservation.
- Residential Development and Outdoor Play Space.
- Conservation Area Policy Statements.
- Golf Courses.

The Stonehouse Design Statement has also been approved as supplementary planning advice.

1.4.4. In future such guidance will eventually be replaced by Supplementary Planning

STROUD DISTRICT LOCAL PLAN

1. INTRODUCTION

Documents produced in accord with the provisions of the Planning and Compulsory Purchase Act 2004. The Council's Local Development Scheme contains further guidance on this.

1.5. Using the Local Plan

1.5.1. The Local Plan consists of two elements - a Written Statement and the Proposals Maps. The Written Statement contains:-

- the background information on each of the subjects discussed;
- the planning and land-use policies and proposals; and
- appendices to inform and support the policies and proposals of the plan.

The main policies and proposals are distinguished in the text with a grey background. The Written Statement also contains a number of appendices which form part of the plan.

1.5.2. The Proposals Maps consist of two 1:25,000 scale maps which cover the northern and southern parts of the District. These are supplemented by a series of inset maps which show settlement boundaries, Conservation Areas and other land-use designations in built up areas in greater detail. The Stroud Urban Area and the principal settlements of Cam and Dursley are shown at 1:10,000 scale on a third large sheet accompanying the plan.

1.5.3. Land-use policies and proposals in the Written Statement are illustrated on the Proposals Maps and are cross-referenced to the Written Statement by the appropriate policy/proposal reference number in the key to the maps. A key to the maps is included on each large accompanying map sheet and at the front of the Inset Maps section of the Written Statement. Those policies/proposals which relate to specific parts of the Plan area are also identified on the Proposals Maps. Other policies not so defined will apply to either the whole Plan area or specifically to land within, or land outside, the settlement development boundaries.

1.6. The Next Steps

1.6.1. The preparation process of the Local Plan is shown in the following diagram. The

Council has adopted this version of the local plan.

1.6.2. A fuller explanation of the process and the role the public have been able to take can be found in the publication Local Plans and Unitary Development Plans – A Guide to Procedures - available directly from:-

Government Office for the South West
2 Rivergate, Temple Quay
Bristol BS1 6EH

or at the address below:-

Planning Strategy Team
Stroud District Council
Ebley Mill, Stroud, Glos. GL5 4UB
Tel: No: 01453-754326
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STROUD DISTRICT LOCAL PLAN PROCESS

CONSULTATION ON SETTLEMENT / EMPLOYMENT
STRATEGY JUNE / JULY 1997

DEVELOPMENT OF STRATEGIES FOLLOWING
CONSULTATION

LOCAL PLAN PLACED ON DEPOSIT
PUBLIC CONSULTATION (NOVEMBER/DECEMBER
1999)

OBJECTIONS AND REPRESENTATIONS CONSIDERED
BY DISTRICT COUNCIL

REVISED VERSION OF PLAN
PLACED ON DEPOSIT
PUBLIC CONSULTATION
AUTUMN 2000

LOCAL PLAN INQUIRY
JANUARY 2002 – JUNE 2003

INSPECTOR'S REPORT ON INQUIRY NOV 2004
DISTRICT COUNCIL CONSIDERS REPORT AND IN MAY
2005 PROPOSES MODIFICATIONS

CONSULTATION ON MODIFICATIONS
JUNE/JULY 2005

DISTRICT COUNCIL CONSIDER OBJECTIONS AND
REPRESENTATIONS NOV 2005 AND RESOLVES
TO ADOPT

PLAN ADOPTED (ANTICIPATED FEBRUARY 2006)

STROUD DISTRICT LOCAL PLAN

1. INTRODUCTION

1.6.3. Under the new planning system introduced by the Planning and Compulsory Planning Act 2004, the Local Plan policies can be saved for 3 years as part of the Local Development Framework. In turn, new Local Development Documents will be prepared as set out in the Council's Local Development Scheme. As these progress through the new planning system and become adopted, the policies contained within them will replace the policies in the Local Plan.

**STROUD DISTRICT LOCAL PLAN
1. INTRODUCTION**

2. The Council's Strategy for Development

2.1. Introduction

2.1.1. Stroud District Local Plan seeks to further the Council's corporate purpose "to make Stroud District a better place to live, work and visit for everyone". It must do this within the context of the principles of sustainable development, and must achieve both the protection of the fine quality of its built and natural environment, particularly the Cotswold Area of Outstanding Natural Beauty, whilst achieving social and economic development. The key elements of the Council's strategy are:

2.2. National and Strategic Context

2.2.1. In accordance with strategic requirement, provision will be made for the development of 9400 dwellings during the Plan period, and about 100 hectares of land for employment purposes.

2.2.2. Bearing in mind the need to protect the environment, this will mean imposing restrictive policies limiting growth to those requirements and focusing on locations which provide a good linkage between housing and employment, particularly by the use of public transport and minimising the use of private motor vehicles.

2.3. Housing Location

2.3.1. In doing so, the Council will ensure that most of the new development will take place in accordance with the search sequence set out in Planning Policy Guidance Note No 3, concentrating firstly on identified available sites on previously developed land within built up areas. Since not all of the 9,400 dwelling requirement from the structure plan can be met on previously developed land and other sites within the urban areas, new development will take place as extensions to the Principal Urban Area of Gloucester. Other requirements will be met on sites in or adjoining settlements according to the settlement hierarchy. (see also paragraph 5.3.1.)

2.3.2. Extensions to the Gloucester PUA will take place at Hardwicke (Hunt's Grove) and at the former Brockworth Airfield. Since the adopted Structure Plan Policy H5 specifically requires the local plan to make provision for a major urban extension south of Brockworth, and since the Structure Plan's target for housing will not be met without these 2 sites, they are regarded as strategic sites to which high priority attaches. This accords with the need to focus development at the Gloucester PUA as expressed in the RSS and in the Structure Plan, Third Alteration.

2.3.3. RPG10 (September 2001) now forms the Regional Spatial Strategy (RSS) for the South-West. It directs that the main focus for growth across the region should be the eleven identified Principal Urban Areas (PUA). In accordance with policy SS2 of the RSS, development should take place primarily within the defined PUA, where this is not possible the next best option for development is in the form of planned urban extensions to the PUA in sustainable locations. Thereafter development should focus on Other Designated Centres for Growth, none of which are designated in Gloucestershire.

2.3.4. Part of Stroud District falls within the Gloucester PUA as defined by the Gloucestershire Structure Plan Third Alteration Key Diagram. The Structure Plan Third Alteration has not progressed to adoption because of a Direction issued by the Secretary of State regarding its failure to concentrate a sufficient proportion of the County's housing obligations at the defined PUA and to undertake a review of the Green Belt around Cheltenham and Gloucester. However, greater weight can be afforded to the policies within the Structure Plan that are not subject to continuing objections or the Secretary of State's Direction. The Direction did not specifically take issue with the defined extent of the Gloucester and Cheltenham PUA, as required by policy SS5 of RPG10. Work on strategically reviewing the Green Belt relies upon the PUA boundary as defined.

2.3.5 In accordance with the RSS (set out by RPG10) it is appropriate for a proportion of the District's housing allocations to be provided at the defined Gloucester PUA as a means of promoting sustainable patterns of development. The strategic allocation at Hunts Grove in this Plan accords with the defined PUA boundary.

STROUD DISTRICT LOCAL PLAN

2. STRATEGY

2.3.6. Hunt's Grove falls within the defined Gloucester PUA adjacent to a major strategic employment site and the mixed use development on the former RAF Quedgeley site. It represents a good opportunity to create a sustainable mixed use development in accord with national, regional and strategic policy. The site is close to the Waterwells Park and Ride facility and its development will enable contributions to be sought towards securing public transport improvements between this area of the Gloucester PUA and the city centre. This is an important factor in delivering public transport improvements for Gloucester as required by policy SS12 of the RSS. In conjunction with the neighbouring development at RAF Quedgeley development of this part of the Gloucester PUA will deliver significant transport infrastructure and public transport service improvements to the benefit of the southern arc of the Gloucester PUA.

2.3.7. Allocations for development are made within and adjacent to the Stroud Urban Area, and the Principal Settlement of Cam/Dursley. Within the Stroud Urban Area, development will be encouraged to meet the full needs of the community, including employment and housing, town centre and social facilities. Principal Settlements will be the focus of development, consistent with the character and function of the settlement, which supports local services and the social and economic well-being of the local community and the surrounding area. This is to ensure a more sustainable form of development, rather than dispersed development within villages and rural areas.

2.3.8. The Stroud urban area includes the settlements of Stroud: Stonehouse, Thrupp and Brimscombe, North and South Woodchester, and Nailsworth as defined on the proposals map. The core urban area relates to the parishes of Cainscross, Stroud and Rodborough with the remaining settlements having strong functional links to that core. As such, Stroud town is acknowledged as the focal point for this area. Policies in the Local Plan will be used to protect areas outside settlement boundaries from inappropriate development proposals.

2.3.9. The regeneration of Stroud and Dursley town centres will be sought by, among other measures, seeking to increase populations and employment close to these centres. The role of

town centres and local shopping areas generally will be maintained and enhanced, providing a focus for the community.

2.3.10. More modest allocations for development are made within and adjacent to the Small Towns and Larger Villages of Wotton-Under-Edge, Minchinhampton, Painswick, Kings Stanley/Leonard Stanley, Newtown/ Sharpness, Kingswood and Eastington.

2.3.11. There are a number of other settlements – including smaller villages with only basic facilities and services – which are defined with settlement boundaries on insets to the proposals map. They are suitable for a level of growth which can be obtained through windfall provisions on infill plots and affordable housing on “exception” sites.

2.3.12. The other settlements with defined settlement boundaries are: Amberley, Arlingham, Berkeley, Bisley, Box, Brookthorpe, Bussage, Cambridge, Chalford, Coaley, Cranham, Eastcombe, Frampton-on-Severn, France Lynch, Haresfield, Hillesley, Horsley, Longney, Manor Village, Middleyard, Newport, North Nibley, Nymphsfield, Oakridge, Randwick, Saul, Selsley, Sheepscombe, Slimbridge, Stinchcombe, Stone, Uley, Upton St Leonards, Whiteshill & Ruscombe, and Whitminster.

2.3.13. New housing in the countryside and in settlements without defined settlement boundaries will be very strictly controlled. Unnecessary development in the countryside will be prevented.

2.4. Employment Location

2.4.1. The Structure Plan's requirement to provide about 100 hectares of employment land will be met. Employment development will be centred on the new mixed use development allocation at Hunts Grove and within the district's economic base lying within the Stroud valleys, at Cam and Dursley, and with outlying major employment sites near Wotton-Under-Edge and Berkeley. Protection will be given to identified key employment land where employment needs take precedence over other uses.

2.4.2. Sharpness provides the county's main port and also has a railway line connection with

STROUD DISTRICT LOCAL PLAN

2. STRATEGY

the main Bristol to Birmingham line. Opportunities for enhanced inter-modal freight transport will be sought and proposals which would prejudice the maximum use of the port facilities at Sharpness will not be permitted.

2.4.3. Existing employment locations will be given protection where appropriate and new employment opportunities are provided for at a limited number of focal sites providing good access to the existing population and seeking to redress the current imbalance between housing and employment opportunities.

2.4.4. Small-scale employment opportunities and development for social purposes may be justified within the defined settlements subject to the underlying objective of seeking development which is sustainable.

2.5. Environmental Protection

2.5.1 The high quality environment within towns and villages will be maintained making them attractive places to live whilst making the best use of existing land within them.

2.5.2. Long term protection will be given to the character and appearance of the Area of Outstanding Natural Beauty and only limited forms of development will be permitted if shown to be appropriate and without harm to the natural beauty of the area.

2.5.3. The rich historic and architectural heritage of the Cotswold and Severn Vale buildings will be protected, including over 4,500 buildings listed as being of architectural or historic interest, and the 62 scheduled ancient monuments. Development within the 42 designated conservation areas will be required to preserve or enhance the character or appearance of each area.

2.5.4. The flora and fauna of the district will be given protection and development will not be permitted which is harmful to any special protection area under the RAMSAR convention, to a Site of Special Scientific Interest, to a Special Area for Conservation or a proposed Special Area for Conservation.

2.6. Services and Infrastructure

2.6.1. Adequate services and infrastructure will be provided.

2.6.2 Development related to transport and traffic will be judged against the objectives of reducing the overall need to travel; reducing the overall length and number of motorised journeys; providing alternative means of travel to the private car; to locate uses which generate large numbers of trips in places which are, or have the potential to be, served by public transport; to protect the existing provision, and allow for the improvement of, a network of footpaths and off-road cycleways thus encouraging local journeys by foot or cycle; to improve the integration and interchange facilities of different modes of public transport; to ensure that new parking provision does not encourage high levels of car use; and to manage traffic effectively to improve the environment, decrease congestion and limit pollution.

2.6.3. Cultural and leisure facilities will be provided to serve the needs of the community. These facilities will include the provision of space and buildings for sport, art, entertainment and passive recreation.

**STROUD DISTRICT LOCAL PLAN
2. STRATEGY**

STROUD DISTRICT LOCAL PLAN

3. GENERAL POLICIES

3.1. Introduction

3.1.1. This Plan deals with most subjects in chapter format, and contains policies which set out criteria when permission may or may not be granted for a particular form of development. However, there are some criteria which any development would be expected to comply with. To add these to every criteria based policy would make those policies unnecessarily lengthy and wordy. These criteria are thus set out here as a series of general policies, which all development will be expected to comply with.

3.2. Effect on Nearby Occupants

3.2.1. The effect of a development on the amenities of any residents or occupiers of adjacent land who may be affected is a material planning consideration. The likelihood of development on particular sites causing harmful or disturbing effects will vary greatly, depending on the nature of the development proposed, and the number and proximity of nearby residential properties and other occupied property. The important point is that such effects should be considered when putting forward a scheme, to avoid these effects rising to an unacceptable level. These effects will be a consideration where sensitive new development is proposed in a location where that new development might be affected by an existing site which gives rise to smell, noise, vibration, etc. In such a situation, consideration must be given to the need for the protection of the existing use from future complaints from the occupiers of the new development.

3.2.2. Residents' amenities can be harmed in a number of ways, but they all involve the disruption of their daily life in one way or another. Harm is likely to arise from a development which would lead to an unacceptable level of noise, general disturbance, smell, fumes, loss of daylight or sunlight, loss of privacy or have an overbearing effect. In this context, the definition of 'overbearing effect' is the effect a development proposal may have when it looms over, or dominates the amenity space or outlook of the occupiers of a (usually) residential property.

POLICY GE1

Permission will not be granted to any development that would be likely to lead to an unacceptable level of noise, general disturbance, smell, fumes, loss of daylight or sunlight, loss of privacy or have an overbearing effect.

3.3. Pollution

3.3.1. As well as adversely affecting the amenities of nearby premises, the release of substances into the air, ground or water or excessive noise, dust, vibration, light or heat may also cause pollution. The planning system has an important role to play in ensuring development is not located in proximity to sources of pollution, or on sites unsuitable for development, and in protecting sensitive uses from such pollution.

3.3.2. The quality of the atmosphere directly relates to the quality of life. Various operations, activities and uses can damage the atmosphere by the release of gases or by the emission of dirt, dust and fumes. Pollution is also generated by vibration, smell and the intrusion of light. The Environmental Protection Act 1990 defines pollution of the environment as 'the release (into any environmental medium) from any process of substances which are capable of causing harm to man or any other living organisms supported by the environment.'

3.3.3. In any development, the developer should have regard to minimising potential air pollution both in design, construction and in the use of materials. In particular, developers will be encouraged to design buildings so that potential sources of pollution are removed. With respect to new industrial development and changes of use of existing industrial processes, the District Council will consult the Environment Agency or other appropriate authorities to ensure that standards on pollution control are met before planning permission is granted.

3.3.4. The Environment Act 1995 requires the Secretary of State to prepare and publish a national Air Quality Strategy. This requires local authorities to produce a local air quality strategy and define areas where national air quality objectives are not met or are at risk and designate such areas as Local Air Quality

STROUD DISTRICT LOCAL PLAN

3. GENERAL POLICIES

Management Areas (LAQMA). Proposals for development will need to have regard to the local strategy and LAQMAs, once these have been defined, to ensure that development does not have an adverse effect on air quality in these areas.

3.3.5. Where appropriate, noise generating developments should be sited in locations which avoid the possibility of creating any noise disturbance. In all cases, steps should be taken to minimise the impact of noise through sound insulation measures.

3.3.6. Certain substances defined under The Planning (Hazardous Substances) Regulations 1992 are considered to be a risk to public health or safety due to their toxic, reactive or explosive nature. The Planning (Hazardous Substances) Act 1990 explains the procedures for consulting on, and determining applications for, hazardous installations. Proposals for the expansion of existing, or provision of new, hazardous installations will be subject to stringent planning controls to ensure that there is no harm to the environment, or unacceptable risk to public health or safety. With regard to public health and safety, the type and proximity of adjacent land uses will be an important consideration. The District Council will consult the Health and Safety Executive (HSE) and the Environment Agency when considering proposals for hazardous installations.

3.3.7. In addition, the existence of a hazardous installation is a material consideration when determining development proposals which are in the vicinity of that installation. The HSE has identified consultation zones around hazardous installations to prevent inappropriate development which could, potentially, result in a risk to public health or safety. Land use within these consultation zones will be controlled in accordance with specific risk criteria. Thus, the District Council will consult the HSE and Environment Agency when considering proposals for development which are in the vicinity of hazardous installations.

POLICY GE2

Permission will not be granted for any development that is likely to create unacceptable atmospheric or environmental pollution to water, land or air.

3.3.8. As well as ensuring that new polluting uses are not permitted, it is also important to ensure that new noise sensitive development is not located within areas of existing unacceptable noise. Noise-sensitive development includes development such as housing, hospitals, schools and community facilities such as libraries. Where relevant, the noise standards set out in PPG24: Planning and Noise (1994), will be applied, and compliance with them will be a material consideration in assessing proposed development.

POLICY GE3

Permission will not be granted for noise sensitive development in locations where it would be subject to unacceptable noise levels.

3.4 Flooding

3.4.1. Flood plains are the generally flat areas adjacent to a watercourse, tidal length of a river or the sea where water flows in times of flood or would flow but for the presence of defences. Development in such areas can reduce the storage capacity of the floodplain, impede the flow of water, increase the risk of flooding elsewhere and put life and property at risk. These areas also make an important contribution to the operation of the ecosystem by sustaining species and habitats dependent on seasonal flooding.

3.4.2. The Environment Agency provides advice on flooding issues and produces indicative flood plain maps for stretches of watercourses where such information is available. The Environment Agency should therefore be consulted by developers, before submitting a scheme where proposals fall within, or will drain to, areas where development could contribute to flooding problems. For all such proposals an appropriate flood risk assessment (FRA), as set out in Planning Policy Guidance Note 25 "Development and Flood Risk" (Appendix F), must be carried out by the developer. The FRA will identify the likely frequency and impact of flooding, taking into account the adequacy of flood defences, the effect the development will have both on and off site and an assessment of the impact of climate change. When a planning application is received, where development could contribute to flooding problems, the District

STROUD DISTRICT LOCAL PLAN

3. GENERAL POLICIES

Council will consult the Environment Agency, and the FRA will inform the planning decision and may identify appropriate design and mitigation measures.

3.4.3. PPG 25 sets out that local planning authorities should apply a risk-based approach to their decisions through the application of a sequential test. Three zones are identified according to degree of flood risk, ranging from little or no risk, through to sites at high risk. Within the high risk flood zone there are 3 sub-divisions: functional flood plain, undeveloped and sparsely developed areas, and developed areas. Within high risk areas, the functional flood plain is defined as the unobstructed or active areas where water regularly flows in times of flood. Built development in such areas should be wholly exceptional and limited to essential transport and utilities infrastructure that has to be there. Built development should also be exceptional in undeveloped or sparsely developed areas unless that particular location is essential. In developed areas, there may be more scope for development provided that the appropriate minimum standard of flood defence can be maintained for the lifetime of the development.

3.4.4. Where flood defences and related engineering works are proposed, the developer should ensure that recognised ecological, geomorphological, archaeological, landscape and recreational interests associated with a watercourse or the land physically or visually linked to it are fully taken into account and, where appropriate, mitigation provided. In areas at lower risk the opportunities for development are greater but measures may still be required to mitigate potential flood risk. It is important for developers to discuss their proposal with both the Council and the Environment Agency at the earliest practical opportunity to assess the risks and to identify, in appropriate cases, what design criteria are necessary to mitigate flood risk problems. In all cases where the FRA reveals that mitigation works are necessary, these must be incorporated within the development itself, or at least be capable of being secured through conditions or a planning obligation. Where additional flood defences, other mitigation works or warning measures are required, they must be fully funded by the developer including on-going maintenance through a dedicated sum as

advised in PPG25. In formulating development proposals or mitigation measures, a minimum access strip of 8 metres on main rivers and 5 metres on ordinary watercourses should be provided for the purposes of maintenance and emergency access. Any measures will take account of Sustainable Drainage Systems (SuDS) policy matters set out in Section 8.9 of this Plan.

3.4.5. The areas of flood risk are shown on the Proposals Map, correct at May 2005. Updates indicating these areas will also be available on the Environment Agency's web site in subsequent years.

Policy GE4

Planning applications within areas at risk of flooding must be accompanied by a flood risk assessment in accordance with PPG25, Annex F. Development will be permitted where an appropriate flood risk assessment has been carried out and the proposed development meets all the following criteria:

1. There are no other reasonable options available in a lower risk zone.
2. It will not itself be at unacceptable risk from flooding and will not increase the risk of flooding to third parties within the floodplain or in adjoining areas, so that the risk to human life and property is acceptable.
3. Provision is made for a minimum access strip of 8m on main rivers and 5m on ordinary watercourses.
4. Existing flood defences and other existing or potential flood alleviation measures are adequately safeguarded.
5. It would not result in extensive culverting.
6. Where additional flood defences, other mitigation works or warning measures are required, provision is made for them to be fully funded, including adequate provision for ongoing maintenance through an appropriate dedicated commuted sum.
7. The proposal does not involve significant and unsustainable additional flood defences in undeveloped or sparsely developed areas or within the functional floodplain.

STROUD DISTRICT LOCAL PLAN

3. GENERAL POLICIES

3.5. Highway Safety

3.5.1. Most highway related issues are dealt with in the Transport chapter of this Plan. However, highway safety is another material planning consideration which should be taken into account when dealing with any proposal for development, and it is therefore appropriate to include a policy. Again, the likely severity of any effect on highway safety will vary from proposal to proposal, and upon its location. It is also important to note that highway safety, as expressed in Policy GE5, includes the safety of all users of highways and public rights of way (PROW), including pedestrians, cyclists and horse riders, as well as the drivers and passengers of private cars, motorcycles, goods vehicles and buses. When considering the effect any development proposal has on highway safety, this will always have to be compared against the effect an existing authorised use already has, or would have. In applying this policy, the Council would take into account any mitigating measures that would overcome highway safety concerns and these would be secured through the use of Section 106 agreements or planning conditions.

POLICY GE5

Permission will not be granted for any development that would be likely to be detrimental to the highway safety of any user of any highway or public right of way.

3.6. Contaminated Land

3.6.1. The reuse of previously developed land is one of the main objectives of sustainable development. However, many previously developed sites have given rise to historic ground contamination. Sites that are most likely to suffer from ground contamination include those that have previously accommodated industrial activity or have been subject to landfill. Contamination can pose a threat to the health of prospective users of a site and can also harm the wider environment if the development itself results in the release of contaminants through land disturbance. Although few sites are so badly contaminated they cannot be used at all, the extent and nature of the contamination may limit the range of potential future uses. Likewise, it is acknowledged that the costs associated with the

remediation of contaminated land can influence the viability of any development proposal on that land. In an attempt to address this issue, the Urban White Paper 2000 makes reference to a number of new initiatives relating to the cleaning up of contaminated land. The District Council recognises the contribution previously developed land can make towards more sustainable patterns of development, but it also recognises that this objective needs to be evaluated against the risks of developing contaminated land. The District Council will encourage the redevelopment of appropriate contaminated sites, provided there is no unacceptable risk to human health or the environment.

POLICY GE6

Development proposals affecting contaminated land will be permitted provided that appropriate remedial measures are taken to ensure that there is no unacceptable risk of harm to human health and the environment.

3.6.2. Paragraph 23 of Planning Policy Statement 23: Planning and Pollution Control states "The LPA should satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and subsequent management measures to deal with unacceptable risks, including those covered by Part IIA of the EPA 1990. Intending developers should be able to assure LPAs they have the expertise, or access to it, to make such assessments". Where it is known or suspected that land is contaminated, the District Council will require the developer to undertake a detailed site survey to provide information on the extent, nature and location of the contamination present, together with suitable mitigation measures. The District Council will consult pollution control agencies, such as the Environment Agency, when evaluating any development proposal which involves contaminated land. If remedial measures are required, the District Council will consider the use of planning conditions and/or obligations to ensure necessary remedial measures are undertaken prior to the commencement of the development. On assessing the need for remedial works, the District Council will also take into account the proposed future use of the site.

3.7 Service Amenities and Infrastructure requirements for development.

3.7.1 It is a principle of good planning that new development should provide the necessary infrastructure, including services and amenities, needed to provide necessary statutory services. This is a material consideration in determining planning applications. Policy principles and implementation will be consistent with Circular 05/05 - Planning Obligations. An explicit assessment must be made of infrastructure requirements arising from the development and how these should be met. Such provision is a key element in the quality of life of new and existing residents.

POLICY GE7

Where development is acceptable in principle under the policies of this plan, development proposals will be expected to have regard to existing levels of infrastructure, services and amenities.

Where development gives rise to the need for the provision of new or extended public and community services, the Council will assess the nature and extent of planning obligations required as a result of new development in accordance with National Planning Guidance.

Planning Permission will not be granted until the Planning Authority is satisfied, by imposing conditions, or where these are not appropriate or adequate, by seeking a legal agreement, that an appropriate level of infrastructure, services and amenities required as a consequence of and directly related to, the development is capable of being, and will be, provided within the timescale of the proposed development and in accordance with an agreed phasing programme.

**STROUD DISTRICT LOCAL PLAN
3. GENERAL POLICIES**

STROUD DISTRICT LOCAL PLAN

4. EMPLOYMENT AND TOURISM

4.1. Introduction

4.1.1. Stroud District Council is committed to help build the economic prosperity of the District as a key corporate aim. Under this key aim, a number of broad initiatives are indicated that will contribute to its achievement. These initiatives are integral parts of the preparation and implementation of a variety of Council policy documents including the Local Plan and the strategies covering economic development, town centre regeneration, tourism and cultural development. The Council works alongside many partners in striving to achieve this aim including Gloucestershire County Council, Gloucestershire Rural Community Council, Gloucestershire First, The Link Group and Stroud College.

4.1.2. This chapter deals with the land-use elements of that aim. In particular it deals with employment land issues and the role of tourism. In this Plan the term 'employment land' means land that provides for jobs in the business use, light industrial use, general industrial use and storage/distribution use categories as defined in the Use Classes Order 2005 as B1, B2 and B8 uses respectively together with "Sui Generis" industrial uses. It is these uses that are central to the functioning of the District's economy. However, it is recognised that other activities, for example, retailing, are significant employment generators and this is reflected elsewhere in the Plan.

4.1.3. The Council recognises the important role of tourism as a present and future generator of income and employment in the District. Tourism is a valuable economic benefit to the District. The Council has adopted a proactive approach to tourism development in its Tourism Strategy. However, such development needs to be carefully balanced against environmental issues. The Council therefore supports the concept of 'sustainable tourism'; i.e. *'seeking a harmony between the needs of the visitor, the place and the host community'*¹¹. Land-use policies relevant to the tourism potential of the District are included in this chapter in recognition of its impact on the local economy.

4.2. Objectives

4.2.1. Employment policy in the District is guided by the following objectives derived from the overall aim of 'enabling the economic prosperity of the District':-

1. To maintain and enhance the economic diversity and vitality of the District.
2. To increase rural employment opportunities.
3. To allocate employment land (in accordance with Gloucestershire Structure Plan requirements) for local businesses to expand and new firms to start up.
4. To protect and improve existing key industrial areas.
5. To ensure employment uses have good public accessibility.
6. To minimise any adverse effects of necessary development for employment on the community or environment.
7. To enable the growth of sustainable tourism.

4.3. The District's Economy

4.3.1. As of January 2005, Stroud District had an unemployment rate of 1.3%, below the County average of 1.6% and the regional (1.5%) and national averages (2.4%). As a result, the area does not qualify for assisted area funds from the UK Government or EU.

4.3.2. The lack of external funding limits the economic development activities that can be carried out in the District. Therefore it is essential that available resources contribute to widening the economic base, focusing on particular needs and helping to ensure that all sections of the community benefit. The underlying unemployment rate hides particular areas of disadvantage:-

- Some localities within wards have particular indicators of deprivation, notably around Stroud, Dursley and Cam where long term unemployment makes up over 20% of total unemployed claimants.
- At £409.88, average gross weekly pay in Stroud is above the County average of £391. However, Stroud lags behind the more affluent Cheltenham and Cotswold districts in terms of earnings.

¹¹ Source: *Maintaining the Balance – Government Task Force Report 1991*

STROUD DISTRICT LOCAL PLAN

4. EMPLOYMENT AND TOURISM

- Stroud and Dursley have suffered a decline in investment resulting in vacant shops and reduced numbers of people visiting the towns. However, Stroud's stock of 4,460 VAT registered businesses increased by 60 businesses in 2003, at a rate (1.35%) twice the County average (0.66%).
- Some rural parts of the District suffer specific problems relating to accessible transport, child care facilities and business services.

4.3.3. Over the period 1998 – 2003 employment grew by 5.7% in Stroud compared with 9.6% in Gloucestershire, 10.3% in the South West and 5.6% in Great Britain. Its former strength in the engineering/manufacturing sector has declined but it still performs better than nationally. The higher proportion of jobs reflects the historical association with this form of employment within the District.

4.3.4. The proportion of jobs and slower growth in the service sector indicates, amongst other factors, the influence that major centres such as Cheltenham, Gloucester and Bristol, have on the District. These centres attract commuting workers from across the District leading to a lessening of the self-containment of the District. Travel to work patterns from the 2001 Census indicate that only 64% and 51% of trips remained within the Stroud Valleys and the South Vale (based on Dursley and Cam) respectively. With the increasing influence of the major centres, relatively little new recent employment provision in the District and losses of small scale businesses, it is reasonable to conclude that out-commuting to alternative employment locations outside the District remains a problem in delivering sustainable communities.

4.4. Central Government Advice

4.4.1. This is contained in a number of relevant Planning Policy Guidance Notes.

4.4.2. PPG4: Industrial and Commercial Development and Small Firms 1992 encourages Local Plans to assist and stimulate the process of economic growth and regeneration in both urban and rural areas. It advises that Local Plan policies should:-

- provide for choice, flexibility and competition;
- be realistic in their assessment of the needs of industry;
- ensure the availability of sufficient land readily capable of development that is well served by infrastructure; and
- ensure a variety of sites is available to meet differing needs.

4.4.3. Locational policy should take account of the opportunities available to:-

- optimise use of existing sites, especially in urban areas;
- reduce the length and number of trips by car;
- place industry and commerce in residential areas without causing unacceptable disturbance;
- encourage new development in locations that can be served by more energy efficient modes of transport;
- discourage development that would unacceptably add to congestion; and
- sustain the rural economy.

4.4.4. PPS7: Sustainable Development in Rural Areas 2004 encourages rural enterprise in a sustainable manner while seeking to safeguard the best features of the countryside. It advocates diversification of the rural economy and acknowledges that a wider range of businesses could be accommodated in the countryside without causing unacceptable harm. The re-use of existing buildings is advocated where the conditions are appropriate.

4.4.5. PPS6: Planning for Town Centres continues to guide major generators of travel such as offices and retail facilities to existing town centres. Investment and diversification of uses in town centres, including employment uses, is encouraged to improve vitality and viability. Land for industry should be protected where it can be shown that redevelopment to other uses will restrict the range and quality of industrial sites available.

4.4.6. PPS12: Local Development Frameworks and its companion guide advises Local Authorities to consider a range of economic factors in preparing planning policies and to take account of regional and strategic economic strategies. These factors include the availability

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and use of buildings, the requirement of existing businesses and inward investors, rates of new business formation, enquiries about sites and accommodation, sectoral analysis and skills audits.

4.4.7. PPG13: Transport 2002 reinforces the need for good accessibility to employment, particularly by public transport, cycling and walking. In general it advocates the concentration of development at urban centres, main settlements and rural service centres, well served by good public transport, pedestrian and cycling networks. Preferred areas for B1 uses, including offices, should be identified in Plans. Policies in Plans should promote sustainable transport choices and reduce the need for travel, especially by car.

4.4.8. PPG21: Tourism 1992 outlines the economic significance of tourism and its impact on land-use planning. Local Plans should:-

- include provision for tourism if appropriate to their area;
- protect the environmental qualities that are important to tourism; and
- utilise tourism as an element of urban regeneration.

4.5. Gloucestershire County Structure Plan

4.5.1. The adopted Structure Plan suggests a distribution of employment land across the County derived from employment land requirements that are based upon theoretical considerations and broad assumptions. As a result, the County has made allocations of land to each District that are indicative only. For Stroud a figure of about 100 hectares of employment land is indicated.

4.5.2. The Plan states that priority for employment land provision is within the Principal Urban Area of Gloucester. In relation to Stroud District the nearest key strategic employment sites are at Quedgeley (Gloucester City) and Brockworth (Tewkesbury Borough), both areas bordering Stroud District's boundary. Outside the PUA of Gloucester employment development servicing the needs of the District is mostly directed to Stroud and Stonehouse. Development in other settlements should only be

allowed in accordance with the Adopted Gloucestershire Structure Plan Policies S1-S7. In general, employment provision should relate well to housing, commercial, leisure and community facilities and where there are opportunities to maximise the use of public transport. That is, it should serve the main urban areas.

4.5.3. Most B1 (business development) should be located in the main towns of the District, whilst B8 (storage and distribution) should be located to be readily accessible from primary transport routes and facilities. Scope is given to protect land in employment use where its loss would limit the range and quality of employment sites available.

4.5.4. Small scale rural development for employment uses can assist diversification of the rural economy. Subject to its environmental impact, such development may be supported in or adjacent to villages with an adequate range of community facilities and public transport service.

4.6. Local Plan Strategy

4.6.1. In addition to the preceding contextual material, other work is of relevance to this chapter. A review has been undertaken of the allocations contained in the SDLP Deposit Version 1994 and of the commitments for employment land. This reveals the extent of employment land available for development at 1 April 2004.

Table 4.1: Employment Land Supply at 1 April 2004

	ha.
Structure Plan Requirement	about 100
Land developed 1.1.91 - 31.3.04	35.16
Commitments at 1.04.04 (planning consents)	36.18
Shortfall	28.66
Losses to 31.3.04	20.43
Total Shortfall	about 49.09

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4.6.2. A number of sites considered in this review have been 'available' for a considerable time. In particular about 18 hectares of land at Sharpness has been allocated since the mid 1980s. The lack of any real success in attracting industry to this area brings into question the suitability to the market of this area for employment use. However, the port of Sharpness shows signs of recovery following its privatisation. It is not desirable to undermine the potential of the port's growth by de-allocating sites for employment use at this time, particularly with the increasing focus on alternative modes of transporting freight within the country. Sharpness is especially well located having rail and canal connections linked to the port operation.

4.6.3. This points to a need to provide a greater choice of sites to the market if the Stroud economy is to continue to flourish.

4.6.4. A study of business land and premises in the District published in November 1995 provides important information for the Local Plan Strategy:-

- Allocations of employment land made in the previous Local Plan are unlikely to satisfy future needs of firms expressing a need/desire to expand.
- New land should be allocated to protect and enhance the diversity of the local economy and to retain manufacturing businesses. This land needs to be distributed through the District so businesses can relocate locally and to meet sustainability objectives.
- Land is required for a range of types of premises.
- Out commuting is a stronger feature of the South Vale part of the District.
- Quality of business land and premises is often more important than location.

4.6.5. A rural employment study examining the nature and scale of rural employment in the District was undertaken for the Council in September 1997. This highlighted the benefits of rural employment to local areas and the need to ensure a positive commitment to sustainable rural economic development. It suggested some basic decisions were needed to:-

- define clearly the rural area for employment

policy purposes and the role of the AONB within this;

- relate rural employment provision to the settlement strategy; and
- make closer links in the range of policies relating to rural diversification.

4.6.6. A number of policy initiatives to promote diversification and the strengthening of the rural economy were suggested:-

- relax protection of existing industrial areas in the main built up areas;
- retain small scale employment sites in the rural areas;
- update criteria for re-use of rural buildings to reflect the previous PPG7 and the current PPS7 guidance;
- incorporate a policy on farm based diversification; and
- consider controlling farm shops where they compete with village shops.

4.6.7. Where appropriate, policy stances have been devised drawn from these recommendations and are included in this chapter and other relevant parts of the Plan.

4.6.8. A review of existing employment sites is being undertaken to assess their continued usefulness in meeting employment land needs in the future. Some sites may have latent development potential either through clearance and subsequent redevelopment for alternative uses or through enhancing the quality of the site through better accessibility and environmental improvement. This may lead to getting better value out of existing sites for employment or other uses. On the other hand, if sites are shown to be unviable they may be lost, thus leading to the need to identify alternative employment land.

4.6.9. Drawing on the above, the Local Plan strategy for supporting and developing the Stroud District economy is:-

- to provide an adequate supply of employment land to meet the needs of the resident workforce and be in locations that are attractive to employers;
- to ensure that new employment developments are genuinely accessible by public transport, cycling and walking, in

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order both to promote sustainability and to provide employment opportunities to people without access to a car;

- to ensure that the majority of B8 employment land and land for other development generating significant heavy goods vehicle traffic is located with good access to main transport corridors and facilities, (particularly rail and canal), thus reducing the impact of HGVs on the environment and communities;
- to protect the existing economic base by ensuring sites occupied by important employment uses are protected from other forms of development;
- to provide a range of sites in size and nature to accommodate a wide diversity of employment uses;
- to maximise the use of existing vacant, derelict or under-used employment land as far as possible or to seek alternative provision for those uses on unviable sites thus allowing the re-development of those sites for appropriate alternative uses;
- to enable the provision of facilities and infrastructure that will assist in the growth of sustainable tourism;
- to enable the extension or intensification of use of premises for growing businesses in the District;
- to control or relocate 'bad neighbour' development to places where its adverse impact on environment and community can be avoided or minimised;
- to allow for the growth of work from home;
- to enable the diversification of the rural economy with appropriate allocations and permissions for employment uses on land well related to communities having a good level of services and facilities;
- to allow the re-use of rural buildings for employment in locations well related to communities having a good level of services and facilities; and
- to allow appropriate farm diversification projects.

Location of new employment

4.6.10. Allocations for new employment, most of which relate to the District's more urban areas, are set out in Proposal EM5. However, there may be other proposals that seek to establish businesses on land that is not identified for

employment use in this Plan. In these circumstances proposals will be judged against Policy EM1 or Policy EM2.

4.6.11. To meet sustainability objectives it is better, in general, if places of employment are in close proximity, and easily accessible by a range of modes of transport, to the workforce they employ. This is particularly the case with larger office or industrial businesses that employ many staff within a site or premises (i.e. where the employment density is high). In this context larger scale is considered to relate to developments of greater than 2,500 square metres.

4.6.12. In the case of most warehousing and distribution uses the number of employees is traditionally low relative to the size of site or premises (i.e. the employment density is low). In addition these businesses may attract larger numbers of heavy goods vehicles and are better located near to freight transport networks outside of settlements in order to reduce the potential for traffic congestion. Therefore, in the case of large scale B8 developments employing low numbers of staff it is preferable that they are located close to freight transport networks away from town and village centres. Large scale in this context is taken to be developments of greater than 2,500 square metres.

4.6.13. Transport assessments, as referred to in PPG13, will normally be required to accompany planning applications for larger employment uses to provide evidence of the suitability of their location. Green Transport Plans may also be sought from developers to improve accessibility by public transport, cycling and walking to employment premises.

4.6.14. Policy EM1 reflects the need for new employment provision with higher employment densities to be located within or adjacent to the District's main concentrations of population and hence close to the potential workforce. It is important that any new employment provision can be successfully integrated with the existing fabric of settlements and the communities they serve. Careful attention also will be paid to the assessment of new employment developments against a number of other policies in the Plan, particularly general, transport, natural and built environment policies, to secure their integration.

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4.6.15. Employment uses with lower employment densities that generate significant heavy goods vehicle movements will be encouraged to locate close to freight transport networks. The preferred routes for long distance lorry traffic are shown in the County Council's adopted lorry route hierarchy. Occasionally there may be large buildings capable of re-use for B8 uses in suitable locations. However, the Council would not wish to see HGV movements through country lanes and settlements other than along principal roads as such traffic can cause harm to character of local roads, settlements and the amenity of residents as well as damage to unsuitable roads. It is acknowledged that with the changing structure of businesses not all warehousing and distribution uses now have low employment densities. In these cases a balance will need to be struck between their location in relation to workforce and freight transport needs.

POLICY EM1

Development proposals for B1 business, B2 general industrial and B8 storage and distribution uses will be permitted within defined settlement boundaries where they can be integrated with housing, commercial, leisure and community facilities.

Large scale travel intensive uses, such as B1 (office) development, should be located in the defined settlements of Cam and Dursley, Nailsworth, Stonehouse, Stroud and Wotton-under-Edge or where they can be safely and conveniently accessed by public transport from the anticipated employee catchment area and by walking and cycling.

Large scale B8 storage and distribution uses will only be permitted where they will not lead to the increase of HGV traffic through defined settlements and they have good accessibility to, and use, one or more of:-

1. The rail network.
2. The port of Sharpness.
3. The Gloucester and Sharpness Canal.
4. The preferred routes for long distance lorry traffic.

POLICY EM2

Large scale B8 storage and distribution uses outside defined settlement boundaries will only be permitted where all the following criteria are met:

1. there is no suitable site within an allocated or protected employment area and no suitable building capable of re-use within the locality.
2. the proposal would not cause significant harm to the appearance or character of the countryside or to the amenities of local residents.
3. They have good accessibility to, and use one or more of:
 - 1) The rail network.
 - 2) The port of Sharpness.
 - 3) The Gloucester and Sharpness Canal.
 - 4) The preferred routes for long distance lorry traffic.

4.7. Employment Land Protection

4.7.1. The loss of employment land in the towns and villages of the District is undesirable in so far as it may lead to the loss of employment opportunities. The District is currently a net exporter of labour to other areas. This, in combination with a high level of car ownership, leads to extensive and undesirable car based commuting patterns. In order to assist in reducing commuting levels, it is necessary to retain a good range of employment opportunities within the District's towns and villages. However, the Council recognises that there may be instances where the removal of employment activities from a site will improve the environment locally, or satisfy other aims of this plan, for example the protection of the AONB landscape.

4.7.2. There are a large number of existing employment sites within the District that play an important role in its economy. In addition, a number of new sites that already have planning permission have not yet been developed. These are shown below as employment commitments.

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Table 4.2: Sites with Planning Permission for Employment Use at 1 April 2004

Site Name	Use	Area (ha)
Merrett's Mills, Minchinhampton	B2	0.25
Draycott Mills Industrial Estate, Cam	B1	0.33
SNFA Bearings Ltd, Charfield	B1	0.80
Bonds Mill, Stonehouse	B1	6.00
Site adjoining waste transfer station, Chapel Hill, Newport	B8	1.10
Land south of Draycott Mills, Cam	B1	1.70
Coaley Junction, Cam	B1/B2	1.44
Whiteway Hill Garage, Dursley	B2	0.27
Woodlands Farm, Clapton, Berkeley	B8	0.72
Javelin Park, Haresfield	B8	4.80
Renishaw Metrology, Kingswood	B1	13.00
Manor Printing Services Ltd, Charfield	B2	0.09
Ellis's Farm Barn, Longney	B1	0.02
Lypiatt Farm, Miserden	B8/B1	0.01
Henley Farm, Miserden	B1	0.02
Land at Old Airfield Site, Moreton Valence	B2	0.61
Gouldings of Nailsworth Ltd, Nailsworth	B8	2.00
Land adj to Lower Mills, Stonehouse	B1	3.00
Station Road Industrial Estate, Woodchester	B2	0.02
		36.18

4.7.3. A number of the existing and committed sites are regarded as key employment locations. The majority of these sites are located within or adjacent to the settlement boundaries. These have particular significance in relation to the sustainability agenda being well located in relation to the main labour market and thus able to provide good opportunities for a short journey to work. They provide a key resource for local employment and their protection helps to reduce the need to seek new greenfield opportunities for employment uses.

4.7.4 There may be circumstances where the loss of employment land is acceptable. Some employment land may no longer be suitable for that use. This is more likely to occur in older premises no longer viable for modern industrial requirements and standards. They may suffer from poor accessibility by today's standards and perhaps have environmental problems or conflict of industrial processes with more recent nearby development. These issues will need to be balanced against the importance of small employment sites as providing a low cost source of start-up premises. Proposals for redevelopment of such sites will be assessed against Policy EM4.

POLICY EM3

The key employment land listed below will be retained as areas where employment needs take precedence and where redevelopment for alternative uses or changes of use from employment use will not be permitted.

SITE	PARISH	SITE NAME
EK1	Chalford	Chalford Industrial Estate
EK2	Eastington	Meadow Mill Industrial Estate
EK3	Stonehouse	Stroudwater/Oldends Lane Industrial area
EK4	Stonehouse	Bonds Mill Industrial Estate, Bristol Road
EK5	Stonehouse	Upper Mills Industrial Estate, Bristol Road
EK6	Stonehouse	Ryeford Industrial Area
EK7	Cainscross	Dudbridge Industrial Area
EK8	Rodborough	Daniels Industrial Estate, Bath Road
EK9	Rodborough	Bath Road Industrial Estate
EK10	Stroud	Fromeside Industrial Estate, Dr Newton's Way
EK11	Stroud	Salmon Springs Industrial Estate, Painswick Road
EK12	Stroud	Stafford Mills Industrial Estate, London Road
EK13	Thrupp	Griffin Mills Industrial Estate, London Road
EK14	Thrupp	Phoenix Industrial Estate, London Road
EK15	Thrupp	Hope Mills Industrial Estate, London Road
EK16	Thrupp	Brimcombe Port Industrial Area, London Road
EK17	Woodchester	South Woodchester Industrial Area, Bath Road
EK18	Woodchester	Frogmarsh Mill Industrial Estate, Bath Road
EK19	Nailsworth	Inchbrook Industrial Estate, Bath Road
EK20	Nailsworth	Nailsworth Mill Industrial Estate, Avening Road
EK21	Nailsworth	Spring Mill Industrial Estate, Avening Road
EK22	Frampton on Severn	Frampton Industrial Estate, Bridge Road
EK23	Cam	Draycott/Middle Mill Industrial Area, High Street
EK24	Cam	Cam Mills, Everlands
EK26	Dursley	Mawdsley's, Uley Road
EK27	Wotton-under-Edge	Tabernacle Road
EK28	Wotton-under-Edge	Renishaw, Old Town
EK29	Wotton-under-Edge	Berkshire Gravure, Brookside
EK30	Kingswood	Abbey Mill Industrial Estate, Charfield Road
EK31	Kingswood	Renishaw, New Mills
EK32	Hinton	Sharpness Docks
EK33	Berkeley	Rigestate, Station Road
EK34	Hardwicke	Former MoD Site 4
EK35	Hardwicke	Former MoD Site 2
EK36	Hardwicke	Former MoD Site 6
EK37	Stroud	Lodgemore/Fromehall Mills

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4.7.5. The measurement of an adequate supply of land will take account of the amount of land available for employment use both in existing and proposed use, relative to the size of the local workforce. In allowing loss of employment land there will be a corresponding loss of work opportunities for the community that will require addressing. The Council will be looking to achieve the replacement of any lost job opportunities in order to retain a reasonable balance between population and employment. Where possible the proposal leading to lost employment opportunities should address this and come forward with proposals that compensate the loss. For example, the loss of employment land can be compensated for satisfactorily by the provision of suitable alternative new land for employment use. Where alternative land is identified it will need to be suitable for employment purposes as assessed against the criteria of relevant policy within the Plan.

POLICY EM4

Redevelopment of existing employment land not protected under Policy EM3 will be permitted where the site is no longer suitable for employment use and one or more of the following criteria are met:

1. there is an adequate supply of employment land to meet local needs without retention of the site;
2. there are demonstrable environmental and/or conservation benefits that outweigh the loss of the employment land;
3. the loss of employment land through site rationalisation leads to investment in other parts of the site resulting in increased employment generation.

4.8. Employment Land Allocation

4.8.1. New sites are allocated for employment use to meet anticipated needs up to 2011. These are in addition to those already committed through planning permissions. Some allocations are carried forward from the Local Plan, Deposit Version 1994. They are well related to either existing centres of population, existing industrial sites or new housing allocations. The sites at Sharpness continue to provide stability and potential for growth of the port. Priority will be given at these sites for employment uses that can make use of the potential for waterborne freight via the Sharpness Docks. In addition, two sites at Sharpness have been designated for potential waste management facilities by the County Council. These are identified on the Proposals Map. However, for their justification please refer to the Gloucestershire Waste Local Plan 2002-2012 (Adopted October 2004) The allocations, in combination with existing sites and commitments, provide a wide range of opportunities in both scale and nature.

4.8.2. This provides adequate choice for employers, enables improvements to the quality of provision and hence supports the growth of the Stroud economy. The sites proposed will accommodate the envisaged growth of indigenous businesses and new firms wishing to start up or establish operations in the District. Once developed they will be treated as Key Employment Sites and be afforded the same protection as those sites covered in policy EM3. Land will also be available through the release of existing sites, as firms grow and move within the District, to enable new businesses to start up.

4.8.3. It is considered very important to set out, at as early a stage as possible, the obligations that will be sought in respect of any particular development, as this provides greater certainty to all parties. The obligations listed under each allocation identify matters that the Council considers should be addressed within each development to ensure an acceptable scheme is achieved. In some cases, the exact terms of the obligation are not yet known, and these have therefore been left more general. There may also be other matters that arise in the consideration of future planning applications that cannot be identified at present, for example due to changes in Government guidance.

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PROPOSAL EM5

The following sites are allocated for employment use. The completion of a Section 106 legal agreement will be sought, or conditions used, in order to secure the provisions where listed under a site and any others that arise through consideration of planning applications that the Council considers reasonable and relevant to secure a satisfactory development.

SITE	PARISH	DESCRIPTION	HA
EA1	Cam	Land East of Draycott Mills Industrial Estate, Cam* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works, measures to improve traffic calming, public transport, pedestrian and cycle links to Cam and Dursley Rail Station and to Cam and Dursley centres. Landscaping of the site. 	11.6
EA2	Eastington	Meadow Mill, Eastington* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works, measures to improve traffic calming, public transport, pedestrian and cycle links to Stonehouse and Stroud. 	2.2
MU1	Hardwicke	Hunt's Grove, Colethrop Farm* Provisions: <ul style="list-style-type: none"> These will be sought in conjunction with the provision of residential development as listed under Proposal H1. 	5.2
EA3	Hinton	Rear of Dock Road, Sharpness Dock* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works. Contributions to provide improved public transport services to the development. 	9.2
EA4	Hinton	Land east of dock, Sharpness Dock* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works. Contributions to provide improved public transport services to the development. 	2.8
EA5	Hinton	Adjacent tidal basin, Sharpness Dock* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works. Contributions to provide improved public transport services to the development. 	4.0

EA6	Hinton	Bridge Road, Sharpness Dock* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works. Contributions to provide improved public transport services to the development. 	3.4
EA7	Kingswood	Charfield Road, Kingswood*	0.3
EA9	Stonehouse	North of Stroudwater Industrial Estate Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station. Protection of woodland and amenity areas. 	15.7
EA10	Stonehouse	Stroudwater Business Park, Phase 1 Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station. 	15.7
EA11	Stonehouse	Land adj ABB/Kent, Oldends Lane Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works including public pedestrian and cycle links to Stonehouse and Stroud. Contribution towards the re-opening of Stonehouse (Bristol line) railway station. 	1.4
EA12	Thrupp	Adj Ham Mills, Thrupp* Provisions: <ul style="list-style-type: none"> Contributions to off-site highway works and pedestrian and bus stop facilities. 	0.6
		TOTAL	57.9

* These sites may have archaeological significance and may require an archaeological evaluation at least before planning applications are determined. Prospective developers are advised to contact the County Archaeologist at an early stage in the formulation of their proposals.

4.9. Extension and Expansion of Existing Employment Uses

4.9.1. Investment by businesses within established industrial sites is supported in principle. However, in the case of industrial uses within non-industrial areas it may be appropriate to restrict further growth or consolidation of the use in order to prevent degradation of the surrounding environment. Employment proposals, for example, that give rise to unacceptable loss of amenity to adjacent or nearby residential properties or have an unacceptable impact on other sensitive land uses will not be allowed. Such instances are covered by the General Policies of the Plan (GE1 to GE7). Alternatively, new residential development near existing employment uses should be designed so as not to sterilise employment growth potential within those existing employment sites.

4.9.2. Some of the District's key employment sites are located at the edge of settlements or beyond them in the open countryside. At first sight, the growth of such an employment use may appear undesirable in terms of the potential impact on the countryside or the potential to attract car based commuters to the site. However, balanced against this, there will be occasions where the social and economic benefits of an expansion in local employment opportunities outweighs the negative effects of development. Where out-commuting is a feature of an area it may be desirable to increase the local work prospects in order to achieve a more self contained community where people have the opportunity to live and work in close proximity, thus reducing overall travel needs.

POLICY EM6

The extension, by new buildings or increased land area of existing employment uses within or adjacent to defined settlement boundaries or key employment sites will be permitted provided all of the following criteria are met:

1. the development would not appear as an intrusion into open countryside;
2. the site is capable of satisfactorily accommodating the proposed development in terms of layout, access, parking, landscaping or any other requirement of the development; and
3. the development is appropriate in scale to the locality.

4.9.3. Whilst it is recognised that the planning system cannot force people to live and work in close proximity, it can provide the opportunity to do so. In making judgements on expansion proposals for this type of site, the Council will also take into account the potential for improvements to the accessibility of such workplaces, particularly in respect of alternative modes of transport to the car. The strengths of these arguments will be closely examined against policies EM1, EM2 and TR1 when making decisions on whether growth is acceptable. Transport assessments and 'Green Transport Plans' may be required to accompany proposals for larger scale developments or those considered to have significant impacts on the transport networks.

4.10. Rural Employment Provision

4.10.1. The Council wishes to encourage the growth of businesses within the District that meet the needs of the community without unacceptable detrimental impacts on the community or environment. In particular, in the District's larger and medium sized rural settlements, there are insufficient local employment opportunities available in relation to the number of people in the workforce. This leads to commuting and contributes to an unsustainable form of development. The Council would like to see an increase in the number of local employment opportunities in these settlements through the provision of small scale industrial sites.

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4.10.2. Allocations for new employment are set out in Proposal EM5, most of which relate to the District's more urban areas. However, there may be proposals in relation to other settlements that seek to establish businesses on land that is not identified for employment use in this plan. In these circumstances proposals will be judged against Policy EM1 and EM2. Those policies establish criteria designed to ensure that new employment development is suitably located at main settlements and medium sized rural settlements, it is accessible and will not have adverse impacts on either the environment or the community.

4.10.3. Policy EM7 makes allowances for the expansion of existing employment uses in the open countryside to assist with the provision of rural employment opportunities. Proposals will only be acceptable as a last resort in circumstances where no other suitable sites exist in more sustainable locations. If a business is forced to operate from two or more sites through operation of this policy, the merits of this will be a matter for resolution through discussion and negotiation. The needs of the business will be taken into account and weighed against other planning considerations. Proposals must also be appropriate to the locality in terms of their scale and not create unacceptable impacts on the community they service, for example in terms of traffic generation or visual impact.

POLICY EM7

Development proposals for the extension, by new buildings or increased land area, of existing employment premises in the open countryside will be permitted if all the following criteria are met:

1. the development is appropriate in scale to the locality;
2. there are no suitable alternative buildings or sites within or adjacent to settlements in the area;
3. the development would improve local employment opportunities.

Farm Diversification

4.10.4. The role of the agricultural sector in the economy is declining as an employer of labour. Whilst agriculture as a land use will continue to be dominant in the countryside, the viability of many farms may depend on their ability to diversify part of their operation into other income creating land uses. Rural employment opportunities may also be created in the open countryside through farm diversification proposals. PPS7 gives guidance on the circumstances in which farm diversification may be appropriate. Policy EM8 sets out criteria for the consideration of proposals for new buildings that will accommodate such uses. If the conversion of existing farm buildings forms part of the proposals, then assessment will also be made against Policies BE16 and BE17. Similarly other new economic uses for existing buildings in rural areas will be assessed against these policies.

POLICY EM8

New buildings for farm-based enterprises will be permitted if all the following criteria are met:

1. a location in the countryside is appropriate to the business concerned;
2. the development is appropriate in scale to the locality;
3. the development would improve local employment opportunities.

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4.11. Homeworking

4.11.1. New businesses are often first formed in the home. The Council supports this enterprise in principle but is mindful of the harm that may be caused to surrounding residents or the local environment if the use outgrows the domestic environment. Provided the employment use remains ancillary to the domestic use of the property, then planning permission is not usually required.

4.11.2. Working from home has become an easier option for many professions with the growth of new technology, particularly the growth of information technology. This trend is likely to continue over the Plan period and is welcomed as perhaps one of the most sustainable forms of employment. The District is already highly attractive to home workers, particularly in the arts and crafts sectors. Home based businesses, where they do not adversely affect other residents or the environment, play a positive role in expanding the local economy in a cost and energy efficient way.

4.11.3. Unacceptable aspects of such businesses may occur where the business generates visitors, traffic, noise or fumes beyond that normal at a single residence without the ancillary use. In general B1 (light industrial) uses are most acceptable. B2 or B8 (general industrial and storage/distribution) uses will be considered on their merits but are likely to be unacceptable due to their impact on the environment or community. Where planning permission is required, the proposal will be assessed against Policy GE1.

4.12. Tourism

4.12.1. Tourism covers a wide range of activities and types of development. As part of the local economy it has significant employment and income generation benefits for the District. The Council wishes to see the local tourist industry flourish in response to market demand. At the same time it wishes to protect the special environmental qualities that attract visitors in the first place. Therefore, a balance needs to be struck that enables the development of tourist facilities whilst not unacceptably harming environmental and community interests.

4.12.2. The County Tourism Strategy 1999-2004 reviewed weaknesses in the County's tourism 'product' and identified the following specific shortfalls:

- Lack of caravan sites of a European standard.
- Shortage of low cost youth and group accommodation in the Cotswolds.
- Lack of interpretation of Gloucestershire's historic towns.

4.12.3. The Council will encourage development of activities and facilities that improve Stroud District as a tourist destination and that help to achieve the aims of protecting and enhancing the environment within the central concept of sustainable development. The District has a wealth of natural and man-made features which form the basis for development of its tourist industry. The Cotswold Hills contrast with the Severn Vale to provide a unique blend of dramatic landscape, unspoilt countryside, public access to commons and an industrial heritage typified by the canals and the former woollen mills. Existing attractions complement this in the form of The Wildfowl and Wetlands Trust at Slimbridge, Woodchester Mansion, Berkeley Castle, Prinknash Abbey, The Cotswold Way and Painswick's Rococo Garden, and the Museum in the Park in Stroud.

4.12.4. The Council is supportive of tourist developments that help to develop a network of industrial heritage attractions based on the land adjoining the canals and re-using historic buildings. These can provide suitable sites for water based activities and activities related to the heritage of the canals and its associated historic industries.

4.12.5. In considering proposals across the District, preference will be given to those that provide new facilities housing activities that emphasise the special qualities of the Stroud District, such as the physical, natural or historic heritage of the area.

4.12.6. Accommodation for tourists to the District exists in a wide range of hotels, guesthouses, bed and breakfast and self-catering accommodation. The Council is supportive of these establishments and will normally look favourably on extensions to them provided that

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they are compatible with their surroundings. New tourist accommodation will be supported provided that it meets the criteria of Policy EM9. In addition, some tourist accommodation may be provided by the re-use of buildings in the countryside. This aspect is covered by Policy BE16 which allows, among other things, limited redevelopment opportunities for small-scale tourist accommodation outside of settlements.

POLICY EM9

Development proposals that expand the range of tourist facilities and increase the tourist attraction of the District, including overnight tourist accommodation in hotels, guesthouses or bed and breakfasts will be permitted provided that:

1. visitor attractions relate to the physical, natural, cultural or historic heritage of the area;
2. they are of a scale, nature and design that will not create unacceptable visitor management problems and are compatible with the local environment;
3. there is no significant element of retail or residential development;
4. there is no adverse impact on the vitality and viability of nearby settlements.

4.12.7.A need has been identified for the provision of new small scale camping/caravan sites in the District. It is envisaged that these would accommodate up to 10 pitches on a site in line with the Council's current Tourism Strategy. They would provide a longer-stay base for visitors to the attractions of the Severn Vale and the Cotswolds and support the 'in transit' needs of holidaymakers heading to the South West. The Council is happy for this demand to be met provided that the local environment and community are protected from any adverse effects in providing a new site. Proposed sites must also be easily accessible from the primary road network and preferably avoid the need to enter into or pass through existing settlements. Proposals for residential static caravans will be treated as new residential accommodation in the countryside and will be considered against the relevant policies in the Housing chapter.

POLICY EM10

Proposals for small scale sites for holiday caravans and camping in the countryside will be permitted provided that all the following criteria are met:

1. they have good access to the principal road network and local services;
2. they are well screened from vantage points, highways and residential development and can be acceptably assimilated into the local environment;
3. adequate landscaping is provided within and around the site boundaries.

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5. HOUSING

5.1. Introduction

5.1.1. Housing is a key issue for the Local Plan and this chapter sets out the amount and location of additional housing land to be provided, together with policies that seek to control residential development both within and outside the defined urban areas and settlement boundaries.

5.2. Objectives

5.2.1. In accordance with Structure Plan policies and the Strategy set out in Chapter 2 of this Plan, and in the light of government advice in Planning Policy Guidance Notes/Statements PPS1: Delivering Sustainable Development, PPG3: Housing, PPS7: Sustainable Development in Rural Areas, and PPG13: Transport, the following are the housing objectives for this Plan.

1. To ensure that sufficient land is made available to provide for a range of dwellings in terms of location, size and density that makes the best use of land consistent with environmental considerations, and to meet Structure Plan requirements including local needs.
2. To release sites for new residential development that will support and enhance the character, setting and functioning of existing settlements or surrounding countryside and that are properly located to take account of employment, environment, infrastructure and community facilities, public transport accessibility and traffic considerations.
3. To phase the release of sites to ensure that best use is made of previously used land, and that a continuous supply of housing land is available throughout the Plan period.
4. To enable the provision of affordable housing at appropriate locations, in order to meet the needs of those people not able to compete easily in the existing housing market, and to ensure that the existing stock of affordable housing is maintained.
5. To ensure that housing development in the District is concentrated in accessible locations in or adjoining urban areas and principal settlements, and that the best use is made of land in sustainable locations.
6. To ensure that housing development in the District's rural areas meets local needs, is sustainable, and enhances the character of its surroundings.
7. To encourage the bringing into efficient use of empty and underused property, particularly close to the District's town centres.
8. To ensure that extensions to properties respect the original dwelling, and do not detract from the character of their surroundings.

5.3. Sequential Search for Housing Development Opportunities

5.3.1. The national, regional and strategic context for the search sequence is set out in Chapter 2 of the Plan – the Strategy. The following search sequence has been used for the selection of housing sites, seeking to implement that Strategy, taking into account the role and function of settlements, the results of the urban capacity study, environmental considerations and, where appropriate, local factors such as the need to support local populations or services.

- 1 Previously developed land within the Gloucester PUA at Hardwicke, the Stroud Urban Area, the Principal Settlement of Cam/Dursley, and the smaller settlements of Berkeley, Eastington, Kings Stanley, Kingswood, Leonard Stanley, Minchinhampton, Newtown/Sharpness, Painswick and Wotton-under-Edge ¹.
- 2 Land in: i) the area extending out of Gloucester PUA, ii) the Urban Area of Stroud and iii) the Principal Settlement of Cam/Dursley.
- 3 Land adjacent to: i) the Gloucester PUA, ii) the Urban Area of Stroud and iii) the Principal Settlement of Cam/Dursley.
- 4 Land in the Small Towns and Larger Villages.
- 5 Land adjacent to the Small Towns and Larger Villages
- 6 Land in other defined rural settlements

¹ Note: These urban areas were covered by the urban capacity study.

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5.3.2. However, it should not be understood from this that the housing numbers in the allocations which are made will numerically follow from this sequence. This is because there is inadequate previously developed land within the urban area extending out of Gloucester to provide any substantial allocation, and clearly the smaller settlements are only likely to justify relatively small allocations. The total amount of previously developed land which has been identified in the urban capacity study is not, in any event, sufficient to provide for the target number of new dwellings in the District. In addition there are the requirements of the adopted Gloucestershire Structure Plan Policy H4 to be met. Thus most residential development will be provided in the Gloucester PUA, in locations where employment, leisure, commercial and community facilities can be integrated and where there are opportunities to maximise the use of public transport, with priority being given (so far as Stroud District is concerned) to development in locations adjacent to or close by Gloucester, which are or can be easily and conveniently accessed by means of transport other than the private car

5.4. Housing Location Strategy

5.4.1. Site specific allocations for future housing growth in Stroud District have been made following the sequential search. The focus for growth is the Gloucester PUA. The general extent of the Gloucester PUA is defined in the Gloucestershire Structure Plan, Third Alteration. The guidance in the adopted Structure Plan Policy H4 prioritises development: *'within Gloucester and Cheltenham and then to locations adjacent or close by that are or can be easily and conveniently accessed by means of transport other than the private car.'* This principle is continued into the Third Alteration in policy SD1.

This effectively requires the first priority for any allocations in Stroud District to be adjacent to Gloucester where existing public transport may be supplemented and improved by new provision.

5.4.2. The next priority is within and then adjacent to the Stroud Urban Area. Stroud with Stonehouse and the wider area of the Stroud valleys, provide a good mix of employment, shops, services and a focus for public transport.

It is the Council's view that the most sustainable housing development should and can take place at the heart of this area, as close as possible to the town centre of Stroud. This is an important part of the District Council's strategy in encouraging and enabling the regeneration of the town centre. In the wider area of the Stroud valleys, the landscape and the character and setting of individual settlements may be compromised if this area was to take a greater proportion of development than that identified through the Local Plan allocations, especially if this were on greenfield land. Similarly, whilst part of the Urban Area, significant development at Stonehouse is unlikely to provide the same impetus to the regeneration of Stroud, being further removed from the central focus of services and public transport facilities. It is possible that it may also draw resources away from the town centre where they are most needed.

5.4.3. The settlement of Cam/Dursley forms the focus for employment and services in the southern part of the District. Thus it is identified as a Principal Settlement. As such it is capable of accommodating a reasonable level of growth consistent with character and function. Development should also support local services and the economic and social well-being of the local communities. In Cam/Dursley, housing development is allocated to previously developed sites, as close to the Dursley town centre as possible, to assist in its regeneration.

5.4.4. Finally, there are smaller settlements that play an important role as local employment and/or service centres. In many of these, shops and services are struggling to survive. The situation is worsened by decreasing household size leading to declining populations in the villages. Simply put, this means there are less people to sustain village shops and services. In addition, changing work and travel patterns have led to decreased dependency on village services and facilities.

5.4.5. The Council is concerned about the loss of employment and services in these centres. In addition, it is increasingly difficult for the indigenous population to compete in the housing market in the rural areas. Therefore, small allocations of housing development are proposed to help bolster the role of these centres. It is acknowledged that this alone will not revive vitality and viability of village services

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and facilities but that an integrated approach is necessary. It is the Council's intention that sites allocated for housing development in villages will mostly contain high levels of affordable housing to help address this problem. Scope for large scale development in these settlements is limited by landscape, topography, other environmental constraints, and particularly questions of sustainability with regard to the use of motor vehicles.

5.5. Urban Capacity Study

5.5.1. Following the publication of the Government Guidance 'Tapping the Potential' in December 2000, relating to the preparation of urban capacity studies, the Council undertook a study for the District in line with the guidance.

5.5.2. The settlements studied were: Stroud urban area, Cam and Dursley, Berkeley, Eastington, Kings Stanley, Kingswood, Leonard Stanley, Minchinhampton, Wotton-under-Edge, Newtown/Sharpness, Painswick, Whitminster, Manor Village and Chalford.

5.5.3. The Council involved the house building industry and the private development sector in the development of the methodology for the study, and the examination and market viability of potential sites.

5.5.4. The Council had already undertaken extensive work in the identification of suitable previously developed sites for allocations in its Plan and only a limited number of additional sites were identified for development within the Plan period. The allocations made in the Revised Deposit version of the Plan were also re-assessed to determine if their proposed indicative capacities were appropriate in the light of Central Government guidance on densities set out in PPG3.

5.6. Housing Land Requirements

5.6.1. The Local Plan has been drawn up within the framework of the Structure Plan, which includes the proposal that provision be made for the accommodation of about 9,400 new dwellings within Stroud District in the period 1991-2011. The 9400 new dwellings will arise from specific allocations made in the Plan and from the inevitable sites which come forward year on year, but which cannot be foreseen, and which are therefore known as 'windfalls'.

5.7. Unidentified Sites - 'Windfalls'

5.7.1. PPG3 advises that specific allowances should be made for all the different types of windfalls likely to come forward during the Plan period. Windfall sites are mostly previously developed sites (brownfield sites) that may have come forward unexpectedly for development during the Plan period and which cannot be identified for housing development in the Plan. These will include small developments such as the subdivision of existing housing to create one or more additional units or development within the garden of a house, as well as large sites such as those arising as a result of uses no longer being viable. PPG3 requires that windfall allowances should be made on the basis of examining past trends of windfalls coming forward and on the likely future windfall potential as assessed in an urban capacity study

5.7.2. A windfall allowance of an average of about 82 dwellings per annum for the remainder of the Plan period has been made. Under the plan, monitor and manage approach advocated by PPG3, windfall completions will be monitored during the Plan period to inform the phased release of residential allocations as set out in Policy HN3. The Annual Monitoring Report required under the 2004 Planning and Compulsory Purchase Act will also inform the phased release of allocations and the possible review of such allocations, especially greenfield.

5.7.3. The District Council takes the view that the allocations made within the Plan area and the allowance for windfalls, together with sites which have extant planning permission and those with a firm commitment to permission (subject to the signing of a Section 106 obligation), will ensure that an adequate supply of housing will continue to come forward during the Plan period. Phasing policy allows the review of the release of sites through the Plan period. In addition, under the 'Plan-Monitor-Manage' principle, any shortfall or surplus in provision will be amended when the Review of the Plan takes place.

5.7.4. The following table shows how the Structure Plan requirement will be met, taking these considerations into account together with completions, as at the date of adoption of the Plan.

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Table 5.1 Housing Land Provision 1991-2011

		No of Dwellings
(a)	20 Year Structure Plan Housing Requirement	9,400
(b)	Completions (1 July 1991 to 31 March 2005)	5,383
(c)	Sites with planning permission at 1 April 2005 (includes those sites not started or under construction)	1,617
(d)	Other firm commitments at 1 April 2005 (sites subject to Section 106 Legal Agreements)	237
(e)	Non committed allocations at 1 April 2005 **	1,748
(f)	Windfall Allowance	512 ***
	Total Provision = (b)+(c)+(d)+(e)+(f)	9,497
	Excess provision = (f) – (a)	97

* All figures shown as net.

** Excludes allocations committed in part or in full at 1st April 2005 (excludes 979 dwellings subject to S.106 legal agreements or with planning permission).

*** 4.25 years have been deducted from the 860 windfall allowance calculated for the period 1 January 2001 to 30 June 2011.

5.8. Housing Allocations

5.8.1. The strategy behind the location of the allocations of housing land is set out in the 'Sequential Search for Housing Development Opportunities' above. The specific allocations are now set out below. In some cases, because of the size or complexity of the proposed development, it is considered important that a development brief that has been subject to public consultation should be approved prior to any planning permission being granted. The briefs should incorporate the broad requirements for a successful development as set out in the Plan, establish the context for the site, and include a master plan. They should also address the planning obligations identified under each site. These sites are included within Proposal HN1. Other allocations, where a development brief is not considered to be essential, are dealt with in Proposal HN2.

5.8.2. It is considered very important to set out at as early a stage as possible the obligations that will be sought in respect of any particular development, as this provides greater certainty to all parties. The obligations listed under each allocation identify matters that the Council considers should be addressed within each

development to ensure an acceptable scheme is achieved and are therefore included within the relevant part of the proposals for each allocation. In some cases, the exact terms of the obligation are not yet known, and these have therefore been left more general. There may also be other matters that arise in the consideration of future planning applications that cannot be identified at present, for example, due to changes in Government guidance.

Mixed Use Development

5.8.3. The Council wishes to encourage mixed use development, down to the level of individual sites and buildings. Both in the housing allocations and other sites that come forward for development or redevelopment, for example in town centres, proposals for residential development that include the integration of other uses such as retail, commercial arts/crafts, workshops/studios, with living accommodation will be encouraged, provided proposals are compatible with other relevant policies in the Local Plan.

PROPOSAL HN1

The following sites are allocated for development in each case including residential development. Prior to the grant of any planning permission for development on any of these sites, a development brief must have been prepared and approved by the District Council. The brief should include an analysis of the site and its surroundings, establish the local context for the development of the site and include an accessibility profile of the site. The completion of a Section 106 Legal Agreement will be sought, or conditions used, for each development in order to secure the provisions listed under each site and any others that arise through consideration of planning applications that are considered reasonable and relevant to secure a satisfactory development.

Land east of the A38 at Colethrop Farm, Hardwicke (Hunt's Grove) (MU1)
(Approximately 95 hectares)

Mixed use, including residential and employment, with associated community facilities and services, including a new primary school, local shopping facilities, community centre, community offices, medical and other practices, public house and open space. The phasing of the development should ensure

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that all the infrastructure and community facilities listed under the provisions are built prior to, or delivered before, the completion of a significant number of houses.

Indicative capacity of 1,500 dwellings, of which 500 will be developed in this Plan period.

In addition the following provisions will be sought:

- Safeguard land for a new railway station and related facilities and contributions towards its provision.
- Ensuring, and initial subsidy of, bus services between the site and Gloucester and Stroud.
- Provision of public open space and an indoor sports facility to meet local need within the site, and their maintenance.
- Provision of a range of facilities including local shopping facilities, community centre, community offices, medical and other practices and a public house within the site, and initial subsidies towards their maintenance.
- Provision of a new primary school within the site, and contributions towards secondary education provision.
- Provision of affordable housing within the site.
- Provision of pedestrian and cycle routes within the site and contributions towards connections off-site.
- Contributions towards relevant off-site highway works.
- Contributions may be sought towards construction or improvement of the Gloucester South West Bypass.
- Provision of allotments on site.
- Provision of community composting site.
- Incorporation of the principles of best practice in sustainable building design.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hg1)

(Approximately 20 hectares)

Residential development with associated community facilities and services and public open space.

Indicative capacity of 500 dwellings within Stroud District.

In relation to the overall development site, incorporating land within both Tewkesbury

Borough and Stroud District the following provisions will be sought:

- Ensuring, an initial subsidy of, bus services between the site and Gloucester and Cheltenham.
- Maintenance of public open spaces.
- Initial subsidies towards maintenance of local shopping, recreation and community facilities.
- Provision of new infant and junior schools and contributions towards secondary education provision.
- Contributions towards off-site highway works.
- Provision of pedestrian and cycle routes within the site and contributions towards connections off-site.

Land at Ebley Wharf, Westward Road, Ebley (MU2)

(Approximately 8.2 hectares)

Mixed use of residential including affordable housing, employment, local neighbourhood retail unit, public house, community facilities and public open space incorporating the conversion of existing buildings and new development.

Indicative capacity of 120 dwellings.

In addition the following provisions will be sought:

- Substantial contributions towards the reopening of the Stroudwater canal within and adjacent to the site.
- Improvements to existing accesses and contributions towards off-site highway works.
- Maintenance of public open space within the site. Contributions towards off-site public outdoor playspace provision.
- Contributions towards improved public transport facilities.
- Contributions towards primary and secondary education.

Land at Lister Petter, Cam, Dursley (MU3)

(Approximately 35.9 hectares)

Mixed use, of residential including affordable housing, employment for at least 1000 jobs and public open space focussed on the previously developed parts of the site, including the conversion of existing buildings and new development.

Indicative capacity of 600 dwellings.

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In addition the following provisions will be sought:-

- Construction of a vehicular link through the site from Kingshill Lane to Long Street to enable connection with a vehicular link through the Bymacks site (Proposal MU4) at Long Street.
- Contributions towards off-site highway works and traffic management measures including improvements to links for pedestrians and cyclists to Dursley town centre and to Cam and Dursley railway station.
- Provision of public open space and outdoor play space in accordance with Policy RL5.
- Contributions towards primary and secondary education.
- Retention of existing and provision of new strategic landscaping around and within the site, and its maintenance.
- Contributions to community facilities.
- Incorporation of the principles of best practice in sustainable building design and construction.

Land at Bymacks, Long Street and Yellow Hundred Close, Dursley (MU4)
(Approximately 3.8 hectares)

Mixed use, including the conversion of existing buildings and new development, predominantly residential including affordable housing, with some employment and public open space.

Indicative capacity of 90 dwellings.

In addition the following provisions will be sought:-

- Construction of a vehicular link between Uley Road and Long Street to enable connection with a vehicular link through the Lister Petter site (Proposal MU3) at Long Street.
- Contributions towards off-site highway works.
- Provision for maintenance of public open space within the site.
- Contribution towards primary and secondary education.
- Contribution towards the improvement of existing and/or provision of new footpaths/cycleways to enable movement through the site and access to Dursley town centre.

Land at Cheapside Wharf, Stroud (MU5A)
(Approximately 5.6 hectares)

Mixed use of residential including affordable housing, public transport interchange, public car parking and town centre uses.

Indicative capacity of 140 dwellings.

In addition the following provisions will be sought:-

- Contributions towards the restoration of the Stroudwater and Thames and Severn Canal.
- Contributions towards improvements to pedestrian and cycle links from the site to the town centre and to the surrounding area via the Canal towpath.
- Contribution towards the construction of a public transport interchange.
- Contributions towards off-site highway improvements.

5.8.4. In the following section, advice is given for each site which should be reflected in both the preparation of the development brief, and the development of the site. Reference should also be had to Policies BE1, BE2 and BE3 within the Built Environment chapter, and the Council's adopted Residential Design Guide.

Land east of the A38 at Colethrop Farm, Hardwicke (Hunt's Grove) (MU1)

5.8.5a. The Council is aware of the mixed use development proposals to the north of the site at RAF Quedgeley within Gloucester City. Together, these developments will create a significant new urban expansion to the south of the city. Stroud District Council wishes, in association with Gloucester City Council, and Gloucestershire County Council to ensure that an integrated approach is taken to the overall development of this area to create largely contained and balanced new communities. The master plan and development brief, and any other relevant publications such as a design code, that will guide the development of this site will be adopted by this Council as Supplementary Planning Documents in due course. The scale of the development proposed is considered sufficient, together with the Waterwells employment site adjacent, to create a largely self-contained new community in terms of its day-to-day requirements. The site is also in proximity to the Javelin Business Park, which has planning permission for B8 use, and is also

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allocated in the Gloucestershire Waste Local Plan 2002-2012 (WLP, Adopted October 2004) as a preferred site for a strategic waste management facility. The Hunts Grove allocation itself also identifies an additional employment area of 5.2 hectares to extend the range of employment opportunities locally. Further employment opportunities will be provided with the intensification of the use of the former RAF4 Quedgeley site, immediately adjacent to Hunts Grove. A new district centre is being developed at Quedgeley, approximately 3 kilometres from Hunts Grove. The Hunts Grove scheme will also bring, or contribute to, significant benefits to the existing community in the south of Gloucester city through, for example, better social infrastructure such as leisure facilities, better public transport, and completion of the South West Bypass.

5.8.5b. **Phasing** - The development of this site should be included in the final phase of the Plan period. The capacity up to 2011 should be regarded as 500 dwellings with the remaining 1,000 developed after 2011. The completion and opening of the Gloucester South West Bypass will be necessary before any dwellings can be occupied. Phasing of the development should be addressed in the Development Framework and details will be for negotiation as part of the approval of planning applications.

5.8.5c. **Form and Layout** - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR-1998), By Design (DETR-2000) and the District Council's Residential Design Guide (2000). The development brief will determine the location and relative sizes of the residential and employment land. Given the scale of the development, the aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged on this site. The layout should promote the use of transport modes other than the car, give priority to pedestrian movement within the site and establish clear linkages to the key facilities within it. The concept of home zones should also be incorporated in this scheme, as this will assist in creating a 'people-friendly' environment. Convenient public transport and cycle links within the site and to the wider area should be provided at the earliest

opportunity to encourage the use of these modes by residents at the outset.

5.8.5d. **Density** - The density should vary through the site, and this should be reflected in the development brief. Areas of high density (up to 50 dwellings per hectare) are appropriate in the core areas of the development adjacent to the community facilities and services and at public transport nodes and along its routes. The aim should be to create interesting areas of built form, linked by substantial areas of open space, rather than large areas at a medium density (25 dwellings per hectare). A broad mix of units, in terms of household size, type and tenure, is recognised as one means of securing social mix. Housing mix should be applied within streets to encourage activity at all times and a sense of neighbourliness. The Council will expect the development to incorporate units to cater for the full range of housing needs and create a balanced community.

5.8.5e. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

5.8.5f. **Access** - The principal means of accessing the site will be from the A38 Gloucester Road, and the Waterwells development to the north. Within the site, all roads other than the main distributor road should be designed so that traffic calming is provided by narrow width, tight bends and restricted visibility, rather than by add-on features such as speed humps. Roads, footpaths and cycleways should be laid out to enable travel through the site as much as possible, and cul-de-sacs should be avoided as much as possible. Safe and convenient pedestrian and cycle routes should be provided linking the development to existing and proposed residential areas, employment areas, shops, schools and other facilities in the locality.

5.8.5g. **Transportation** - The provision of a range of alternative transport modes to the car early in the development of Hunts Grove is a key component of the scheme. Contributions will be sought to provide adequate cycle and pedestrian facilities within the site and linking to networks outside of the site. New and improved bus services, to link the site with the city centre and

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to adjoining areas where facilities are also located should be in place early in the development. This will provide alternatives to the car for new residents and also to extend the range of services available to residents of adjoining areas, thereby improving public transport overall in the south of the city. Travel between the site and Stroud is expected and bus services should be provided. It is anticipated that these services will need to be subsidised until they are commercially viable. The proposals will make provision for sufficient land for the station and related facilities, and contributions towards its construction, with the possibility of part funding from other parties. Traffic movement in and around Gloucester City is presently constrained by congestion, particularly at peak times. A South West Bypass is partially built, and when completed, (programmed for Spring 2007) will assist in allowing freer movement of traffic around and into the city. Contributions may be sought towards the completion or improvement of the Gloucester South West Bypass. This would only be in the event that the developers of the Eastchurch development derogate from their obligation to the County Council in respect of their contribution towards the completion of the Bypass or to provide additional capacity to handle traffic likely to flow from Hunts Grove. Contributions also will be sought to identified off-site highway works necessary to the development.

5.8.5h. Landscape - The landscape treatment of the site should contribute to creating a distinctive new urban form. Hunts Grove copse, Shorn Brook and the existing network of ditches and field boundaries are the most prominent features within the site, together with a number of significant trees. All of these natural features should be integrated within any development scheme as site assets. There is also a prominent ridge line in the site and development should respond positively to existing topography. Any changes to the existing topography should be sensitive to the overall landscape character of the area. Particular care needs to be taken to minimise the impact of the development on views from the Cotswold Escarpment within the AONB. Wherever possible, the nature conservation value of existing features should be protected and enhanced, and appropriate measures established for their long term management. Where possible, these features should be located within public, rather than

private land to ensure their long term survival. Hard surfacing within all public space should be considered an integral part of the site's overall concept and contribute towards the creation of a distinct new place. Public art should also be included in the development to enhance its sense of place.

5.8.5i. Archaeology - A number of significant archaeological sites are recorded at Hunt's Grove, including Prehistoric, Roman and Medieval settlements, and a Roman cemetery. The whole allocation will require detailed archaeological evaluation to determine the significance of these sites, and to identify which merit preservation in situ and which require archaeological recording in advance of development.

5.8.5j. Recreation – The development is of sufficient size to provide a full range of outdoor play facilities for its residents within the site. Public Open Space should be provided in accordance with Policy RL5 of this Plan. Facilities should include sports pitches and local play areas. Open spaces should be conveniently located to the core areas of development to allow residents to access them quickly and safely by foot or cycle, for both casual recreation and formal pursuits. Ancillary facilities such as pavilions will also be required. An indoor sports facility to cater for a range of activities should also be provided as part of the development.

5.8.5k. Community Facilities – The Council wishes Hunts Grove to provide a full range of facilities to meet residents' everyday needs and to encourage a sense of community. It is envisaged that facilities will be distributed within streets throughout the site, rather than being concentrated on one site only, as this will assist in creating a balanced community, reinforcing permeability and legibility of the site and creating a mix of uses in the principal public areas across the site. A multi-purpose community hall should be provided on the site. This building should cater for use by a range of community groups, such as local sports clubs, youth clubs, mothers' groups and elderly groups. Facilities for community cultural expression including exhibition and/or performing space should also be incorporated. It is also envisaged that other community facilities, such as meeting rooms and offices will be provided elsewhere in the development. The Citizens' Advice Bureau has advised that there is a need for an outreach

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centre in this area as a result of the scale of the development. The development will require primary school provision within it. Contributions will be sought from the development for secondary education provision. As Hunts Grove will generate more than 1,000 residents, it should include workshop/studio spaces with living space for those employed in the arts and crafts industries. Due to the nature of these activities, their distribution within streets and blocks with other uses, rather than solely being located in separate, discrete areas, is appropriate.

5.8.5l. Sustainability – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects Hunts Grove to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative - New Homes: The Environmental Standard Award. – Ecohomes; The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

5.8.5m. There is a growing emphasis from Central Government on recycling and diversion of biodegradable waste from landfill sites. The DETR has produced a Draft Waste Strategy (July 2000) which identifies revised targets for dealing with these matters, and sets targets to recycle or compost at least 25% of household waste by 2005; 30% by 2010; and 33% by 2015. One simple way of helping to achieve these targets is for new housing developments to provide a composting bin in gardens. The Plan also seeks the inclusion of a community composting site within the Hunts Grove allocation, to cater for additional green waste produced by the new residents.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hg1)

5.8.6a. This site forms part of a larger allocation within Tewkesbury Borough Council's administrative area. It is intended to produce a joint master plan and development brief for the site overall to ensure the whole area is developed in a co-ordinated manner, the necessary public facilities and services are provided, and the resultant development is cohesive and creates a balanced community. The master plan and development brief, and any other relevant publications such as a design code, will be adopted by this Council as Supplementary Planning Guidance in due course. The scale of the development proposed is considered sufficient to create a largely self-contained new community. It will also bring, or contribute to, significant benefits to the existing community through, for example, improved social infrastructure such as public transport and local leisure facilities.

5.8.6b. Phasing - The development of this site should be phased, in conjunction with the development of the adjoining land within Tewkesbury Borough. Further advice on this subject is contained within the Phasing Section later in this chapter.

5.8.6c. Form and Layout - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR-1998), By Design (DETR-2000) and the District Council's adopted Residential Design Guide (2000). The development brief will determine the location of services and facilities with the site overall. Given the scale of the development, the aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged on this site. Each phase of the site should contain a mix of unit sizes. The layout should promote the use of transport modes other than the car, give priority to pedestrian movement within the site and establish clear linkages to the key facilities within it. The concept of home zones should also be incorporated in the scheme, as this will assist in creating a 'people-friendly' environment. Convenient public transport and cycle links

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within the site and to the wider area should be provided at the earliest opportunity to encourage the use of these modes by residents at the outset.

5.8.6d. **Density** - The density should vary through the site, and this should be reflected in the development brief. Areas of high density (up to 50 dwellings per hectare) are appropriate in the core areas of the development adjacent to the community facilities and services and along public transport routes. The aim should be to create interesting areas of built form, linked by substantial areas of open space, rather than large areas at a medium density (25 dwellings per hectare). A broad mix of units, in terms of household size, type and tenure, is recognised as one means of securing social mix. Housing mix should be applied at street level to encourage activity in streets at all times and a sense of neighbourliness. The Council will expect the development to incorporate units to cater for the full range of housing needs and create a balanced community.

5.8.6e. **Affordable Housing** - In response to Regional Housing Policy Guidance issued by the Government Office and the Housing Corporation, the Council has established a Multi-District Joint Commissioning Partnership with Gloucester City Council and Tewkesbury Borough Council. The Partnership has secured Strategic Funding to provide sustainable new affordable housing to meet identified housing needs in the wider Gloucester area over the 10 year period of 2001-2011, on the major development sites where the boundaries of the three authorities meet. The Partnership has set a target of at least 25% of affordable housing, and this accords closely with the results of the Stroud District Housing Needs Survey. The Council will therefore seek at least 125 units of affordable housing within the Plan period. A variety of tenures will be required to address varying levels of affordability. There are greater opportunities to buy relatively inexpensive open market housing in the Hucclecote/Brockworth areas, and strategic demand suggests a need for at least 93 units for rent, with the remainder for subsidised low-cost home ownership, including shared ownership. The affordable housing should be distributed throughout each phase of the development and integrated within the open market housing, rather than being concentrated in discrete areas, to promote social

mix.

5.8.6f. **Access** - The principal accesses to the site should be from the adjacent Arlington site and Lobley's Drive. Access via Cranham Gate should also be provided, but viewed as a secondary link where the objective is to encourage integration of existing residents nearby with the new community. Within the site, all roads other than the main distributor road that will serve as the main public transport route should be designed so that traffic calming is provided by narrow width, tight bends and restricted visibility, rather than by add-on features such as speed humps. Roads, footpaths and cycleways should be laid out to enable travel through the site as much as possible, and culs-de-sac should be avoided. Safe and convenient pedestrian and cycle routes should be provided linking the development to facilities provided within the site, and to existing employment premises, shops, schools and other facilities beyond it.

5.8.6g. **Transportation** - The provision of a range of alternative transport modes to the car early in the development is a key component. The overall development will require the production of a Transportation Assessment that will address bus and car travel, cycling and walking. The Council will expect the development to reinforce existing, and establish, new connections to the surrounding areas, particularly for public transport, cycling and walking. Also, the site overall should have good permeability from all points to ensure cycling and walking are attractive to future residents, particularly to community facilities and services. Bus services through the site should be provided very early in the development, and it is anticipated that these will need to be subsidised initially until they are commercially viable. These should link the site with Gloucester City and Cheltenham. Contributions towards other off-site highway requirements required to facilitate the development should also be made.

5.8.6h. **Landscape** - The landscaping of the site should determine the form of the development, and not the other way round. Particular care needs to be taken to minimise the impact of the development on views from the Cotswold escarpment within the AONB. Development to the boundary of the site is not considered appropriate, and the Council will expect the edge

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of the site that abuts the AONB to be treated sensitively with lower density development, interspersed with public open space allowing views across it to the AONB from public spaces. The interface between the site and the Arlington development also requires careful treatment, and there is an opportunity to create a new public space along this edge, based on the re-opening of the culverted Wotton Brook. A buffer zone should be incorporated between the site and the adjoining SSSI, and development should be laid out in such a way as to discourage access to the SSSI.

5.8.6i. **Archaeology** - There are no recorded archaeological sites within this allocation, but there is evidence of a Roman settlement and field system to the west. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.6j. **Recreation** – The development is of sufficient size to provide a full range of outdoor play facilities for its residents within the site. Public Open Space should be provided in accordance with Policy RL5 of this Plan. Facilities should include sports pitches and local play areas,. Open spaces should be conveniently located to the core areas of the development to allow residents to access them quickly and safely by foot or cycle, for both casual recreation and formal pursuits.

5.8.6k. **Community Facilities** – The Council wishes Brockworth to provide a full range of facilities to meet residents' everyday needs and encourage a sense of community. It is envisaged these facilities will be distributed within streets and blocks throughout the site, rather than being concentrated on one site only, as this will assist in creating a balanced community, reinforcing permeability and legibility of the site and creating a mix of uses in the principal areas across the site. The development will require new two-three form entry infant and junior schools within it. The County Council has advised that it will also require contributions towards new secondary education provision off site.

5.8.6l. **Sustainability** – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects

Brockworth to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative - New Homes: The Environmental Standard Award. – Ecohomes; The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

5.8.6m. There is a growing emphasis from Central Government on recycling and diversion of biodegradable waste from landfill sites. The DETR has produced a Draft Waste Strategy (July 2000) which identifies revised targets for dealing with these matters, and sets targets to recycle or compost at least 25% of household waste by 2005; 30% by 2010; and 33% by 2015. One simple way of helping to achieve these targets is for new housing developments to provide a composting bin in gardens. The Plan also seeks the inclusion of a community composting site within the Brockworth allocation, to cater for additional green waste produced by the new residents.

Land at Ebley Wharf, Westward Road, Ebley (MU2)

5.8.7a. This site comprises a wide range of buildings and uses, and offers a genuine opportunity to provide for new housing and employment activities on a brownfield/greenfield site within the urban area. The site is also sensitive environmentally, and any redevelopment has the scope to reflect and extend the existing high quality of parts of the site throughout. The site contains seven Listed Buildings including industrial, institutional and residential properties, and is located within the Stroud Industrial Heritage and Ebley Mill Conservation Areas. The former canal, which is no longer visible on the ground passes through the site. Whilst vehicular access to the site is

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limited, the site is well served by pedestrian routes, which offer an attractive alternative to Westward Road, although these are not particularly well used.

5.8.7b. Form and Layout - Development should be concentrated in the existing and previously developed parts of the site. The garden to the National Children's Home should remain undeveloped and be laid as public amenity space and a link across the canal to the public footpaths within the meadow beyond should be provided. Any development should also include the provision of new public space in the area around Ebley Mill, the print works and along the reopened canal. The layout should give pedestrians priority over vehicles, with buildings defining spaces and subsequent road widths, rather than highway guidelines. Buildings comprising a mix of uses, including residential should be located in the eastern section of the site, and along the canal frontage, with the western section beyond the Children's Home comprising residential development. The principal site entrance at Ebley Mill is currently unsightly and out of keeping with the surrounding area due to the single storey buildings and open character of the car sales forecourt, and this entrance should be reinforced with new buildings.

5.8.7c. Density - Density should vary across the site, with higher density in the eastern section of the site and along the canal frontage, with low density development elsewhere. It is anticipated that higher density development in new buildings, of up to 4 storeys in height, will be located around the Ebley Mill and print works area to help establish the presence of a new public square in this part of the site. Principal rooms in the residential units should overlook this space. The area at the entrance to the site off Westward Road should be redeveloped with three storey buildings of domestic scale plot size and width situated close to the back of pavement to reflect and reinforce the surrounding built form. Dwellings should comprise a mix of dwelling sizes and types.

5.8.7d. Access - A Transport Assessment will be required in association with any development proposal. Vehicular access to the site is currently limited to two points off Westward Road. The first, Bridge Road, to the west of the site, has restricted visibility to the east, which would be difficult to improve upon. Bridge Road

narrows as it passes over the canal and it is therefore envisaged that only limited access to the site would be gained off Bridge Road. The principal vehicular access to the site at present is at Ebley Mill, which is currently controlled by traffic lights. This access is very open at present, due to the car sales forecourt on the west, and the low height buildings on the east side. A more appropriate built form would reduce visibility at this junction, which, if an access was retained at this point, would necessitate the retention of the signalled junction. A further option is to provide a new access to the site to the west of the current junction with Westward Road.

5.8.7e. Transportation - A development of the scale and nature envisaged will generate an increased demand and need for public transport provision. New bus stops and shelters should be provided along Westward Road close to the site to facilitate increased use of this mode of transport. Pedestrian and cycle routes within the site should be improved with the reopening of the canal. Existing public footpaths should be retained and new links provided within the site, particularly to the new public spaces, along the river and outside of the site.

5.8.7f. Landscape - The western part of the site and the area to the north of the canal are particularly well vegetated with belts of mature trees along the canal. There are also a number of specimen trees distributed throughout this section. Conversely, the north eastern section of the site has only limited tree cover, mainly along the eastern boundary and within this area. There is also a small but ecologically important vegetation block within the site by the Council's car park. The layout of the development should retain and incorporate existing vegetation within the scheme, to form, for example, focal points within spaces, assist in defining areas or acting as a backdrop to the development. It is envisaged that the more dense areas of development will incorporate hard landscaping mainly with limited soft landscaping incorporating, for example, specimen trees, and informal sitting areas and street furniture within the public spaces along the canal. The public grassed space provided to the front of the children's home should be defined by new tree planting of at least standard size.

5.8.7g. Archaeology - The site includes the Stroudwater and Thames Canal. There is evidence of Medieval occupation on the adjacent

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site to the east which may extend into the allocated site. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.7h. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.7i. **Community Facilities** - The neighbourhood retail unit should provide a facility to serve the local catchment and not draw trade from beyond this area. Contributions towards education provision will be sought.

Land at Lister-Petter, Long Street, Dursley (MU3)

5.8.8a. This site presents an opportunity to provide housing and employment in close proximity to the town centre, principally on previously used land, and so assist in the regeneration of Dursley.

5.8.8b. **Form and Layout** - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR - 1998), By Design (DETR 2000) and the District Council's adopted Residential Design Guide. The development brief will determine the location and relative sizes of the residential and employment land, and public open space. Since this mixed-use allocation has now absorbed the area of land previously protected for employment use, sufficient employment land to accommodate at least 1,000 employees must be retained within the site. This approach gives

more flexibility in determining where the employment and housing land uses take place and how they interact. However new development is to be kept to previously developed parts of the site as far as possible and not all of the land indicated on the proposals map will be developed,. Therefore the development brief should also identify sub-areas for all uses and for pedestrian, cycle and highway linkages between them and to the town centre and train station. The aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Parts of the site are adjacent to or over looked by the Dursley Conservation Area and development in these parts should respect the form, layout and design in the area.

5.8.8c. In the vicinity of the Towers, denser residential development, including terraced housing, may be included on the lower slopes and should incorporate aspects of the local style of architecture to be found around the Chestals, immediately adjacent to the site and within the Conservation Area. The Towers is an attractive and dominant building in the locality, and should be retained as a focal point within this part of the site in commercial use or converted to residential use.

5.8.8d. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged within the overall site. Each phase of the site for housing should contain a mix of unit sizes.

5.8.8e. **Density** - A higher density residential development is desirable in the southern part of the site close to the town centre. The impact of provision of the Dursley Relief Road, the need to buffer development from adjacent industrial operations, the retention of existing employment uses and the provision of other open space and landscaping within the site will reduce overall density. However, a range of densities from 30 to 50 dwellings per hectare should be achievable in developed areas.

5.8.8f. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

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5.8.8g. **Access** - Primary access will be from the proposed Dursley Relief Road. The Council will expect that part of the Relief Road within the Lister-Petter site to be constructed, and the development to contribute towards its construction off site also. Only limited development may proceed ahead of a suitable access between the site and the Relief Road being provided. The impact of new traffic movements will need to be balanced against the existing situation in arriving at a suitable solution to access difficulties.

5.8.8h. **Transportation** – A transport assessment will be required in association with development proposals. Improvements to bus services and facilities to serve the area should be identified and provided. New and improved pedestrian and cycle links between the town centre, the development and towards the Cam and Dursley railway station should also be provided. The Council will expect the development to reinforce existing, and establish, new connections to the surrounding areas, particularly for public transport, cycling and walking. Also, the site overall should have good permeability from all points to ensure cycling and walking are attractive to future residents, particularly to community facilities and services.

5.8.8i. **Landscape** - The eastern slopes of the site are prominent in the landscape when viewed from Stinchcombe Hill and parts of Dursley on the higher land west of the site. It will be important to retain existing tree cover and also provide new areas of strategic planting, all of which should be in the public domain, to soften the impact of the development in the wider landscape. Careful attention should be given to integrating the development into the existing scene without dominating the views of this area. As the development will often be viewed from above, its roofscape and materials will be important considerations.

5.8.8j. The southern part of the site is well related to the town centre of Dursley and will form an integral part of the townscape. The existing boundary trees in this area are important features that should be retained as far as possible.

5.8.8k. **Archaeology** - The site lies on the periphery of the Medieval town of Dursley and may include archaeological evidence of this settlement. The southern end also lies close to

evidence of a Roman settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.8l. **Recreation** - The site will be subject to Policy RL5 in respect of public outdoor play space provision and its maintenance. Children's equipped and casual play facilities will be required within the development site. Formal amenity space will also be required, such as a 'village green' which will also assist in providing casual play space. Existing substantial areas of tree cover should form informal amenity areas.

5.8.8m. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought. The Council is aware of the need for improvements to existing facilities in the town, for example the library and for the youth facilities, and contributions towards community facilities may be sought.

5.8.8n. **Sustainability** – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects Lister Petter to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative – Ecohomes: The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

Land at Bymacks, Long Street, Dursley (MU4)

5.8.9a. **Form and Layout** - The design of this site will be greatly influenced by the alignment of the Dursley Relief Road. Its current anticipated alignment (from Uley Road to the car park

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adjacent to Bymacks' offices) would, in effect, split the site in half. The precise division of the site between housing and employment should be set out in the development brief. Land located towards the western half of the site, being in close proximity to the town centre and public transport facilities, would be more suitable for employment purposes. Any residential development within the western half of the site should be small in scale and built to a high density, once again reflecting the proximity of this area to the town centre. This development should incorporate local traditional building styles/features to create a distinctive development. This type of development could also be extended to cover areas either side of the new relief road. The conversion of the offices in Long Street, currently occupied by Bymacks could also be included. Where appropriate, development schemes should ensure that a sufficient 'buffer' is provided between residential and employment areas in the interest of amenity. The eastern half of the site would be more suited to the inclusion of some lower-density residential development, reflecting the more 'open' character of the surrounding landscape and existing pattern of residential development around Yellow Hundred Close.

5.8.9b. **Density** - Higher density residential development should be located towards the western half of the site and along the route of the new relief road. A lower density development would be more appropriate within the eastern half of the site, reflecting the existing pattern of residential built form surrounding the site and the more rural landscape setting in the adjacent areas.

5.8.9c. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

5.8.9d. **Access** - Vehicle - Vehicular access to the site will need to be obtained via the new Dursley Relief Road and, to a lesser extent, the existing Long Street and Yellow Hundred Close highways. Substantial highway improvement works, including traffic calming measures, will be necessary if access is to be gained via Yellow Hundred Close. Approximately 0.2 hectares of the site will be required to accommodate the new

relief road corridor. Contributions towards the construction of the relief road (both on-site and off-site) will be required as part of any development scheme.

Pedestrian - Movement to and from the site by means other than the private car should be encouraged. Pedestrian and cycle links to Dursley town centre should be improved as part of any development scheme, especially along Water Lane. The existing public footpaths which cross the site should be upgraded to include cycling facilities which are safely integrated with the new Dursley Relief Road.

5.8.9e. **Transportation** - No contributions will be sought due to the site's location in the town centre.

5.8.9f. **Landscape** - The eastern half of the site contains a number of mature trees, some of which are subject to a TPO. Generally the trees should be preserved in any development scheme. Views into the site from surrounding areas are relatively limited, and landscaping to address this issue is only required in the northern area of the site along the route of the River Ewelme. A 'hard boundary' is to be avoided in this more rural/open area and it may be appropriate to include a riverside footpath in this location. There should be no building or raising of ground levels within at least 5 metres of the top bank of this watercourse. Additional landscaping along the route of the new relief road will also be required for both aesthetic and noise reduction reasons. An area of open space and landscaping may also be appropriate on the steeply sloped area of land in the south-east corner of the site.

5.8.9g. **Archaeology** - The site includes an area fronting onto Long Street which lay within an area of the Medieval town of Dursley and where archaeological evidence of a Medieval settlement is likely to survive. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.9h. **Recreation** - Public outdoor playing space should be provided in accordance with Policy RL5 of the Local Plan.

5.8.9i. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate

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the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Land at Cheapside Wharf, Stroud (MU5A)

5.8.10a. **Form and Layout** - This is a complex site to redevelop, but it is also significant in the Council's aim to regenerate Stroud town centre. The site is capable of accommodating a range of uses, and the allocation is for a mixed use development incorporating residential, retail, bus/rail interchange and, car parking. In addition, other uses such as leisure and office are acceptable. Any proposal should address the primary aim of the Council which is to regenerate the town centre overall, the restoration of the canal, the difficulties of movement across the site towards the town centre, and the need to improve visually the current approaches from within the site and its vicinity to the town centre by all transport modes. Any redevelopment scheme should also respect the site's location within two conservation areas, and the Listed Buildings within it, which give the site a strong industrial emphasis. The Hill Paul building is a prominent local landmark, and any proposals brought forward should respect its dominance and the views of it in the Stroud townscape. Active frontages to the canal should be incorporated. The Council wishes new buildings to provide mixes of use within them to encourage activity in the site during the day and evening, and to maximise the site's potential in contributing to the vitality and viability of the town.

5.8.10b. **Density** - Density - A high density scheme is envisaged due to the site's location adjacent to the town centre and by the town's railway station. The capacity of residential development provided on the site will depend upon the amount of land required by the other proposed land uses, particularly the public transport interchange. The site is allocated for a minimum of 70 units but has the potential to provide for up to 140 units in total. It is probable they will take the form of flats.

5.8.10c. **Affordable Housing** – A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the

results of any review/update of local housing needs assessment.

5.8.10d. **Access** - The access to the upper part of the site should be from an improved junction at Rowcroft. Separate access can be achieved from Dr Newton's Way to the lower part of the site. Pedestrian links from within the site to the town centre should be improved by the provision of a ramped bridge over the railway line, and a new canal bridge for pedestrian and cyclists should link the two parts of the site and beyond. The towpath should also be utilised as a new pedestrian and cycle link. Pedestrian and cycle routes should be well defined and subject to natural surveillance within the site and at their linkage points with outside the site. Proposals should not compromise the ease of movement between the new development and the town centre.

5.8.10e. **Transportation** - Any development will be required to either provide a bus/rail interchange facility or not prejudice its provision. It is probable that the interchange will require the provision of parking to compensate for loss of spaces caused by the construction of the bus route and bays. Additionally, any redevelopment scheme will include improvements to the existing facilities, for example in terms of access to the railway station and associated facilities to assist in the greater use of public transport, and improvements to pedestrian and cycle routes within and directly adjacent to the site.

5.8.10f. **Landscape** - The site currently presents a poor quality environment to users of its carpark and rail facilities. The interest associated with the canalside setting and industrial heritage provides opportunities to create a new public realm of the highest quality. The point where the site links via the railway bridge to the town centre is potentially a very significant pedestrian link into Stroud, and should be designed accordingly, with a high quality route from this point to the canal corridor. The slope between the upper and lower sites and the canal, as well as the canal itself, may have some ecological value. The development should endeavour to retain and enhance any existing ecological interest on the site.

5.8.10g. **Archaeology** - The site borders the southern side of the medieval settlement of Stroud and will require an archaeological

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evaluation to determine the significance of the site.

5.8.10h. **Recreation** - The Council's survey of existing outdoor recreation facilities has highlighted that existing provision in Stroud Town is slightly below the Council's adopted standards. Given the substantial nature of other requirements in relation to this site, contributions under Policy RL5 towards off-site recreation facilities will need to be assessed against these other considerations. However, the Council is conscious of the lack of children's equipped play facilities locally and, due to the level of residential development proposed for the site, the provision of a small toddlers' play area (LAP) within the site may be appropriate subject to the final form of development and the other considerations.

5.8.10i. **Community Facilities** - A financial contribution towards education provision may be sought.

PROPOSAL HN2

The following sites are allocated for residential development. An analysis of the site and its surroundings, and the establishment of the local context for development should be undertaken prior to the formulation of any development schemes. A mix of housing types and sizes should be provided on each site, including the provision of affordable housing. Provisions will be sought in association with each site towards education, off-site highway works and off-site provision or improvement of outdoor play space if appropriate. The completion of a Section 106 Legal Agreement will be sought, or conditions used, in connection with the development of each site, in order to secure these and any other provisions listed under each site and any others that arise through consideration of planning applications that are considered reasonable and relevant to secure a satisfactory development.

Land north of Dudbridge Hill, Rodborough (Hg4)
(Approximately 2.0 hectares)
Indicative capacity of 80 dwellings.

Additional Provisions:

- Securing access to, and improvements to, the footpath/cycleway to the east of the site.
- Contribution towards bus facilities.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Former Redler's car park, Dudbridge Road, Cainscross (Hg5A)
(Approximately 0.4 hectares)
Indicative capacity of 20 dwellings.

Additional Provisions:

- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Cashes Green Hospital, Cainscross (Hg5)
(Approximately 1.4 hectares)
Indicative capacity of 40 dwellings.

Additional Provisions:

- Securing the use of the adjoining allotment site as allotments readily available to local people.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Uplands House, Springfield Road, Stroud (Hg6)
(Approximately 0.8 hectares)
Indicative capacity of 29 dwellings.

Additional Provision:

- Contribution towards improved bus facilities.

Bisley Old Road Allotments, Stroud (Hg7)
(Approximately 1.2 hectares)
Indicative capacity of 45 dwellings.

Additional Provisions:

- Contribution towards the improvement of the bus service along Bisley Old Road.
- Traffic calming measures along Bisley Old Road.

Former TA Centre, Bowbridge Lane, Stroud (Hg8)
(Approximately 0.5 hectare)
Indicative capacity of 15 dwellings.

Land at former Lansdown Kennels and Dairycrest factory, Lansdown, Stroud (Hg9)
(Approximately 2.5 hectares)
Indicative capacity of 60 dwellings.

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Additional Provisions:

- Opening up of culverted Slad Brook.
- Contribution towards improvement of existing footpath and/or provision of new cycleway to enable access to Stroud town centre.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Former Stroud Valley School, Ryeleaze Road, Stroud (Hg10)
(Approximately 0.4 hectare)
Indicative capacity of 15 dwellings.

Additional Provisions:

- Contribution towards the improvement of existing footpaths and provision of a new pedestrian crossing at Ryeleaze Road, to enable access to Stroud town centre.

Land at Bowbridge Wharf, Butterow Hill, Stroud (Hg12)
(Approximately 1.8 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- Contribution towards improvement of access to canal towpath for cyclists.

Land between Hope Mill Lane and London Road, Thrupp (Hg13)
(Approximately 0.9 hectare)
Indicative capacity of 30 dwellings.

Additional Provisions:

- Construction of a road to enable a new separate access to the Hope Mills Trading Estate.
- Provision of a footpath on Hope Mill Lane.
- Substantial landscaping along the A419 to screen the development from the road and to ameliorate noise disturbance.
- Pedestrian crossing facilities on London Road.
- A bus stop and shelter on each side of London Road near the site.

Given the substantial nature of other requirements in relation to this site, no affordable housing will be specifically required.

Stonehouse Wharf, Bristol Road, Stonehouse

(Hg15A)
(Approximately 0.6 hectare)
Indicative capacity of 20 dwellings.

Additional Provisions:

- Contribution towards the restoration of the Stroudwater Canal and the improvement of the towpath/proposed cycleway.

The Grove, Wycliffe College, Stonehouse (Hg15B)
(Approximately 0.56 hectare)
Indicative capacity of 10 dwellings.

Additional Provisions:

- Management plan for protected woodland to rear.

Garage and Plumbers Yard, Gloucester Road, Stonehouse (Hg15C)
(Approximately 0.50 hectare)
Indicative capacity of 20 dwellings.

Forest Green Rovers' Ground and adjoining land, Nympsfield Road, Nailsworth (Hg16)
(Approximately 2 hectares)
Indicative capacity of 50 dwellings.

Additional Provisions:

- Prerequisite that football club and any required college accommodation is relocated to a suitable alternative location.
- Contribution towards bus facilities.

Former Infants School, Union Street, Dursley (Hg17)
(Approximately 2.3 hectares)
Indicative capacity of 55 dwellings.

Additional Provisions:

- Contribution towards the improvement of existing and/or provision of new footpaths/cycleways to enable access to Dursley town centre.
- Provision of equipped toddlers' play space on site and contribution towards its maintenance.

Former Bakery and Builders Yard, High Street, Wotton-under-Edge (Hg18A)
(Approximately 0.48 hectare)
Indicative capacity of 25 dwellings.

Knapp Lane/Fountain Crescent, Wotton-

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under-Edge (Hg18B)
(Approximately 0.92 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- equipped toddlers' play area (LAP).

Land north-west of Spring Hill, Eastington (Hg19)
(Approximately 0.8 hectare)
Indicative capacity of 30 dwellings.

Additional Provisions:

- Contribution towards traffic calming measures along Spring Hill.

Land north of Bathleaze, Kings Stanley (Hg21)
(Approximately 0.5 hectare)
Indicative capacity of 15 dwellings.

Additional Provisions:

- Contribution towards bus facilities.

Land south of Charfield Road and north-west of Chestnut Park, Kingswood (Hg22)
(Approximately 2.2 hectares)
Indicative capacity of 50 dwellings.

Additional Provisions:

- Contribution towards bus services and facilities.
- Contribution towards cycleway provision in the area.

Land north of Bath Road and east of Grange Farm, Leonard Stanley (Hg23)
(Approximately 1.0 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- Contribution towards bus facilities.

Land to north-east of Cotswold Mead, Painswick (Hg26)
(Approximately 2.0 hectares)
Indicative capacity Nursing Home Complex together with 20 associated ancillary dwellings.

Additional Provisions:

- Extension to 30 mph speed limit.
- Street lighting.

- Provision of a full width footpath and link to north.
- Traffic calming gateway features.

Land at Cromwell Farm, Newtown/Sharpness (Hg27)
(Approximately 2 hectares)
Indicative capacity of 65 dwellings.

Additional Provisions:

- Contribution towards improved bus services.
- Provision of children's play facilities on-site and its maintenance.

5.8.11. All of the sites set out in Proposal HN2 should be the subject of a site survey and analysis prior to determining the nature of any proposal. The context will vary from site to site, and in the following section, advice is given for each site that should be reflected in its development. Where proposals do not follow the guidance given in the Form and Layout Section, the Council will expect innovative, high quality design. Reference should also be had to the Council's adopted Residential Design Guide. Where possible, surface water run-off from the allocated sites should be managed in line with Sustainable Urban Drainage principles.

5.8.12. The Council's Housing Needs Survey demonstrates a substantial and continuing need for affordable housing provision in the District. The Council will generally seek 30% of the completed units on each appropriate allocation for affordable housing purposes, or land or plots sufficient for the construction of an equivalent number of affordable housing units. The amount of affordable housing will be negotiated on the basis of housing need, the site, and market conditions at the time of application. The amount may exceed 30% in some cases, for example where there is a higher level of local need or where affordable housing may be more readily provided. The amount sought may be less than 30% where unusually high costs associated with the development, or the realisation of other planning objectives which take priority, make this not viable. Such dwellings should be integrated physically and visually within the overall development scheme to promote social mix.

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Land north of Dudbridge Hill, Rodborough (Hg4)

5.8.13a. **Form and Layout** - Development along Dudbridge Hill should be set back approximately 5 metres from the back of the pavement and should front on to the hill. This setback, combined with the fact that the western section of the site is at a higher level than Dudbridge Hill, will establish a new built form emphasis in this part of the town. Within the site, an informal layout is acceptable, with short terraces of dwellings set in an irregular pattern, fronting on to an internal loop road. This pattern of built form should reinforce speed control within the site, for example with buildings creating pinch points, restricting visibility and tight bends. Car parking should be provided either in small private courtyards behind dwellings or on-street. Due to the site's proximity to the town centre and its facilities and services, the Local Planning Authority will expect the development to provide a reduced level of car parking. The cycle/pedestrian route along the eastern boundary of the site represents a quiet area of seclusion within the town centre. The route is well vegetated with hedgerow species such as hawthorn and brambles and, at the northern part of the site, with mature trees. This habitat zone should be retained, and new buildings set back at least 5 metres from the boundary. Dwellings should front the route, or present gables to it, rather than rear gardens. The site affords extensive views out towards Selsley, and the layout should maintain these long distance vistas within the public realm.

5.8.13b. **Density** - A higher density of development is acceptable. However, a good quality layout and design is expected, with clearly defined public and private spaces within the site, and domestic privacy ensured.

5.8.13c. **Access** - Vehicular: Access should be off Dudbridge Hill, in a similar position to the present point. Within the site, the layout of the development and location of buildings should incorporate traffic calming through design, for example through narrow road widths, limited visibility and tight bends.

Pedestrian and Cycle: a new link on to the cycle/pedestrian route along the eastern boundary should be provided. It is probable that this will be located in the northern part of the site due to the difference in levels elsewhere.

5.8.13d. **Transportation** - The site is well located in terms of its accessibility to the town. The Local Authority is willing to reduce the parking requirements on the site, to increase emphasis on alternative modes of transport. In terms of public transport, a contribution will be sought towards improving associated facilities, such as bus shelters and information services. A contribution will also be sought towards improving the adjacent cycle/pedestrian link in terms of widening the surface and lighting.

5.8.13e. **Landscape** - The existing overgrown hedgerow and mature trees along the eastern boundary complement the vegetation on the opposite side of the cycle/pedestrian link along the disused railway to provide an attractive habitat. Also, within the site to the north, is a mature hedgerow comprising principally hawthorn. These landscape features should be retained within the public realm.

5.8.13f. **Archaeology** - This site was formerly the Dudbridge Brickworks. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.13g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Rodborough Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. A financial contribution will be sought in respect of the future maintenance of this facility. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.13h. **Community Facilities** - The Local Education Authority has advised that financial contributions towards education provision will be sought.

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Former Redler's Car Park, Dudbridge Road, Cainscross (Hg5A)

5.8.14a. **Form and Layout** – Due to the site's position adjacent to a major roundabout on one of the main routes into the town, frontage development along Dudbridge Road may be inappropriate. This boundary should be reinforced with a brick or stone wall to create a more pleasant living environment within the site. The site contains a Grade II Listed Building – Baytree House – and this building should be integrated within the overall scheme. The Council also wish to see the adjacent dwelling, Vale House, retained in any scheme if possible. The frontage of new dwellings should face the cottages fronting Gladfield Square that are outside the site. The new buildings should reflect the existing vernacular of red brick terraces. Some stone detailing may be appropriate. Car parking should be located in small courtyards behind houses, with a limited amount of on-street parking.

5.8.14b. **Density** – A high density development is appropriate for this site due to its location close to existing services and facilities. The development should contain a mixture of small houses and flats.

5.8.14c. **Access** – The site offers two points of access and both should be utilised as this will help create a short street within the site rather than a cul-de-sac.

5.8.14d. **Transportation** – The adjacent zebra crossing should be upgraded to a signal crossing to allow new residents easier access to adjacent facilities. Bus services in the Stroud area are currently under review and a contribution to local transport services will be sought.

5.8.14e. **Landscape** – All the existing and recently planted trees should be retained.

5.8.14f. **Archaeology** – There are no site specific archaeological issues in relation to this site.

5.8.14g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a

toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.14h. **Community Facilities** – Financial contributions towards education provision may be sought.

Cashes Green Hospital, Cainscross (Hg5)

5.8.15a. **Form and Layout** - The development of the site should be high density, comprise predominantly terraced housing, and include frontage development to Cashes Green Road. Bungalows suitable for older people should be included to address under-occupation elsewhere in the urban area.

5.8.15b. **Density** - A development capacity of about 40 units is acceptable on this site and should comprise predominantly of terraced housing.

5.8.15c. **Access** - Access will be from Cashes Green Road. The provision of a new mini-roundabout at Queen's Drive and a footpath and traffic calming along Cashes Green Road will be required.

5.8.15d. **Landscape** - New landscaping and trees to replace any trees which need to be felled to produce a satisfactory form of development will be required.

5.8.15e. **Archaeology** - There are no recorded archaeological sites on this allocation. However, evidence of Roman occupation has been found over a wide area immediately to the west and this could extend into the site. The site is an early 20th Century hospital site and the value of the standing buildings requires assessment and

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possible recording. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.15f. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However, a contribution is sought towards better associated facilities, such as bus shelters.

5.8.15g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.15h. **Community Facilities** - The allotments adjoining the site are protected by Policy RL9. It is understood that the allotments have fallen into disuse since the late 1990s, as a result of allotment holders being given notice to quit, despite a latent demand for them. The development of this site should include means to ensure that these allotments are once again available for local people. The Local Education Authority has advised that financial contributions towards education provision will also be sought.

Uplands House, Springfield Road, Stroud (Hg6)

5.8.16a. **Form and Layout** – The site is steeply sloping and the development should acknowledge this and provide housing primarily along the contours, preferably in line with the existing housing to the north. The site is close to the town centre. A high density scheme with reduced car-parking is therefore appropriate.

Care should be taken to avoid overlooking the houses adjoining the site fronting Slad Road.

5.8.16b. **Density** - A high density scheme of 35-40 dwellings per hectare is appropriate on this site.

5.8.16c. **Access** - Vehicular access to the majority of the site should be from Springfield Road. It may be possible to access any dwellings fronting Slad Road from that road. Pedestrian movement from the site direct onto Slad Road should be encouraged, either by providing a link through the site, or by linking in to the adjacent footpath network through Park Gardens.

5.8.16d. **Transportation** - A contribution towards improved public transport facilities, such as bus shelters, will be sought.

5.8.16e. **Landscape** - The trees around the edge of the site should be retained, and as many as possible of trees on the site. New landscaping and trees to replace any trees which need to be felled to produce a satisfactory form of development will be required.

5.8.16f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.16g. **Recreation** - The site will be subject to Policy RL5 in respect of public open space provision in Stroud is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.16h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision may be sought.

Bisley Old Road Allotments, Stroud (Hg7)

5.8.17a. **Form and Layout** - Frontage development along the Bisley Old Road boundary of this site should respect the rhythm/form of the existing dwellings fronting this

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road. Dwellings incorporating a high quality of design would be appropriate along this visually significant and conspicuous boundary. 'Gaps' should be included along this frontage development to allow long-distance views over the site from the Bisley Old Road. A mixture of housing types and sizes could be incorporated behind this frontage development. An opportunity exists to develop this site to incorporate sustainable design principles; for example, energy-efficient layouts and house design, landscaping and habitat provision to encourage biodiversity and appropriate community facilities.

5.8.17b. **Density** - A development capacity of approximately 45 dwellings is acceptable within this site giving an overall site density of approximately 37 dwellings per hectare. Higher density frontage development would be appropriate along the Bisley Old Road

5.8.17c. **Access** - Vehicle - Vehicular access to the eastern area of the site could be obtained via the existing highway serving Hill Top Close. The primary vehicular access to the site, however, will need to be from the Bisley Old Road. In the interests of highway safety, traffic calming measures will be required along part of Bisley Old Road. Highway access through the Stone Manor Court development to serve the south western area of the site is inadequate and should not form part of a development scheme. Pedestrian - An opportunity exists with the development of this site to improve pedestrian movement between the Stone Manor Court/Ridgemont Road area and Bisley Old Road. The accessibility of the area could be significantly improved with the provision of footpaths within the site linking the existing footpaths in the Stone Manor Court complex with the Bisley Old Road.

5.8.17d. **Transportation** - The elevated position of this site will tend to discourage pedestrian and cycle trips along Parliament Street to access the facilities and amenities within Stroud town centre. Bus services to Stroud town centre passing the site are currently inadequate and will not tend to discourage movement to and from the site by the private car. Therefore, to contributions will be sought towards the provision of additional bus services along the Bisley Old Road/Parliament Street to Stroud town centre.

5.8.17e. **Landscape** - Development along the elevated area of the southern boundary of the site should not have an overbearing impact on the dwellings immediately south of the boundary. The existing treeline along the southern boundary of the site should be retained and enhanced with additional landscaping comprising deciduous species. In addition to landscaping, a corridor of open space should be provided along this southern boundary to help relieve its linear form. This open space should be extended towards the south-eastern area of the site in order to provide a 'green visual break' within an area dominated by dwellings.

5.8.17f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.17g. **Recreation** - Any development proposal for this site will need to be assessed against Policy RL9 of the Local Plan. Current demand for the allotment land appears relatively low and an opportunity to consolidate the existing allotments should be considered in any development scheme. If required, suitable alternative allotment land, with sufficient capacity, is available close by at the existing Summer Street site. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.17h. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Former TA Centre, Bowbridge Lane, Stroud (Hg8)

5.8.18a. **Form and Layout** - The development of this site should involve the retention of the

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listed building, Field House, and its conversion to a high standard of residential. Any new development within the eastern half of the site will need to be sensitive to the setting of both the listed building within the site and the two listed cottages located immediately outside the north-eastern boundary of the site. Appropriate development within the remainder of the site would comprise a mixture of two and three bedroom units.

5.8.18b. **Density** - A development capacity of approximately 15 dwellings is envisaged within this site giving an overall site density of 29 dwellings per hectare. The application of an average density to this site will be influenced by the conversion potential of the existing listed building and the number of units it is able to accommodate.

5.8.18c. **Access** - Improvements to the southern access road to the development site and its junction with Bowbridge Lane will be required to accommodate the additional vehicular movements generated by the new development. The provision of adequate visibility splays into the site may cause some difficulty and therefore some off-site traffic calming works may be required. Pedestrian and cycle access to the site should be gained via the eastern boundary rather than the existing southern access road.

5.8.18d. **Transportation** - No contributions will be sought as the site is on an adequately served route.

5.8.18e. **Landscape** - The site contains a number of mature trees, especially along its eastern and southern boundaries. These should be retained in any development scheme to help reduce the visual impact of the development on the surrounding area. Additional landscaping of deciduous species would also be appropriate along the north-eastern boundary of the site.

5.8.18f. **Archaeology** - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.18g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand

generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.18h. **Community Facilities** – The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding current capacity.

Land at former Lansdown Kennels and Dairycrest factory, Lansdown, Stroud (Hg9)

5.8.19a. **Form and Layout** - The development should reflect the locally distinctive development in the Slad Road/Lansdown area, in terms of both layout and design of buildings. The development should take advantage of the slope in this sensitive location at the beginning of the Slad Valley. The Slad Brook at the bottom of the site should be opened up with public open space created along one side of the brook. An area of informal public open space should also be provided at the southern end of the site to help retain the openness of the landscape and safeguard biodiversity in this location.

5.8.19b. **Density** - The overall density of the site will be affected by the gradient and ground conditions of the higher slope which will mean that there will be a lower density towards the southern end of the site. The development should be concentrated near Lansdown Road. As the site is close to the town centre, reduced parking standards are applicable, which will enable high density development to be accommodated more readily.

5.8.19c. **Access** - Access should be provided via Lansdown Road. Contributions towards necessary off-site junction improvements will be sought. Pedestrian and cycle access is required to Lansdown. Pedestrian and cycle access to Belle Vue Road is desirable. In view of the steep gradient, pedestrian circulation around the site will require careful consideration. It may be appropriate to provide steps or steeply ramped paths, as in other parts of the town, as a more direct alternative to following a circuitous vehicular route.

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5.8.19d. **Transportation** - The site is within walking distance of Stroud town centre. A comprehensive Transport assessment covering the impact upon the local transport network will be required. A contribution towards the improvement of the existing footpath and/or the provision of a new cycleway will be sought to improve access to the Stroud town centre.

5.8.19e. **Landscape** - Careful consideration should be given to the landscaping of the eastern boundary with the open part of the Slad Valley. Substantial landscaping should be provided here along the re-opened Slad Brook and as part of the public open space at the southern end of the site. In these areas existing vegetation where its retention is considered to be in the interests of landscape or wildlife should be incorporated into any landscaping scheme.

5.8.19f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.19g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. In consideration of the significant on-site requirements for public open space and toddlers' play area no contributions are sought towards off-site facilities.

5.8.19h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Former Stroud Valley School, Ryeleaze Road, Stroud (Hg10)

5.8.20a. **Form and Layout** - The development of this site should involve the retention of the main school building fronting Ryeleaze Road

and its conversion to high density accommodation. The narrow, rectangular shape of this site may limit the range of development options and designs available. However, this issue can be alleviated, to some extent, if the development makes reduced provision for on-site car parking. New development towards the rear of this site should be small in scale and to a high density, reflecting the proximity of this site to Stroud town centre and the character of the surrounding residential development. The steeply sloped grassed area to the south of the site should be retained as open space and enhanced with additional landscaping.

5.8.20b. **Density** - A development capacity of approximately 15 dwellings is acceptable within this site giving an overall site density of 34 dwellings per hectare. The application of an average density to this site will be influenced by the conversion potential of the existing school building and the number of units it is able to accommodate.

5.8.20c. **Access** - Highway and pedestrian access to this site is restricted to one point off Ryeleaze Road. In its current form, vehicular access to the rear of the site via this narrow access point is very poor. Vehicular access into the site will be difficult due to topography, and off-site traffic calming measures may be required. To encourage the safe and convenient movement of pedestrians between the site and Stroud town centre, contributions towards the improvement of existing footpaths and the provision of a new pedestrian crossing at Ryeleaze Road will be required.

5.8.20d. **Landscape** - The steeply sloped grass area to the south of the site should be retained as open space and enhanced with additional landscaping. This space could be laid out as a communal garden for the new units in the converted school building.

5.8.20e. **Archaeology** - The site lies on the edge of the Medieval town of Stroud and may contain evidence of Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.20f. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is

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slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.20g. **Community Facilities** – The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding current capacity.

Land at Bowbridge Wharf, Butterow Hill, Stroud (Hg12)

5.8.21a. **Form and Layout** - Due to the narrow nature of the site and the number of mature trees the form of development is restricted. However, a high quality development similar to that across the canal and river is appropriate, perhaps with some 3 storey flat development. Dwellings close to the railway line must be considered carefully due to the possibility of noise intrusion. There will need to be a 5 metre access strip from the canal. Part of the existing built form on the site could be restored to residential use.

5.8.21b. **Density** - The narrowness of the site and mature trees mean low density overall but high density built form in the form of flats is appropriate.

5.8.21c. **Access** - Access will be from Bowbridge Lane. The access is not ideal, and should be improved as much as possible. Residential use of the site should not create levels of traffic significantly greater than the existing permitted use as a builders' yard.

5.8.21d. **Transportation** - There are relatively good bus links to the town centre which is also within 15 minutes walking distance. The Council would expect a reduction on the maximum parking standards for this site. A planning obligation for improved access to the canal towpath for cyclists, as set out in the Ebley Mill to Chalford Cycle Path feasibility study, will be sought in association with the development.

5.8.21e. **Landscape** - To allow sufficient light/sunlight into the site to create an attractive

living environment some of the trees may need to be thinned or felled. However, by locating development in the existing clearings, it should be possible to retain most trees. Care should be taken to maintain a landscape buffer from the railway line, and the majority of the canal side trees. The furthest section of the site is heavily vegetated and should be managed for its nature conservation interest.

5.8.21f. **Archaeology** - Earlier buildings, of an unknown date, are recorded on the southern part of the site. These may have been associated with the canal and an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.21g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.21h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land between Hope Mill Lane and London Road, Thrupp (Hg13)

5.8.22a. **Form and Layout** - The site is located within the Stroud Industrial Heritage Conservation Area. Housing should be laid out to enclose public spaces within the site. The public space should function as informal meeting space for residents, and car parking should not dominate it.

5.8.22b. **Density** - The development capacity of the site will be affected by the need to accommodate an extension to the Thrupp school playing field in the eastern part of the site and retain the existing vegetation along London Road where possible. Also, there is a requirement to maintain a gap of 8 metres from the bank of the River Frome. Relatively high density would be acceptable on the remainder of the site.

5.8.22c. **Access** - Access will be from the A419.

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The development will need to provide for a new separate access to the Hope Mills Trading Estate, to avoid use of the current access through the residential caravan park. As part of the development, Hope Mill Lane should be provided with a footpath or pavement.

5.8.22d. **Transportation** - There are regular bus services along London Road adjacent to the site. Improvements in the form of pedestrian crossing facilities in London Road and a new bus stop and shelter on each side of London Road near the site, will be needed to provide adequate bus waiting and pedestrian crossing facilities. Provision for cycle access to the proposed Ebley to Chalford cycle route along the canal through the residential car park should be made.

5.8.22e. **Landscape** – The existing substantial landscaping should be retained and strengthened along the A419 to screen the development from the road, and to help ameliorate noise problems. The River Frome forms the site's western boundary. The site may be important for wildlife as it is an area of semi-natural habitat adjacent to the river and may be important for otters. Any development should respect the existing character of the river and its corridor, and ensure its potential for wildlife, both existing and in the future, is retained.

5.8.22f. **Archaeology** - The site may have included a pond and a mill leat associated with Gough/Hope Mill to the south. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.22g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Thrupp Parish is significantly below the Council's adopted standard. Given the scale and nature of the other obligations sought in relation to the development of this site, and its position adjacent to an existing playing field, contributions towards recreation provision off-site will not be sought.

5.8.22h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Stonehouse Wharf (Hg15A)

5.8.23a. **Form and Layout** – Any development scheme for this site should respect the setting of the adjacent Stroudwater Canal and be consistent with its location within the Stroud Industrial Heritage Conservation Area. The development of this site should incorporate high quality canal-frontage design and a layout which helps to create a distinctive sense of place. Appropriate canal-frontage development would comprise small houses built to a high density in the form of short terraces, or blocks of two storey flats. An opportunity exists at this site to incorporate innovative and sustainable building and urban design. Although the site is narrow and linear, it should not be developed in such a way that it will result in a road-dominated design. This could be achieved by incorporating a number of 85 degree bends, variations in road form (e.g. pinch points along a generally narrow road), tight radius junctions and increasing the visual enclosure of the road in some locations through, for example, buildings or boundary walls. The road should form an attractive part of the public space of the site. The development should also include a number of well overlooked, small garage/car parking courtyards.

5.8.23b. **Density** – A development capacity of approximately 20 dwellings is proposed for this site, which equates to an overall site density of 33 dwellings per hectare.

5.8.23c. **Access** – There should be no vehicular access to the site from either the A419 Bristol Road, or Downton Road. Vehicular access to the site should be via the existing Boakes Drive residential development only. Any development scheme should ensure that pedestrians and cyclists have access to the footway/cycleway along the bridge section of Downton Road in order to access the towpath along the Stroudwater Canal. Provision to enable public access to the wharf should also be made in any development scheme, although considerations of public safety will need to be taken into account in the design. Access arrangements could be linked with the provision of public open space in the wharf area.

5.8.23d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contributions towards

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the improvement of existing bus services/facilities will be sought. However, a financial contribution will be sought towards the improvement of that part of the Stroudwater Canal and towpath/proposed cycleway adjacent to the site.

5.8.23e. **Landscape** – That part of the site fronting the Stroudwater Canal is fringed with mature Willow, Ash and Alder trees. These trees are important in landscape and nature conservation terms and should be retained in any development proposal. Similarly, the mature trees (a Sycamore, in particular) near the existing Boakes Drive development should also be retained. The buffer strip between the site and the A419 Bristol Road should be enhanced with additional planting in the interests of landscaping and residential amenity.

5.8.23f. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.23g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.23h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

The Grove, Wycliffe College, Stonehouse (Hg15B)

5.8.24a. **Form and Layout** – The site appropriate for built development correlates with the site of the former Listed Building. The area has an attractive setting, with an open aspect to the south across Wycliffe College school grounds, and views to Selsley beyond. The northern part of the site contains a protected woodland. Property frontages should face southwards to maintain the open character of the site, and high enclosures, such as boundary

walls and fences are not considered appropriate.

5.8.24b. **Density** – The extensive areas of protected vegetation across the site constraints the area for development, although a high density built form is envisaged set within an established landscape. A curved terrace, to maximise the views from the site and provide an attractive frontage in long distance views towards the site, may be appropriate.

5.8.24c. **Access** – Access should be provided via Brown's Lane and Pearcroft Road. Pedestrian improvements between the site and Horsetrough Roundabout may be required.

5.8.24d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contribution towards the improvement of existing bus services/facilities will be sought.

5.8.24e. **Landscape** – The site is heavily constrained by the Tree Preservation Orders that cover the site. A management plan should be prepared for the woodland block to the rear of the site, incorporating the enhancement of the site for wildlife purposes. Tree surgery may also be required on the other protected trees.

5.8.24f. **Archaeology** – As the site contained a former Listed Building, an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.24g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.24h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

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Garage and Plumbers' Yard, Gloucester Road, Stonehouse (Hg15c)

5.8.25a. **Form and Layout** – Development along Gloucester Road in the vicinity of the site has a strong urban character and development along this frontage and should reflect this character with terrace blocks, including elevational detailing and dormer windows. Within the site, a less formal layout is appropriate, set around a central space to be used as casual play space.

5.8.25b. **Density** – High density development is appropriate along Gloucester Road, with lower density within the site.

5.8.25c. **Access** – The development shall be served off a new access into the site overall. Traffic calming on Gloucester Road in the vicinity of the site will be required.

5.8.25d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contribution towards the improvement of existing bus services/facilities will be sought.

5.8.25e. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.25f. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.25g. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Forest Green Rovers' Ground and adjoining land, Nympsfield Road, Nailsworth (HG16)

5.8.26a. **Form and Layout** – The development should reflect its sensitive location with regard to viewpoints from the surrounding AONB. The development should also take care to protect the amenity of the existing adjacent residential development. Frontage terraced development should be provided on Nympsfield Road. A mix of dwellings should be constructed within the site, including terraced housing.

5.8.26b. **Density** – The density should vary within the site with a higher density at the northern part of the site near the Nympsfield Road.

5.8.26c. **Access** – Access should be from Nympsfield Road. A pedestrian access and cycleway should be provided from Bunting Way to Nympsfield Road at a point east of Nailsworth primary school.

5.8.26d. **Transportation** – It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.26e. **Landscape** – Significant landscaping should be provided at the southern and western end of the site.

5.8.26f. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.26g. **Recreation** – The development cannot proceed without a suitable site being found for Forest Green Rovers in or adjacent to the Stroud Valleys area, and no planning permission will be granted for the development of this site until that has been secured. The site will also need to contribute towards off-site public outdoor playspace provision, in accordance with Policy RL5.

5.8.26h. **Community Facilities** – The development cannot proceed without suitable accommodation being found for the Stroud College Art and Design campus. Financial contributions towards education provision will be sought.

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Former Infants School, Union Street, Dursley (Hg17)

5.8.27a. **Form and Layout** - The elevated and prominent position of this site will require any development to be sensitive and sympathetic to both short and long distance views into the site. The sloping northern parts of the site are particularly prominent and form an important setting to the town centre of Dursley. They should be retained as open space. Housing development should be limited to the southern part of the former school site and former factory site (approximately 1.2 hectare). A high density form of development which reflects the proximity of the site to the town centre and nearby listed buildings, would be appropriate in this area. The factory site occupies an elevated position in relation to the school site and incorporates two distinct and quite substantial changes in level of approximately 2-3 metres each. Development proposals should consider retaining 25/26 Union Street and its conversion back into residential accommodation.

5.8.27b. **Density** - A high density of 40 - 50 dwellings per hectare is suitable in the 1.2 hectare of the site proposed for development. The rest of the site should remain undeveloped.

5.8.27c. **Access** - Vehicle - The main highway access to the site will be obtained through the provision of a new access point at the junction of Union Street and Weavers Close. Pedestrian - The existing public footpath (The Slade) adjoining the southern boundary of the site should be retained and improved to encourage pedestrian movement between the site and the facilities and amenities located in Dursley town centre. A new, more direct pedestrian link between the site and Parsonage Street will be sought to encourage further this form of movement.

5.8.27d. **Transportation** - Contributions towards off site highway works will be sought.

5.8.27e. **Landscape** - Particular care needs to be taken to minimise the impact of the development on both short and long-distance views from surrounding areas. The existing rows of mature trees along the site boundaries will need to be retained and enhanced, where appropriate. The mature trees located in the southern area of the site should be retained in

any development scheme.

5.8.28f. **Archaeology** - The site lies on the periphery of the Medieval settlement of Dursley and is the site of the Union Workhouse. Although no archaeological evidence exists, a full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.28g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Dursley Town is below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. A financial contribution will be sought in respect of the future maintenance of this facility and the remaining amenity space. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.28h. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Former Bakery and Builders' Yard, High Street, Wotton-under-Edge (Hg18A)

5.8.29a **Form and Layout** - The site includes a 3- storey listed building fronting the High Street in Wotton town centre. While the upper floors may be suitable for residential conversion the existing shop unit on the ground floor of this building should be retained in A1 retail use. The development should include non-standard housing types and reflect the historic building lines and character of adjoining streets. It

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should take the form of terraces comprising 2 or 3 storey buildings incorporating a mix of flats and houses that are predominantly 1 or 2 bedroom properties. Housing should front the access road serving it and provision made for on-street or courtyard parking rather than parking within the curtilage of properties. The layout should create interest and sense of place through imaginative use of the built form to enclose and shape the public space. The architecture should be simple, using good quality locally distinctive materials. Circulation and parking areas should be designed to create high quality public space, consistent with the requirements for Home Zones. Traffic should be calmed to walking pace by devices such as change in direction, road narrowing and change of surface materials.

5.8.29b. **Density** – A capacity of 25 dwellings for this site has been identified giving an overall density in excess of 50 dwellings per hectare. The density of the site is relatively high and development should take the form of terraces comprising small units to ensure capacity can be developed without detriment to adjoining Listed Buildings and Conservation Area.

5.8.29c. **Access** – Vehicular access to the site should be from Haw Street only. This will require the demolition of the non-listed property situated adjacent to the existing access on Haw Street to achieve an acceptable access. Pedestrian and cycle access only should be provided through the site to The Chipping. This should be an attractive route encouraging use by the general public as well as non residents to improve permeability around the town centre.

5.8.29d. **Transportation** – The site is located adjacent to the town centre and relatively well served by bus services. No contributions will therefore be sought for the improvement of public transport. A reduction in the maximum parking standards is appropriate on this site due to its central location.

5.8.29e. **Landscape** – A high standard of soft and hard landscaping will be required due to the site's location within the Conservation Area, Cotswold Area of Outstanding Natural Beauty and adjoining Listed Buildings. This should include provision of tree planting in public or semi-public space, and high quality boundary treatments to the edges of public spaces, in keeping with the traditional local vernacular.

5.8.29f. **Archaeology** – The site lies on the edge of a Medieval town and may contain evidence of a Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.29g. **Recreation** – The District's survey of 'Outdoor Playing Space' has highlighted that provision in Wotton-under-Edge Town is significantly below standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.29h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Knapp Lane/Fountain Crescent, Wotton-under-Edge (Hg18B)

5.8.30a. **Form and Layout** – The development of this site will be influenced by the need to keep clear of buildings and structures a 5 metre strip alongside the minor watercourse on the south-eastern boundary of the site. Due to this requirement and the site's configuration it is anticipated that the road serving the new houses will form part of this strip and houses developed on the northern side of the road. A high standard of design will be sought due to the site's location within the Cotswold AONB.

5.8.30b. **Density** – The density of the site is below 30 but is higher than that of the adjoining residential areas. This will allow a toddler's play area to be provided on site and landscaping incorporated across the site to ensure that the Cotswold Area of Outstanding Natural Beauty is enhanced in this location.

5.8.30c. **Access** – Vehicular access should be off Fountain Crescent. Improvements to the footways at the junction of Fountain Crescent and Wortley Road will be required as part of the development. Pedestrian and cycle access should be provided off Knapp Road.

5.8.30d. **Transportation** – The scale of this development is insufficient to generate contributions to the improvement of bus services. However, a contribution towards

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improved facilities such as the provision of bus shelters will be sought.

5.8.30e. **Landscape** – The trees and hedgerows found around the boundary of the site are important features that should be retained. These should form part of wider landscaping treatment that should be provided around the site's boundary in the interests of landscaping and residential amenity.

5.8.30f. **Recreation** – The District's survey of 'Outdoor Playing Space' has highlighted that provision in Wotton-under-Edge town is significantly below the Council's adopted standard. The provision and maintenance of a toddler's play area will be required on site due to the lack of facilities nearby which can be easily and safely accessed by residents. The development should also satisfy the demand generated by its new residents and proposals will be expected to satisfy Policy RL5 in terms of contributions to off-site facilities.

5.8.30g. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north-west of Spring Hill, Eastington (Hg19)

5.8.31a. **Form and Layout** - Development on this site should demonstrate respect for a location which is on the edge of a village and adjoining an area which is predominantly rural in character which is particularly important along the Spring Hill frontage. High quality materials and design, incorporating local traditional building styles/features, should be employed to create a distinctive development.

5.8.31b. **Density** - A development capacity of approximately 30 dwellings is acceptable within this site giving an overall site density of 38 dwellings per hectare.

5.8.31c. **Access** - The south-eastern boundary of the site fronting the Spring Hill highway should form the main access point to the site. In the interests of highway safety, traffic calming measures will be required along that part of the Spring Hill highway adjacent to the development site. Improvements to the pedestrian route to

Eastington County Primary School will also be required.

5.8.31d. **Transportation** - The site is adequately served by public transport and no contributions will be sought.

5.8.31e. **Landscape** - Particular care needs to be taken to minimise the impact of the development on long-distance views from the north-east. The mature treeline along the north-eastern boundary of the site will need to be retained and enhanced where appropriate with indigenous species. A buffer zone incorporating additional landscaping and some form of open space will also be required along this boundary. A 'hard edge' to the development is to be avoided within this area of the site. Appropriate landscaping will also be required along the Spring Hill boundary of the site to respect the character of the adjacent Conservation Area.

5.8.31f. **Archaeology** - The site is within half a kilometre of sites where Prehistoric and Roman remains have been discovered and it is anticipated that similar archaeological remains may be present on this site. Archaeological evaluation will be required prior to the determination of any planning application.

5.8.31g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Eastington Parish is below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.31h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north of Bathleaze, Kings Stanley (Hg21)

5.8.32a. **Form and Layout** - A modern, innovative scheme may be suitable for this site. Care will need to be taken to protect the amenity of the properties on Gardeners Way and the mature trees which surround the site. The Environment Agency has advised that there is a watercourse along the western boundary and

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that development should be set back, with a buffer zone of at least 25 metres, to retain the valley character and the mature bankside trees.

5.8.32b. **Density** - The density will be affected by the need to protect the amenity of the properties on Gardeners Way and the need to provide a mix of sizes of dwelling including 2 bed units.

5.8.32c. **Access** - Vehicular access should be from Bathleaze. An additional pedestrian/cycle access should be made to Church Street.

5.8.32d. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.32e. **Landscape** - The existing boundary trees around the site are important features that should be retained as far as possible.

5.8.32f. **Archaeology** - The site lies within the area of the Medieval town of Kings Stanley and therefore has potential for archaeological evidence of Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.32g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Kings Stanley Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.32h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land south of Charfield Road and north-west of Chestnut Park, Kingswood (Hg22)

5.8.33a. **Form and Layout** - The development should reflect the traditional pattern and character of built form in the village. The site is visible from the Cotswolds escarpment, and the

Charfield Road part of the site lies adjacent to the Conservation Area. Therefore, it is particularly important that the site enhances the built environment in this location. The split of the site into two separate built areas will minimise the impact on long distance views and the encroachment of built form into the surrounding rural landscape.

5.8.33b. **Density** – A development capacity of 50 dwellings is acceptable between the two parts of the site. This will give a low overall density of 23 dwellings per hectare but allowing for significant landscaping within the boundaries of the site a higher net density in line with national guidance will be achieved. The density should vary within the site with the highest density toward the Charfield Road and adjacent to the northern part of Chestnut Park. Lower density provision with a landscaped buffer will be made to the southern boundary of the site.

5.8.33c. **Access** – Vehicular access should be provided from Charfield Road and Chestnut Park for each respective part of the allocation. Improved footpath provision will be required along Charfield Road and a link for pedestrian and cycle use between the two sites to link Charfield Road and Chestnut Park. The need for access to surrounding farmland via Chestnut Park should be considered.

5.8.33d. **Transportation** - Contributions to improvements to bus services and towards better associated facilities, such as bus shelters will be sought.

5.8.33e. **Landscape** – Existing planting to boundaries should be retained and enhanced. Significant planting should be included within the boundaries of the site to soften the impact of development on the surrounding rural landscape.

5.8.33f. **Archaeology** - The site lies in an area of possible Medieval activity. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.33g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Kingswood Parish is slightly above the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will

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be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site. Informal public open space should be created along the northern and southern boundaries.

5.8.33h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north of Bath Road and east of Grange Farm, Leonard Stanley (Hg23)

5.8.34a. **Form and Layout** - The development should reflect the traditional built form and character of Leonard Stanley with frontage development on to Bath Road. At least some of the development should be in the form of terraced dwellings. The 2 lime trees which are subject to a TPO near the road frontage should be safeguarded within the development and retained in the public realm. A buffer zone should be retained alongside the watercourse running across the north eastern boundary of the site.

5.8.34b. **Density** - The density on the site will be affected by the need to provide a mix of dwellings in a frontage development with some 2 bed dwellings. The site should accommodate approximately 25 dwellings.

5.8.34c. **Access** - Access will be from Bath Road and improved footpath provision will be required. together with a pedestrian crossing facility across Bath Road.

5.8.34d. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters. Also, off-site highway works will be required in association with this development.

5.8.34e. **Landscape** - The site is sensitive in landscape terms and substantial landscaping will be necessary. In particular a new hedgerow of indigenous species will be required at the rear of the site. There is a small watercourse along the site's north-eastern boundary, and any development should incorporate a buffer zone along it, and address its long term retention as a feature of the site.

5.8.34f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological assessment is required before a definite assessment of archaeological potential can be made.

5.8.34g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Leonard Stanley Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.34h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land to North of Cotswold Mead, Painswick (Hg26)

5.8.35a. **Form and Layout** - The site slopes steeply from the A46 Stroud Road into the site, and views from the slopes of the site towards the surrounding AONB landscape are extensive. Development on the upper slopes will not be acceptable due to the impact on the wider landscape and development should therefore be concentrated within the site.

5.8.35b. **Density** - The site is allocated for a Nursing Home complex together with associated ancillary dwellings. Density overall is relatively low, due to the extent of the site, however, the amount of land suitable for development will be affected by the landscape constraints that operate on the upper slopes.

5.8.35c. **Affordable Housing** – It is probable that ,given the nature of the associated development within the site, the affordable units provided within the site will cater for older people.

5.8.35d. **Access** - The current alignment and gradient of Stroud Road, together with the 50 mph speed limit, presents difficulties in accessing the site satisfactorily. Vehicular access will have to be provided to the required highway standard off the A46 Stroud Road. The following are additional requirements:-

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- an extension to the 30 mph limit
- street lighting
- the provision of a full width footpath and link to the north
- a traffic calming gateway feature.

5.8.35e. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.35f. **Landscape** - The site is located within the AONB and, as a consequence, a high quality development will be expected. The northern part of the site should remain undeveloped to maintain the continuity of the green wedge of this area in views across the valley. The site is currently sparsely planted, and new development should include a scheme for the planting of deciduous species both along the site boundaries and within it to reflect the wider AONB landscape.

5.8.35g. **Archaeology** - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.35h. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Painswick Parish is significantly above the Council's adopted standard. Policy RL5 of the Local Plan is not applicable to nursing home accommodation. This aspect of the development will, however, be expected to incorporate substantial areas of amenity space around the home that utilise views out of it towards the surrounding countryside, and south and south western aspects.

Land at Cromwell Farm, Newtown/ Sharpness (Hg27)

5.8.36a. **Form and Layout** - The development should reflect the traditional pattern and character of built form in Newtown. Dwellings should consist of some terraced properties, particularly near the existing development boundary. Significant landscaping should be provided at the southern part of the site.

5.8.36b. **Density** - The development should consist of a mix of unit sizes with varying density through the site. The higher density should be located near Gloucester Road with lower density at the southern part of the site.

5.8.36c. **Access** - Access should be provided via Gloucester Road with a pedestrian/cycle access through the site from the north (at Gloucester Road) to the south west (at Sanigar Lane).

5.8.36d. **Transportation** - Contributions will be sought towards an improvement to bus services.

5.8.36e. **Landscape** - Significant landscaping of indigenous species should be planted in the southern part of the site.

5.8.36f. **Archaeology** - No archaeological interest has been identified or recorded. However, an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.36g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Hinton Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.36h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought and the provision of enhanced playing field facilities for Sharpness Primary School should be provided on site.

5.9. Phasing

5.9.1. The revised PPG3: Housing, issued in March 2000, suggests that Local Plans should

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contain policies to achieve a sequential approach to the release of housing land. It states that the presumption will be that previously developed sites should be developed before greenfield sites, and goes on to state that local plans should include policies for the release of sites for housing development.

5.9.2. The Council wishes to embrace Central Government policy and Policy S3 of the adopted Gloucestershire Structure Plan. Policy S3 urges that Local Plans should seek to encourage as high a proportion of new housing on brownfield sites as possible, by encouraging the redevelopment of previously developed sites in appropriate locations. Stroud District Council, in this plan, has allocated over 50% of its future housing needs to such sites. Table 5.2 adopts a phased programme for the release of sites, dividing the remaining Local Plan period into two phases, the first for 4 years (1/1/04 to 31/12/07), and the second for 3_ years (1/1/08 to 30/6/11).

5.9.3. The broad aims of the phasing are to:

- Identify those previously developed sites that are suitable and available for development early in the remaining plan period;
- Identify strategic sites where development should start by the middle period at the latest to ensure the District's housing requirements are met; and
- Identify sites that should come forward in the latter part of the plan period due to their greenfield nature and location in small, less accessible settlements outside settlement boundaries; present lack of availability; or physical or other constraints.

5.9.4. Sites identified in Phase 1 are, predominantly previously developed, but are sites which are subject to a number of constraints, such as multiple land ownership, physical constraints, have longer lead in periods, or are still in use. The Council will accept the early release of previously developed sites if they become available sooner than anticipated. This phase includes the commencement of development on Brockworth as a Strategic Site.

5.9.5. Sites set down in Phase 2 of the plan include the continued development Brockworth and of Hunts Grove, previously developed sites where significant constraints prohibiting their early or full development are known, and

greenfield sites outside of settlement boundaries in small settlements.

5.9.6. It is acknowledged that most of the previously developed sites will be more costly and difficult to develop than most of the greenfield sites. They are all, however, in positions with good accessibility to town centres, employment and other facilities, by means of transport other than the private car.

5.9.7. The two largest allocations in the District, at Hardwicke and Brockworth, are not in close proximity to the identified brownfield sites within Stroud and Dursley. They do, however, directly adjoin the urban area of Gloucester.

5.9.8. The proposed monitoring programme will assist the Council in ensuring the release of land on these two sites within Stroud District ties in with the development of the adjoining sites, whilst maintaining the level of housing provision necessary for the Council to meet the Structure Plan requirements. The Council considers that physical infrastructure provision can be put in place before the construction of residential units commences.

POLICY HN3

The sites allocated for residential development, or a mix of uses including residential, will be subject to phasing restrictions set out in Table 5.2. Priority will be given to the redevelopment of previously developed sites. The Council will monitor the housing land availability and will re-assess the Phasing Table at the end of each phase to determine if any changes are required to meet the District's housing requirements.

5.9.9. The majority of the remaining greenfield allocations are of smaller sizes and are better related to the brownfield allocations and commitments within Stroud and Dursley. It is therefore proposed that the majority of these should not come forward for development until a significant proportion of housing on the brownfield sites has been completed.

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Monitoring

5.9.10. The Council will continue to produce monitoring information annually regarding the housing land supply. The Council is aware of the need to provide sufficient housing opportunities to meet the District's Structure Plan requirement. The annual monitoring information will provide guidance on the rate of the granting of permissions, implemented consents, and the types of sites involved. This information will be used by the Council to review, if appropriate, the Phasing Programme in terms of the appropriateness of releasing sites earlier than indicated in Table 5.2, to delay the granting of planning permission, or deletion of an allocation. The Council will regularly assess its supply of housing land. Any changes to the phasing programme will be prepared at the appropriate times and be approved following consideration of the outcome of public consultation.

5.9.11. This monitoring information will relate to all sources of housing supply including windfalls. Windfall sites on previously developed land have, historically, been a significant source of housing land in the District. Whilst the Urban Capacity Study has identified some potential in relation to large sites (i.e. 6 units and over) from this source, the Council is conscious of the potential for Windfall sites to remain a substantial resource in meeting housing requirements. There may be large sites that could not reasonably be identified in the Urban Capacity Study that will become redundant and uneconomic for their current use within the lifetime of the Plan.

5.9.12. Changing circumstances may require the Council to review the phasing schedule and the release of sites set out in Table 5.2. The circumstances in which this may happen are:

- Lower or higher rate of windfall sites being developed;
- Delay in issuing planning permission on strategic sites; or
- Significant changes in the capacity of allocated sites established through planning permissions.

In particular, the need for greenfield allocations will be reviewed as part of the "plan-monitor-manage" approach taking into account the results of annual monitoring against the targets set for delivering housing especially on brownfield sites.

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Table 5.2 – Phasing of Housing Allocations

NB The phasing programme relates to the completion of sites in terms of net completions.

<p>* Strategic Sites ** Sites to remain in Phase 2 B brownfield B/G brown/greenfield G greenfield</p>	<p>a) Sites suitable for earlier release b) Early release possible in association with completion of Employment Allocation EA8. c) Early release possible in association with completion of Employment Allocations EA3-6</p>
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Site Ref	Site	Type			Timescale		Capacity	
		B	B/G	G	1 2004- 07	2 2008- 11	1	2
Gloucester PUA								
MU1	Hunts Grove*			X		X		500
Hg01	Brockworth*		X		X	X	300	200
Stroud Urban Area								
MU2	Ebley Wharf	X			X	X	80	40
MU5A	Cheapside	X			X	X	70	70 (a)
Hg04	Dudbridge Depot	X			X		80	
Hg05A	Redlers' car park	X			X		20	
Hg05	Cashes Green Hospital	X			X		40	
Hg06	Uplands House	X			X		29	
Hg07	Bisley Old Road allotments			X		X		45 (a)
Hg08	Former TA Centre, Bowbridge Lane	X			X		15	
Hg09	Former Lansdown Kennels and Dairycrest factory	X				X		60
Hg10	Former Stroud Valley School, Ryeleaze	X			X		15	
Hg12	Bowbridge Wharf	X			X		25	
Hg13	Hope Mill Lane, Thrupp	X				X		30 (a)
Hg15A	Stonehouse Wharf	X			X		20	
Hg15B	The Grove, Browns Lane	X			X		10	
Hg15C	Garage and plumbers' yard, Gloucester Road	X			X		20	
Hg16	Forest Green Rovers					X		50
Principal Settlement								
Dursley & Cam								
MU3	Lister Petter		X		X	X	300	300
MU4	Bymacks & Yellow Hundred Close		X		X		90	
Hg17	Former infants school, Union Street	X				X		55
Other Settlements								
Wotton								
Hg18A	Former bakery	X			X		25	
Hg18B	Knapp Lane			X	X		25	
Eastington								
Hg19	Spring Hill **			X		X		30
Kings Stanley								
Hg21	Bathleaze			X	X		15	

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Site Ref	Site	Type			Timescale		Capacity	
		B	B/ G	G	1 2004- 07	2 2008- 11	1	2
	Kingswood							
Hg22 (b)	Chestnut Park**			X		X		50
	Leonard Stanley							
Hg23	Grange Farm**			X		X		25
	Painswick							
Hg26	Cotswold Mead			X	X		20	
	Sharpness							
Hg27 (c)	Cromwell Farm**			X		X	15	65
	Total by Phases						1199	1520
	Total for Plan Period							2719

5.10. Affordable Housing

Policy Context

5.10.1. The affordable housing policies contained in the Local Plan complement the Council's 'Strategy for Housing', and the proposals in its annual Housing Investment Programme. Affordable housing requirements are primarily based upon the regular assessment of housing need, both on a District-wide and local Parish basis. In future the Council intends to produce a supplementary planning document on affordable housing to provide further assistance.

District-wide Housing Needs Surveys

5.10.2. The extent and location of the demand for affordable housing has been determined through the commissioning of District-wide Housing Needs Surveys both in 1996 and 1999 and a 2003 Update.

Parish Appraisals

5.10.3. Where more detailed and qualitative local Parish Appraisals and housing needs surveys are undertaken within three years of a District-wide survey, their findings will take precedence for the purpose of determining specific local needs for affordable housing. These will be particularly relevant in relation to Exceptions sites (as assessed under policy HN6) to provide homes for local people in rural communities.

Housing Needs Survey 2000

5.10.4. The Housing Needs Survey 2000 took into account the vacant housing stock, the Council's Empty Homes target for bringing properties back into use, and the sub-division of existing larger properties into smaller units.

Survey findings

5.10.5. The latest survey published in 2000 examines immediate housing need, but also covers a five-year period between 1999-2003. The overall findings address the needs of both established and newly forming households.

Employment and Affordability – general

5.10.6. Nearly half of all householders are employed, but two-fifths of them earn less than £12,000 per year. House prices are very high in some rural parts of the District. Published house price indices confirm that within Gloucestershire, Stroud is fourth (of six Authorities) in terms of affordability. Of 1,435 purchases between January to June 2000, the lower quartile sales price in Stroud was £63,000 and the Median house price was £85,000 [Source: H M Land Registry].

Affordable Housing – definition

5.10.7. Stroud District Council defines affordable housing as: 'Housing that needs to be provided for those people who are in housing need, but who cannot afford open market rents or prices'. Both public and private sector housing should therefore be provided at subsidised sub-market rent levels, different forms of subsidised home ownership, and opportunities for low-cost open market home ownership.

Affordable Housing – for rent

5.10.8. The District-wide survey found that the existing supply of social rented housing was, in principle, sufficient in quantitative terms to meet the specific demand for it. However, in qualitative terms, it is not clear whether the vacancies generated within existing stock will provide appropriate accommodation in the right locations.

5.10.9. The supply of private sector rented accommodation cannot meet the specific demand for it, giving rise to a gross shortfall of 359 properties for rent in the private sector over the five-year period 1999-2003, or an average shortfall of 70 dwellings each year. An increase in the supply of private sector rented accommodation would help to meet some of this demand. However, taking into account issues such as benefit dependency, and using accepted definitions of affordability (the proportion of net income available to meet housing costs), income data demonstrates that a proportion of those who aspire to private sector rented accommodation cannot afford it, and those aspirational needs will actually manifest themselves as additional demand for social rented housing.

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Affordable Housing – assisted home ownership

5.10.10. The 1999-2000 Survey determined that there is a need for shared ownership or other types of assisted home ownership. The existing supply of shared ownership accommodation cannot meet the specific demand for it, giving rise to a gross shortfall of 148 properties over the five-year period 1999-2003, or an average shortfall of 30 dwellings each year. Assisted home ownership will also serve to meet the needs of those who aspire to full owner-occupation, but whose incomes are such that they cannot afford it.

Affordable Housing – strategic implications

5.10.11. The levels of housing need identified by the local housing authorities within Gloucestershire will predominantly be met through supply within their respective local authority areas. However, the local housing authorities have also reacted to Government guidance which recognises that housing need does not always respect existing local authority boundaries, and that needs assessment should not be constrained to the authority as a free-standing unit. Complementary guidance relating to the funding of affordable housing has resulted in the formulation of Multi-District Joint Commissioning Partnerships as a basis for addressing strategic needs. A framework for joint investment has been established, involving local authorities, Government departments, and housing providers.

5.10.12. Affordable housing need will therefore also be met through the creation of sustainable new communities, designed to reduce social exclusion and crime. This will be achieved through co-operation between housing authorities. Stroud District Council has entered a Joint Commissioning partnership with Tewkesbury Borough and Gloucester City Councils, and other partnerships are likely to develop over the life of the Local Plan. The first Partnership will develop major Local Plan sites located where the boundaries of the three authorities meet. The levels of need have been determined through analysis of our individual and combined Housing Needs Surveys and a target set to achieve 30% affordable housing provision within Stroud District.

Affordable Housing – Summary of Housing Needs Survey 2000

5.10.13. Survey findings have concluded that: in Stroud District, over a five year period 1999-2003:

- the demand for social rented housing from those who specifically expressed a need for it cannot be met from anticipated vacancies in existing social housing stock
- an overwhelming aspirational demand for owner-occupation needs to be balanced by the realities of affordability
- 68% of first household members are in full or part-time work, but 41% of all first household members earn less than £12,000 pa.
- A significant number of low income households cannot afford to buy a home in the lower quartile of house prices, and cannot afford to rent in the private sector
- 45% of households pay less than £75 per week for their housing
- 11% of households expressed a demand for private rented housing, but 25% of them cannot afford more than £75 per week
- a further 30% of households expect to pay no more than £100 per week for their housing
- Based upon Survey Update 2003 data there is a shortfall in all types of affordable dwellings of 300 per annum

5.10.14. In addition to provision on appropriate housing and mixed use allocations, the Council will generally seek 30% of completed units on windfall sites for affordable housing purposes. Alternatively it will seek land or plots sufficient for the construction of an equivalent number of affordable housing units. The amount of affordable housing will be negotiated on the basis of housing need, the site, and market conditions at the time of application. The amount may exceed 30% in some cases, for example where there is a higher level of local need or where affordable housing may be more readily provided. The amount sought may be less than 30% where unusually high costs associated with the development or where the realisation of other planning objectives which take priority make this not viable. Such dwellings should be integrated physically and visually within the overall development scheme to promote social mix.

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5.10.15. The District-wide Survey process will be repeated in 2003-4 to cover the five-year period 2004-2008, and again in 2008-9 for the period 2009-2013.

5.10.16. The Council's Housing Needs Survey and 2003 Update has identified a considerable demand for affordable housing within Stroud District, and Stroud District Council is committed to enabling that demand to be satisfied as far as possible. Proposed changes to PPG3 in 2003 suggested a site size threshold of 0.5 hectare or 15 dwellings below which normally it will be inappropriate to seek affordable housing. An exception may be where a smaller site forms part of a wider development on the same or adjoining area of land. The Council regards unusually high costs associated with the development of sites to be matters such as the cost of removing extensive amounts of heavily contaminated land from sites, or significant land stabilisation. Normal planning considerations such as off-site highway works, or contributions towards recreation facilities if appropriate, are not considered to be exceptional matters that would be set against the need to provide affordable dwellings. Other planning objectives may include, for example, the restoration of the Stroudwater and Thames and Severn canal.

5.10.17. In settlements in rural areas, proposed changes to PPG3 in 2003 advised that sites below the 15 dwelling/0.5 hectare threshold should be considered for the provision of affordable housing. In Stroud District, the vast majority of sites which come forward in villages are small-scale. Most recent development of such sites in these settlements has been of large detached 'executive' type housing. A threshold considerably lower than the one appropriate for urban areas is considered appropriate. In settlements with a population of 3,000 or less, affordable housing will be sought where a demonstrable need for affordable housing exists on any site of 0.2 hectare or more or on any site capable of development of 4 or more dwellings. On the comparatively larger sites, it is likely that a mix of dwelling types and sizes will be appropriate, but also that some of the affordable housing provided should be social housing for rent.

POLICY HN4

An element of affordable housing will be sought where a demonstrable need for affordable housing exists:

1. In or adjacent to the Stroud Urban Area, and the defined settlements of Cam and Dursley, Hardwicke, Minchinhampton and Wotton-under-Edge on sites of 0.5 hectare or more or sites capable of development of 15 or more dwellings;
2. On any other site elsewhere in the District, of 0.2 hectare or more or capable of development for four units or more; unless unusually high costs associated with the development of the site, or the realisation of other planning objectives which take priority, make this not viable.

POLICY HN5

The affordable housing provided by the operation of Policy HN4 shall provide for a mix of affordable housing which reflects local housing need, and should be integrated into the development of which it forms a part.

Affordable housing provided by the operation of Policy HN4 is expected to be provided as affordable housing in the longer term, and will be subject to restriction to ensure this is the case.

5.10.18. It will usually be necessary for the developer and/or landowner to enter into a Section 106 or similar Legal Agreement, to ensure their long-term provision as affordable housing units. Such schemes will need to be managed by a responsible body, usually a Registered Social Landlord, and the priority for occupancy will be controlled so that affordable dwellings are occupied only by persons who are considered to be in need of such housing.

5.10.19. If the District Council cannot nominate a person or persons, then the managing authority will be permitted to do so from persons in an area specified in the Section 106 or other agreement relating to the particular scheme. This area will normally comprise towns or parishes adjoining. If this procedure fails to fill a

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vacancy, then the managing authority may nominate any person it considers to be in need of such accommodation.

5.10.20. In parts of the District where significant housing development takes place very rarely, a particular housing scheme large enough to incorporate affordable housing may only occur very infrequently. It is therefore important to seek to provide affordable housing for as many local households as possible each time such a scheme is constructed. Whenever a scheme allows, a mix of affordable housing should be provided. It should often be possible, for example, to provide family social housing for rent within the same development as low cost affordable housing for smaller households.

5.10.21. The importance of new housing developments providing a mix of different properties in terms of size and tenure is recognised and promoted through this Plan's allocations. In order to promote a sense of community, and to avoid any stigmatisation of the occupiers of affordable housing, it is also desirable to integrate the affordable housing element of any scheme within the development as a whole.

Exception Sites

5.10.22. In line with the recent revisions to PPG3, consideration will be given to the allocation of sites solely for affordable housing at rural settlements for inclusion in future policy. These sites will be viewed as an exception to normal plan policies to help attain mixed communities, on land which would not otherwise be considered suitable for housing.

5.10.23. In addition releases of land as windfall sites will only take place in exceptional circumstances. Such sites will normally be related to those rural settlements which have a primary level of local community facilities and services and where they will contribute to mixed communities. This will avoid undue development in unsustainable locations. Such schemes should be small in scale, and provide for a particular local need at a given time, should be located within or adjacent to settlement boundaries, and should be sympathetic to the form and character of the village. Policy HN6 is designed to ensure the provision of affordable housing for local people in genuine need, and to ensure that this provision continues in perpetuity.

Section 106 Legal Agreements entered into in respect of schemes covered by Policy HN6 will be expected to ensure that the proposed occupiers:-

- are resident in the same village, parish or adjoining parishes as the scheme; or
- are employed in the same village, parish or adjoining parishes; or
- have a strong local connection with that village, parish or adjoining parishes, such as family association with the village, parish or adjoining parishes, or have previously resided in the village, parish or adjoining parishes.

POLICY HN6

Permission may be granted for affordable housing to meet local needs within or adjacent to the settlement boundaries of the villages with a population of 3,000 or less as an exception to the Local Plan's Housing Policies, provided the following criteria are met:

1. a local need is established, which cannot be met in any other way; and
2. arrangements are made through a Section 106 Legal Agreement or similar, for the benefit of the affordable housing to be retained for future occupiers.

5.11. Loss of Housing

5.11.1. It is necessary to consider the question of whether the District's housing stock as a whole should be protected. The requirement to allocate sites for new dwellings to provide for additional households within the District comes about because the number of households is expected to grow faster than the supply of housing unless such allocations are made. The major part of this equation relates to the rate at which new housing units are being provided. The other side, however, which tends to receive less attention, is the rate at which existing housing units are being lost. In an area where the provision of new housing causes difficulties, it is essential to keep these losses to a minimum.

5.11.2. Some losses of dwellings occur without needing planning permission, such as when two

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houses are converted into one larger one. Others, however, occur with the benefit of planning permission, such as when a redevelopment for a commercial use results in the loss of housing units on the site. It is not intended that such redevelopments should be prevented, but it is considered important that, when they do take place, attention should be given to replacing the lost dwellings on site. These replacement dwellings may be smaller than those previously on site, but will contribute to the overall housing stock of the District, and promote mixed uses upon a site.

5.11.3. The exception to this presumption towards retaining residential accommodation on a site is where that accommodation is not desirable. Examples of this are where the occupiers of a dwelling would suffer from unacceptable noise, smell or disturbance, or where they would suffer from unacceptable highway danger in accessing the site on foot.

POLICY HN7

Permission will not be granted for a proposal which involves the net loss of one or more units of residential accommodation, unless the unit to be lost is on a site where residential accommodation is not desirable, or where such loss would facilitate the achievement of other Local Plan aims.

5.12. Residential Development Within Urban Areas and Main Settlements

5.12.1. It is important that the best use is made of sites that become available for development within settlement boundaries. In many cases this may mean building at higher densities than has occurred in the recent past. Stroud District Council is committed to encouraging high standards of urban design, as set out in Policies BE1, BE2 and BE3 and believes that it is possible to achieve high standards whilst also building at relatively high densities.

5.12.2. All development covered by Policy HN8 should be compatible with its surroundings, and will need to provide appropriate amounts of car and cycle parking, appropriate amounts of private amenity space, and a reasonable amount

of privacy for the occupiers of the dwellings. However, where the new housing will be located within walking distance of Stroud or Dursley town centres, (within 800 metres of either town centre boundaries, as defined on the Proposals Map) and can contribute to both a more sustainable pattern of development, and to the regeneration of those town centres, high density development will be encouraged, with reduced car parking, amounts of private amenity space, and levels of privacy. The reduced car parking requirement is set out in the Council's adopted Parking Standards (see Appendix 8). Advice on privacy levels and appropriate private amenity space is to be found in the Council's adopted Residential Design Guide.

5.12.3. In order to promote sustainable development, it is not appropriate for new residential development to be promoted in all settlements in the District. Some settlements are therefore not covered by Policy HN8, and do not have defined settlement boundaries. This is because of a combination of lack of access to facilities, public transport, and employment. Applications for new housing in these settlements will be considered against Policy HN10.

5.12.4. The settlement boundaries have usually been drawn around the edge of the curtilage of a property, which is considered as being within the settlement. It does not mean, however, that where a piece of land is included within the settlement boundary, it is automatically acceptable for development to take place there. New development located between the settlement boundary and the existing built form of the settlement can often create a hard edge where the settlement joins the countryside, and appear as an intrusion into the countryside.

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POLICY HN8

Within settlement boundaries permission will be granted for residential development or redevelopment, provided all the following criteria are met:

1. the proposed housing is of a scale, layout and design compatible with the part of the settlement in which it would be located, and would not cause harm to the character and appearance of that part of the settlement;
2. the density proposed is at as high a level as is acceptable in townscape and amenity terms;
3. the development includes dwellings of various sizes, both in respect of physical size and type;
4. it would not result in development between the settlement boundary and the existing built form of the settlement where this would appear as an intrusion into the countryside;
5. it would not cause the loss of, or damage to, any open space which is important to the character of the settlement;
6. any natural or built features on the site and worthy of retention have been incorporated into the scheme; and
7. where dwelling houses are proposed, an appropriate area of private amenity space is provided for the occupiers of each dwelling house. Where other types of residential accommodation are proposed, an appropriate level of amenity space to serve the scheme as a whole is provided.

5.12.5. In addition to development close to Stroud or Dursley town centres, opportunities also exist in most of the District's town centres, and some local centres, to make better use of the upper floors of retail and commercial premises. Encouragement will be given to the active use of such floorspace, particularly for residential use, providing it does not unacceptably prejudice the function of the ground floor shop. In some circumstances, it may only be possible to gain access to considerable areas of unused upper level floorspace by rearranging a shopfront to allow a separate access. Where this is the case, some loss of retail frontage may be acceptable.

5.12.6. The use of floors above shops for residential use is, in many circumstances, permitted development. Where permission is required, and the proposal is for a change of use of existing floorspace, rather than new build, the normal requirements for parking spaces and amenity space will be waived.

POLICY HN9

Proposals to use the upper floors above shops and offices in town and local centres for residential use will be permitted where this does not threaten the viability of the ground floor commercial use.

5.13. Residential Development Outside Defined Settlement Boundaries

5.13.1. Stroud District contains a large amount of open countryside, groups of houses, hamlets and small villages which are not within the defined urban areas, principal settlements, or any defined settlement boundary. Both Central Government Guidance and the Structure Plan make it clear that residential development should not normally take place in these areas. This is on the grounds that such development would not be in a sustainable location, and would be likely to detract from the character and appearance of the countryside. PPS7: Sustainable Development in Rural Areas 2004 emphasises that countryside be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all.

5.13.2. In Stroud District, there are a large number of named groups of buildings, hamlets, small villages and residential areas which do not have settlement boundaries. These groups of houses and small settlements are usually poorly related to essential facilities and services, and require residents to rely entirely on private transport, contrary to the principles of sustainability which underlie this Plan. In many cases, any further expansion of any of these groups and small settlements would also be detrimental to the character and appearance of the rural areas of the District.

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5.13.3. Exceptions to this policy of restraint fall into three categories. These are the conversion of existing buildings (dealt with by Policy BE17), exceptions sites to provide social housing (dealt with by Policy HN6), and where the siting of a dwelling in the countryside would be essential to the efficient operation of agriculture or forestry. Where the needs of agriculture or forestry require the provision of a house on site, a strong justification would have to be provided to demonstrate that such provision is essential, and that the occupation of existing housing stock was not an alternative. As explained in PPS7, it will often be as convenient and more sustainable for agricultural workers to live in nearby towns and villages, so avoiding new and potentially intrusive development in the countryside.

POLICY HN10

Outside the defined settlement boundaries, residential development will not be permitted unless it is essential to the efficient operation of agriculture or forestry.

POLICY HN11

Permission will not be granted for the erection of a permanent dwelling for an agricultural or forestry worker, outside a defined settlement boundary, unless all the following criteria are met:

1. the dwelling, and its proposed siting on an agricultural or forestry holding, is essential for the efficient running of the enterprise;
2. the need is for accommodation for a full-time worker or one who is primarily employed in agriculture;
3. the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
4. the functional need cannot be fulfilled by another existing dwelling on the holding, or any existing accommodation in the area;
5. the necessary accommodation cannot be provided by the conversion of a building on the holding;
6. the dwelling is to be sited satisfactorily within the holding preferably within an existing group of buildings; and

7. the new dwelling should be of an appropriate size for the needs of the enterprise.

5.13.4. In relation to Policies HN10 and HN11, the following important points should be noted:

- If planning permission is granted for a dwelling for an agricultural or forestry worker on a holding in the countryside, the Local Planning Authority will limit the occupation of the dwelling to a person solely or mainly working, or last working, if currently unemployed, in the locality in agriculture or forestry, or a widow or widower of such a person, and to any resident dependants.
- In criterion (1) of Policy HN11, 'essential' refers to the needs of the farming or forestry enterprise at the holding and not to the personal preferences or circumstances of the applicant, the owner or manager of the enterprise, or the worker for whom the house is intended.
- Applicants should submit an independent agricultural appraisal to demonstrate how their application accords with the criteria set out in Policy HN11.

5.13.5. There may be cases where all of the criteria attached to Policy HN11 can be satisfied with the exception of (3), relating to the time the unit and agricultural activity have been established. In these circumstances, it may be appropriate to grant temporary permission for a caravan, or other temporary accommodation, so as to allow the enterprise time to demonstrate whether or not it is viable, and whether or not there is an essential need for permanent accommodation.

5.13.6. The provision of temporary accommodation should not be seen as a means of avoiding the requirement to prove a functional need for a dwelling, or avoid any of the other strict controls on residential development in the countryside. In addition there may be occasions where the provision of temporary accommodation would not be acceptable because of the effect on the character and appearance of the landscape.

5.13.7. Whether or not a building is appropriate for conversion as set out in criterion (5) of Policy HN12 should be determined by reference to Policy BE17 of this Plan.

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POLICY HN12

Temporary permission will not be granted for the siting of a caravan or other form of temporary accommodation for an agricultural or forestry worker, outside a defined settlement boundary, unless all the following criteria are met:

1. such a dwelling, and its proposed siting on an agricultural or forestry holding, are essential for the efficient running of the enterprise;
2. the need is for accommodation for a full-time worker or one who is primarily employed in agriculture;
3. there is clear evidence that the enterprise has been planned on a sound financial basis, and that there is a firm intention and ability to develop it;
4. the functional need could not be fulfilled by another existing dwelling on the holding, or any existing accommodation in the area;
5. the necessary accommodation cannot be provided by the conversion of an appropriate building on the holding;
6. the dwelling is to be sited satisfactorily within the holding, preferably within an existing group of buildings.

5.13.8. Over time, the situation that made it essential to provide a new dwelling for someone employed in agriculture or forestry can change. When this happens a planning application might be made to remove the occupancy condition so that the property can be sold on the open market.

5.13.9. The criteria for assessing proposals for new dwellings in the countryside are rigorous. Similar care should be taken in dealing with applications for the removal of occupancy conditions on such dwellings. Once an occupancy condition has been imposed, permission will not be given for its removal, unless it can be shown that there is no long term need for the dwelling to serve the agricultural accommodation needs of the area. It is important to note that it is the need for dwellings for agricultural or forestry workers in the area which is the important factor, and not simply whether or not a need continues to exist on any particular holding.

5.13.10. This is particularly important in view of changes already occurring, and likely to continue to occur, in agriculture. The decline in employment on the land may mean that existing agricultural dwellings are no longer needed. On the other hand, the restructuring of holdings may lead to a demand for new dwellings in some places, and the availability of existing properties should be taken into account.

POLICY HN13

Permission will not be granted for the removal of an agricultural or forestry occupancy condition on a dwelling outside a defined settlement boundary, unless all the following criteria are met:

1. an appraisal is submitted which shows that there is no longer any functional need for the dwelling on the holding, nor is there likely to be in the foreseeable future;
2. there is no foreseeable need for such dwellings elsewhere in the area; and
3. a reasonable and sustained attempt has been made to market the property with its occupancy condition, at a realistic value, and no qualifying purchaser has come forward.

5.14. Replacement Dwellings

5.14.1. The replacement of existing permanent dwellings by new dwellings is one means by which neglected, unused or derelict sites in urban areas might be brought into use for housing. Where the replacement of a dwelling is proposed within defined settlement boundaries, it will be judged against Policy HN8.

5.14.2. However, a much more restrictive approach operates where the replacement of a dwelling outside a settlement boundary is proposed, to avoid the character of the countryside being harmed by larger dwellings, and in some cases to prevent the stock of affordable housing being further diminished.

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POLICY HN14

The replacement of dwellings outside defined settlement boundaries will only be permitted where all the following criteria are met:

1. the residential use has not been abandoned;
2. the replacement dwelling is smaller than, or of a similar size to the existing dwelling, and does not detract from the character or appearance of its surroundings;
3. a minor extension may be permitted on replacement but only to allow the dwelling to be brought up to a reasonable modern standard and where it does not detract from the character and appearance of the area;
4. the existing dwelling is not a caravan, or mobile home, (except those with a permanent permission for residential use, but not including gypsy sites) or other form of temporary dwelling.

5.15. Residential Sub-Division

5.15.1. Much of the requirement for additional housing in this District, as in many others, comes from the gradual reduction in the average size of households. There is therefore a continuing need to provide smaller housing units. Whilst a small household cannot be forced to live in a small dwelling, there should be sufficient small units available for them to make that choice should they so wish. In addition, Stroud District Council is committed to the provision of affordable housing, and permitting the sub-division of existing properties is one way to increase gradually the stock of smaller, and relatively more affordable housing.

5.15.2. Residential sub-divisions have been a common form of development in urban areas and defined settlement boundaries in Stroud District for some time. Concern has always existed, however, at extending this policy to properties in the countryside. This was largely due to the prospect of such a policy being abused by some property owners, who might first gain permission for a significant extension to their property, then permission to sub-divide it, and then permission for extensions to the sub-divided parts. The net result would, over time, be that two dwellings would exist on the site, each one potentially as large as the original house.

5.15.3. However, this Plan includes a policy aimed at controlling the size of extensions in terms of their appearance (Policy HN16). As a result, this Plan no longer differentiates between housing inside and outside settlement boundaries in respect of the sub-division of properties, where no significant extension is involved. This should allow best use to be made of existing housing stock, and should encourage the provision of more smaller, and fewer larger, units of accommodation. These benefits outweigh the slight increase that will occur in the number of households who will be living in areas away from major settlements, and as a result potentially more dependent on the private car.

5.15.4. Where proposals for sub-divisions

POLICY HN15

Permission will be granted for the sub-division of existing residential properties provided all the following criteria are met:

1. no significant new extension is proposed to any dwelling located outside a defined settlement boundary;
2. the proposal would not result in over-development or a cramped form of housing inappropriate to the site or the form and character of the area; and
3. a reasonable level of privacy is provided for the occupiers of each dwelling.

involve extensions which increase the size of any of the resulting units of accommodation by more than 10% (measured as external volume), these will be treated as involving a significant extension to a dwelling, and will be assessed against the relevant policies for the erection of a new dwelling.

5.15.5. Where the unit to be sub-divided is located within walking distance (approximately 800 metres) of any town centre defined on the Proposals Map, and can contribute to both a more sustainable pattern of development, and to the regeneration of the town centre, sub-divisions will be accepted with reduced car parking, amounts of private amenity space and levels of privacy. The reduced car parking requirement is set out in the Council's adopted Parking Standards (see Appendix 8). Advice on appropriate private amenity space and levels of privacy is to be found in the Council's adopted Residential Design Guide.

5.16. Extensions to Residential Properties

5.16.1. Although they are normally relatively small in scale, extensions to existing residential properties can cause various problems. They may be unneighbourly, and be detrimental to the amenities of occupiers of nearby properties, by reason of loss of light, overlooking, or overbearing effect. They may result in the site appearing cramped or overdeveloped. They may, by reason of height, size, and/or design, be out of keeping in scale or character with the property to which they are attached, or with the surrounding area. They may be sited on land required for parking, or as private amenity space.

5.16.2. Many extensions, including some which may cause some of the above problems, are permitted development, by virtue of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). In such cases, a planning application is not required, and the Local Planning Authority cannot control them. However, where an application is required, extensions to residential properties should avoid the types of problem listed above, and Policy HN16 is framed to ensure this.

POLICY HN16

Permission will be granted for the extension of residential properties, and for erection of outbuildings incidental to the enjoyment of the dwelling, provided all the following criteria are met:

1. the plot size of the existing property is large enough to accommodate the extension or outbuilding without resulting in a cramped or overdeveloped site;
2. the height, size and design of the extension or outbuilding is in keeping with the scale and character of the dwelling to be extended, and its wider setting;
3. following construction of the extension, or outbuilding sufficient space is available for the parking of cars, in line with the Council's Parking Standards, in a way that does not detract from the character and appearance of the area.

5.17. Annexes to Residential Properties

5.17.1. An increasing trend in Stroud District, as in many others, is the desire amongst householders to create annexes, usually for dependent relatives. The provision of such annexes can reduce the number of households looking for separate accommodation, as well as providing a caring environment for the dependent relative. However, if the dependent relatives are living active lives, with a degree of independence, then the annexe can appear as a separate dwelling. It will, for example, usually generate as many traffic movements as a separate dwelling.

5.17.2. The major problem with such annexes in planning terms is the question of to what use should they be put once the reason for their provision no longer applies. Frequently, particular solutions are driven by particular personal circumstances, but once these are no longer relevant, the annexe remains and a new use needs to be found for it.

5.17.3. If the annexe is designed as an integral part of a dwelling, shares some of its rooms with that dwelling, and is not capable of independent use, the annexe can be adapted to become an extension to the main living accommodation of the dwelling when the annexe is no longer needed. If, however, the annexe is designed as a physically separate unit of accommodation, there is frequently no other use to which it could be put other than as a separate independent unit of accommodation. Permitting such annexes can therefore make it very difficult subsequently to resist the formation of a new dwelling. Within settlements, this may not cause a problem in principle, but where the site is in an area where new dwellings would not normally be allowed, this is a matter of some concern.

5.17.4. Policy HN17 therefore supports the creation of annexes where they can readily be used as an extension to the dwelling when no longer needed as an annexe. Where annexes are proposed which do not comply with this policy, they are treated as separate dwellings, and the policies on new dwellings would apply - Policies HN8 and HN10 where the annexe is new build, Policy HN15 where the annexe is a result of a sub-division, and Policy BE17 where the annexe is proposed as a new use for a

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building in the countryside. An annexe which is incapable of independent use is treated as an extension. These, and other annexes which comply with Policy HN17, would also need to comply with Policy HN16.

POLICY HN17

Permission will be granted for the creation of an annexe for a dependant, provided both the following criteria are met:

1. the annexe is linked to the main dwelling by an internal door or doors; and
2. the accommodation provided in the annexe is readily convertible into accommodation for use as an extension to the main dwelling.

5.17.5. Permissions granted as a result of the operation of this policy will usually be subject to conditions limiting the use of the annexe to a use in conjunction with the residential use of the main dwelling, and requiring the accommodation provided in the annexe to be used as an extension to the main dwelling, in the event that any need for that accommodation to be used as an annexe ceases.

5.18. Mobile and Temporary Homes

5.18.1. The possibility of siting a caravan or mobile home on an agricultural or forestry holding has been set out in Policy HN11 above. They may also be proposed as gypsy accommodation. Gypsies are defined in the Caravan Sites and Control of Development Act 1960, and in the Criminal Justice and Public Order Act 1994 (CJPOA) as 'persons of nomadic habit of life whatever their race or origin, but does not include members of an organised group of travelling showmen or of persons engaged in travelling circuses travelling together as such.'

5.18.2. Local Authorities no longer have a statutory duty to provide gypsy sites, such provision now being discretionary. The CJPOA gives greater powers to Local Authorities to remove persons residing unlawfully in vehicles on highway land or on other land without the owner's consent. As a result the Government now expects more gypsies to find and buy their own sites to develop and manage. Gypsies make up a tiny proportion of the population, but

their requirements need to be met. Central Government has stated that the planning/development plan system should be the instrument by which this is achieved.

5.18.3. Provision should be limited to gypsies who regularly reside in or resort to this area. To provide otherwise could encourage an influx of gypsies, with possible tensions resulting. Government policies suggest that sites outside settlement boundaries may be acceptable, providing encroachment into the open countryside is avoided. It will not, however, be appropriate to make provision for gypsy sites in the AONB, or other protected areas. Any sites should also be fairly close to local facilities, such as schools. Additional gypsy sites should be provided in the most sustainable way possible, without posing unacceptable risks to highway safety or infrastructure. A balance needs to be struck between the need for the accommodation and the protection of the environment and living conditions of nearby residents.

POLICY HN18

Permission will only be granted for the establishment of gypsy sites where all the following criteria are met:

1. there is a proven need for further gypsy sites or extensions to gypsy sites;
2. the site is not within the Cotswold Area of Outstanding Natural Beauty or other area designated for the importance of its landscape;
3. the proposed development does not harm the character and appearance of a settlement, the setting of a settlement or the countryside;
4. available and adequate infrastructure exists to serve the site; and
5. the site is well located in relation to local services and facilities.

5.18.4. Caravans, mobile homes and other forms of temporary dwellings are sometimes proposed instead of a permanent dwelling in cases where no special justification is put forward. Such solutions to low-cost housing provision may be appropriate in some circumstances, but careful control needs to be exercised over the impact of any such siting on the character and appearance of the area in

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which it is to be situated. It is also recognised that the services and facilities required by this form of housing are similar to that required by permanent housing provision. Therefore, when considering whether or not the siting of a caravan, mobile or other temporary home is acceptable, Policies HN10 or HN12, as appropriate, will be applied.

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6. TOWN CENTRES AND RETAILING

6.1. Introduction

6.1.1. Town centres provide a broad range of facilities, services and employment opportunities, and are a focus for both the community and public transport. Many of the District's town centres still contain specialist shops and historic buildings, characteristic of traditional town centres, that contribute to their role as tourist destinations as well as a focus for local communities. Over recent years however, a number of changes have taken place that have affected the pattern of shopping provision and diverted trade away from traditional town centres. Such changes include a growth in the number of large foodstores providing for one-stop shopping trips on a reduced frequency, the development of retail warehouses selling DIY goods, electrical appliances, carpets, furniture and other bulky goods and the development of large out-of-town regional shopping centres such as at Cribbs Causeway, on the outskirts of Bristol, which provide a full range of shopping and leisure facilities.

6.1.2. These new types of retailing have become established in response to greater consumer spending power, demand for a wider choice and new types of products, and greater mobility as car ownership has increased.

6.1.3. At the same time, retailers have changed both as a response to and because of opportunities for change that have arisen. New technology has streamlined check-out, storage and delivery systems and price competitiveness has raised the profile of economies of scale, particularly in the food and convenience goods trade, where the trend away from independent retailers to major chains has been marked. Government policy in the recent past also allowed the development of many out-of-town shopping centres.

6.1.4. The balance of uses within town centres has also changed. Contraction in the number of retail shops has provided the opportunity for replacement by service uses, including restaurants and hot food take-aways, estate agencies, building society branches and a range of other professional services.

6.1.5. Town centres can play a key role in helping achieve sustainable development by becoming the focus for new development which will encourage both urban regeneration and

multi-purpose shopping and leisure trips which indirectly will help reduce the number and length of car-borne journeys.

6.1.6. Design and town centre uses are dealt with separately in Section 7.9 of the Built Environment chapter.

6.2. Objectives

1. To assist in the regeneration of Stroud and Dursley town centres.
2. To sustain and enhance the vitality and viability of established town centres, district and local centres, and villages.
3. To encourage and support development in appropriate locations where it sustains and enhances vitality and viability, improves the character of town centres and meets the needs of the area.
4. To ensure that shopping facilities are accessible to all members of the community.
5. To concentrate new retail development in locations that minimise the need to travel, promote transport choices and encourage combined visits to use other services and facilities.
6. To protect and enhance the role of local shopping centres, and individual shops and village shops.
7. To ensure that development in town centres is of high quality, to make them attractive places in which to live, work, and shop in.

6.3. Central Government Advice

6.3.1. PPS6 Planning for Town Centres (2005) contains Central Government's policies and proposals for town centres and their main uses.

6.3.2. The Government's key objective for town centres is to promote their vitality and viability by:

- Planning for the growth and development of existing centres; and
- Promoting and enhancing existing centres, by focussing development in such centres and encouraging a wide range of services in a good environment, accessible to all.

6.3.3. Local Authorities are required to focus development in town centres to strengthen or regenerate them as appropriate. They should actively promote growth and manage change,

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define a network and hierarchy of centres and adopt a proactive plan-led approach to planning for town centres. This approach should address transport, land assembly, crime prevention, planning and design issues.

6.4. Gloucestershire County Structure Plan

6.4.1. Town centres are seen as an important element of the Adopted Gloucestershire Structure Plan strategy for future development in Gloucestershire. The Plan identifies a hierarchy of centres to help ensure that any development is of an appropriate scale and consistent with the particular role of the centre. Stroud, and Dursley town centres are within the second tier of centres, along with Tewkesbury and Cirencester. District centres in Gloucester and Cheltenham form the third tier and so do not apply to Stroud. The settlements of Berkeley, Minchinhampton, Nailsworth, Painswick, Stonehouse and Wotton-under-Edge are consistent with the fourth tier of the hierarchy for retail purposes, though they are not 'principal settlements' as defined for housing growth purposes. The final level of the hierarchy is local centres.

6.4.2. Town centres should be, or have the potential to be, well served by public transport. Local centres should be easily accessible by cycling and walking. The sequential test to locating new retail development and other key town centre uses which attract a lot of people should also be applied through Local Plans.

6.5. Need for New Retail Development

6.5.1. Stroud is the largest town centre within the District. Its importance in the hierarchy of town centres in Gloucestershire is recognised in the Structure Plan. Whilst Gloucester and Cheltenham are sub-regional centres which have county-wide catchment areas, Stroud, together with Dursley, Cirencester and Tewkesbury form a focus for a wider than local catchment.

6.5.2. Town centres within the District are small compared with the nearby centres of Gloucester and Cheltenham and regional shopping centre of Cribbs Causeway. The proximity of the District to these centres, combined with the District's

predominantly rural catchment, limits the attractiveness of the District for national retailers and therefore the ability of town centres within the District to increase their floorspace and range of goods to any great extent. The only exceptions are Stroud and Dursley as the principal town centres in the north and south of the District.

6.5.3. In the north of the District, in addition to Stroud, the principal retail facilities, for both convenience and comparison goods are concentrated in Nailsworth and Stonehouse. Both towns are in close proximity to Stroud and compete for expenditure from Stroud's catchment area. Minchinhampton and Painswick, also in the north, have limited retail floorspace and serve a local catchment.

6.5.4. In the south of the District, the main town centre after Dursley is Wotton-under-Edge with Berkeley providing a more local facility.

6.5.5. With the exception of Stroud and Dursley, the only retailers likely to be attracted to these towns will be independent retailers who require small units in town centre locations. Sufficient vacancies exist within the District's town centres to satisfy any demand of this kind arising during the Plan period.

6.5.6. Stroud and Dursley are the only towns within the District capable of accommodating any significant growth in retail floorspace. Household surveys and capacity analysis indicate that potential exists to maximise the retention of expenditure locally and help reduce distances travelled for shopping trips. Trade retention for convenience goods in the south of the District is poor and significant comparison goods expenditure, particularly for bulky goods, is leaking out of the District to nearby competing centres.

6.5.7. Stroud, as the main comparison goods centre in the District, is the only centre that has the potential to attract any significant level of comparison retailing to the District. In order to meet current and future needs arising during the Plan period for comparison goods, sites have been identified for mixed use development and specifically for bulky goods retailing in Stroud.

6.5.8. Dursley is poorly provided for in terms of convenience provision and has the potential to

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6. TOWN CENTRES AND RETAILING

have a much stronger role in providing for main food shopping needs. A site has been identified in Dursley town centre to meet this need and to help the regeneration of the town centre as a whole. The District's other towns are well catered for in terms of convenience provision and have a level of facility commensurate with their role and function. There is unlikely to be any need for further large scale food development, other than in Dursley, during the Plan period.

6.6 Stroud Town Centre

6.6.1. Stroud has been facing increasing competition over the last 10 to 15 years from other town centres, particularly Gloucester, Cheltenham and Cirencester. Stroud's problems in attracting investment have emanated from the physical constraints of its topography, its somewhat isolated geographical position - it is effectively by-passed by the M5 - its proximity to Gloucester and Cheltenham and national patterns of retail investment and development during the last twenty years or so.

6.6.2. Nationally, retail investment and development have been most active in the larger centres which have tended to expand at the expense of smaller market towns. To compound matters locally, Cirencester has managed to attract tourists, thereby allowing it to grow disproportionate to its resident population. It now includes a range and quality of retailers which will attract customers from Stroud's catchment area for comparison shopping.

6.6.3. The weak trading position of Stroud was highlighted in a survey undertaken in 1997 which showed that almost half of visits to the town centre originate within two miles of the centre and only 11.5% of visitors live more than five miles from the centre. These are very telling statistics and indicate the very tight catchment from which Stroud draws its customers.

6.6.4. It was estimated that, at that time, over 60% of the catchment area's spend on comparison goods was going outside the area, principally because of the lack of national retailer representation in Stroud town centre. By contrast, two thirds of the local catchment population did their main food shopping in Stroud, with Tesco and Waitrose, being the two

most popular supermarkets. Sainsbury's supermarket was not built at the time of survey.

6.6.5. The District Council has identified the need to regenerate Stroud Town Centre as a priority, and has taken responsibility for the co-ordination, development and implementation of initiatives to achieve the regeneration of the town centre. The first of these was the establishment of the Stroud Town Centre Partnership, which meets on a regular basis to discuss matters relating to the regeneration of the town centre. It includes representatives from the business community, the voluntary sector and education, as well as local authorities.

6.6.6. A Regeneration Strategy has also been drawn up with the aim of increasing the vitality and viability of Stroud by diversifying its role and reducing its reliance on shopping as the main attractor. This is regularly updated, the most recent version being produced in September 1998. The strategy undertakes a SWOT analysis (strengths, weaknesses, opportunities and threats) for the town centre. It then uses that analysis to set out a series of aims which will guide the regeneration of the town centre. These aims are:

1. to create a unique identity for Stroud town centre;
2. to secure public and private sector investment in the town centre;
3. to improve Stroud's competitiveness as a retail centre;
4. to retain and enhance existing businesses and service providers within the town centre;
5. to introduce new leisure, entertainment and cultural attractions within the town centre;
6. to promote Stroud as a tourist destination;
7. to create new business opportunities within the town centre;
8. to increase the town's residential population;
9. to improve accessibility both to and within the town centre;
10. to enhance the town centre's physical environment;
11. to improve safety and security within the town centre; and
12. to bring vacant and under-used land and premises into productive use.

6.6.7. These aims cover a broad spectrum of initiatives, some of which are land-use based.

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Those that are land-use based are developed into policies and proposals in this Plan.

6.6.8. Initiatives that have been implemented include the introduction of a traffic management scheme to reduce the amount of through traffic whilst retaining vehicular access to the town centre, and improvements to the Subscription Rooms and forecourt. This enables one of the most important buildings in the town centre to be used to its full potential as a venue for arts and entertainment and for the public area around the building to be used as a town square. The establishment of a cinema in the town centre is a top priority.

6.6.9. The District Council is committed, in partnership with the private sector in Stroud, to improving the environmental quality of the town, promoting the development of the economy, and the range of facilities and attractions for shoppers and visitors. A Town Centre Manager has been appointed to ensure the achievement of these aims.

6.7. Retail Strategy for Stroud Town Centre

6.7.1. The Council recognises the importance of planning for future needs in retailing and other sectors, particularly in Stroud and Dursley, where regeneration is vital to ensure their continuing function as the district's major centres. The strategy therefore seeks to accommodate retail growth within the town centres, and also outside where this will not impact adversely on centres. The strategy aims to:-

1. protect and maintain Stroud town centre's role as the local retail and service centre for the town and its rural environs by retaining the diversity of the retail experience of mainstream and independent retailers;
2. promote new development to a level which will ensure the continued diversity of the historic town centre whilst enhancing the retail offer available in the town;
3. accommodate new trends and innovations in retailing and to locate development in accordance with the sequential approach;
4. link shopping proposals with environmental enhancement and traffic management to achieve an attractive environment for future investment; and

5. maintain the attractiveness of the town centre in terms of the range of goods and services available.

6.7.2. Retailing in Stroud town centre is characterised by small units, which reflects its predominant historic composition, selling comparison goods and operated by independent retailers. The Regeneration Strategy is having a positive effect on the town centre. One of its strengths is the presence of independent retailers, some of whom offer products not found in the larger centres and which enhance the nature of the retail offer available. Evidence of improvement includes the number of national retailers moving into the town centre, expanding the range of goods available further. The regular Farmers' Market has also been successful.

6.7.3. Representation in the town of larger bulky goods operators, such as those selling furniture, carpets and electrical goods, is limited. Competition from larger centres and out of centre retailers outside the District, as well as a lack of suitable premises in the town all contribute to the limited provision of such goods.

6.7.4. The above strategy attempts to balance the Council's wish to ensure the survival, in the long term, of the town centre as the main retail destination, but recognises also that the retail range within the town generally should be enhanced to offer visitors a more extensive range of goods and services.

6.8. Definition of Stroud Town Centre

6.8.1. Stroud town centre for the purposes of the operation of the retail policies in this Plan includes the historic core of the town which contains a broad range of facilities and services and also the focal points for public transport. The area is therefore, by definition, compact.

6.9. Changes of Use in Stroud Town Centre

6.9.1. The Council recognises the need to maintain a core of retail activity in the town centre, but is also aware of the fact that other, complementary uses, during the day and evening, can reinforce the town centre's attractiveness to local residents and shoppers. The Council has defined Primary Shopping

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Frontages in a very limited area, with the intention that this area is retained as the town's retail core, and the Council will seek to establish or maintain, as a guide, 70% of each section of the Primary Frontage in retail (A1) use. A section of the Primary Frontage is considered to be a particular street block frontage, or a frontage of up to 50 metres either side of the application site, whichever is less. The Primary Shopping Frontages in Stroud are shown on the Stroud Town Centre Inset Map.

POLICY SH1

Within the primary shopping frontages of Stroud town centre, a change of use at ground floor level from Retail (Use Class A1) use to financial and professional services (Use Class A2) Restaurants and Cafes (Use Class A3) Public Houses and Bars (Use Class A4) and Hot Food Takeaways (Use class A5) uses will be permitted where the proposed use would not significantly undermine the retail function of the town centre. Each application will also be assessed against the following criteria:

1. the site's location and prominence within the shopping frontage;
2. the size of the premises and its frontage width;
3. the number and distribution of existing non A1 uses and any unimplemented planning permissions for non A1 uses within the primary frontage;
4. the nature and character of the proposed use and the level of activity associated with it; and
5. the maintenance of a window display.

Changes of use from A1, A2, A3, A4 or A5 uses to uses other than A1, A2, A3 A4 or A5 will not be permitted within any of the Primary Shopping Frontages of Stroud town Centre.

6.9.2. In accordance with PPS6, the importance of the town centre providing a range of uses is recognised The Local Plan therefore restricts the extent of secondary frontages within Stroud town centre and also places less restriction on changes of use of premises from A1 retail use to other uses than on premises within the Primary Frontages. In order to ensure that retail remains an important activity at ground floor use within secondary frontages, the Council will expect at

least a third of the units of a particular street block frontage, or a frontage of up to 50 metres either side of the application site, whichever is less, to remain in A1 retail use. The Secondary Shopping Frontages in Stroud are shown on the Stroud Town Centre Inset Map.

POLICY SH2

Within the secondary shopping frontages of Stroud town centre, a change of use at ground floor level from Retail (Use Class A1) to financial and professional services (Use Class A2) Restaurants and Cafes (Use Class A3) Public Houses and Bars (Use Class A4) and Hot Food Takeaways (Use Class A5), uses will be permitted subject to the following criteria:

1. the retail function of the area is not undermined; and
2. there is no loss of a residential unit.

Changes of use from A1, A2, A3, A4 or A5 uses to uses other than A1, A2, A3, A4 or A5 will not be permitted within any of the secondary shopping frontages of Stroud town centre.

6.9.3. Other uses appropriate to a town centre, such as leisure, entertainment, medical and employment will be encouraged to locate within these areas. The underlying objective is, over time, to concentrate Stroud's retail activity into a smaller core, and to facilitate the development of other parts of the town centre into lively vibrant areas of mixed use. Residential uses may also be acceptable in some buildings in addition to that which may be allowed at first floor level throughout the town centre and covered by policy HN9. Normal requirements for amenity space and car parking will be relaxed in town centre residential development proposals.

6.9.4. Other uses appropriate to a town centre, such as leisure, entertainment, medical and employment will also be encouraged to locate within these areas. The underlying objective is, over time, to concentrate Stroud's retail activity into a smaller core, and to facilitate the development of other parts of the town centre into lively, vibrant areas of mixed use.

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POLICY SH3

Within Stroud town centre, outside the defined primary and secondary frontages, changes of use to uses which will assist in enhancing the vitality and viability of the town centre will be permitted.

6.10. Development Proposals in Stroud Town Centre

6.10.1. As part of the District Council's desire to regenerate Stroud town centre, appropriate redevelopment which aids this process in and around the town centre will be encouraged, particularly for mixed use development. Many sites within the town centre have potential for such redevelopment, but are in locations where a number of potential uses would be acceptable. They are therefore not allocated in this Plan, but where such sites come forward for development, they should be for uses which will assist the regeneration of the town centre. In each case, a development brief should be prepared and agreed with the District Council, prior to the granting of any planning permission. Where there is complex mixture of uses and/or where sensitive sites are involved a development brief should be prepared and agreed prior to the granting of planning permission"

POLICY SH4

Proposals for the development of sites within Stroud town centre will be permitted provided they will contribute to the regeneration of the town centre and support or enhance its role and function.

6.10.2. The attraction of a cinema to the town centre was a high priority in assisting Stroud's regeneration, by extending the attractiveness of the town and its evening economy. The bus station on Merrywalks was identified as a suitable site for a cinema, as part of a wider mixed use scheme. An Alternative site is proposed for buses at the Integrated Transport Interchange, as set out in the Transport chapter. Provision should be made for buses prior to development starting on the site. The Merrywalks site is large enough to accommodate other appropriate town centre

uses, such as retail and other leisure uses.

6.10.3. The Slad Brook is culverted through this site. This is a constraint on the recolonisation of the Brook by the European Otter – a UK priority species. The Gloucestershire Biodiversity Action Plan seeks the national re-colonisation of otters to the watercourses of Gloucestershire. Redevelopment on this site should, therefore, include the investigation of opportunities for providing access along the Slad Brook by otters.

6.10.4. It is important that the site is accessible by all means of transport for all users including a good level of public transport provision, and encourages linked trips to the town centre. Ensuring high quality public transport to the site will be important.

PROPOSAL SH5

The bus station site, on Merrywalks, Stroud, is allocated for mixed use. Any development proposal should include a cinema. Other acceptable uses in addition to a cinema are likely to be within Use Classes A1, A3, A4, A5 and D2. In conjunction with the development of this site, a Section 106 Legal Agreement will be sought covering the following issues:

1. Ensuring pedestrian links to the town centre;
2. Contributions to improved public transport and cycle access to the site; and
3. Associated off-site highway improvements.

6.10.5. A large area of under utilised land on the edge of Stroud Town Centre at Cheapside Wharf has been identified for mixed use development. Development of this site has the potential to improve an important gateway into the town centre and to provide a range of complementary uses to aid its regeneration. It is important that the site is not viewed either physically or functionally as being separate from the town centre but as an extension to it. A key part of any development on this site will be the provision of pedestrian and cycle links across the railway line to integrate the site with the town centre, and a public transport interchange at Stroud Railway Station to improve access to the town centre as a whole.

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6.10.6. The Thames and Severn Canal dissects the site and should be a focus for part of the development. Its towpath is part of a dedicated route providing access for pedestrians and cyclists from the surrounding area. Contributions will be sought towards the canal's restoration and for a canal bridge to improve access across the site for pedestrians and cyclists.

6.10.7. The redevelopment of this site is sought to contribute to the regeneration of the town centre. Development of this site may be acceptable on an incremental basis provided that any development proposal does not compromise the achievement of a high quality scheme overall, the site's full integration with the town centre, and that safe, attractive and convenient cycle and pedestrian access can be secured across the site. It is anticipated that this site will come forward for development during the second half of the Plan period.

POLICY SH6

Land at Cheapside Wharf is allocated for mixed use development including a public transport interchange, housing and public car parking. Any development proposal should support or enhance the vitality and viability of Stroud town centre. In conjunction with the development of this site, Section 106 Legal Agreements will be sought covering the following issues:

1. contributions towards the restoration of the Stroudwater / Thames and Severn Canal;
2. contributions towards improvements to pedestrian and cycle links from the site to the town centre and the Canal towpath;
3. and contributions towards off-site highway improvements.

6.10.8. The Council recognises that the current nature of retail premises within the town centre are unattractive generally to bulky goods operators and this section of the retail market has very limited representation in the town, causing related shopping trips to take place out of the District. Also, the nature of the historic centre is such that it is difficult to provide suitable new premises for this type of retail without causing harm to the historic character of the centre. Bulky goods are considered to be those goods which require a large amount of display

space due to the large size of items or, are, by virtue of their size, shape and weight, difficult to carry easily. The Council is aware that these forms of development also often sell small items. However, due to the character of the town centre, the sale of such items may impact unacceptably on it. The Council will, therefore, limit the sale of non bulky items which may be sold from these developments to a level which is of a minor and ancillary nature to the store's operation, in terms of retail floorspace and turnover. Bulky goods do not include small items which, as part of the store's operation, are sold in bulk.

6.10.9. In line with the sequential test set out in PPS6, it is considered important that this demand is accommodated as close to the town centre as possible. In order to promote non food bulky goods retail development in Stroud, the Council has allocated land at Far Hill as suitable for this form of development. The Far Hill site is located just outside the defined town centre along a major bus route into the town.

6.10.10. The Far Hill car park is bordered to the north west by the Painswick Stream and to the south by the Stroudwater Canal. These watercourses form part of a critical dispersal route for otters – a UK priority species. Painswick stream is the only route whereby otters can successfully recolonise the Painswick Valley. The Gloucestershire Biodiversity Action Plan seeks the natural re-colonisation of otters to the watercourses of Gloucestershire. The development of this site should, therefore, seek to avoid disruption to this critical otter dispersal route.

PROPOSAL SH7

Far Hill car park, Cainscross Road, Stroud, is allocated for non-food retail (bulky goods). In conjunction with the development of this site, a Section 106 Legal Agreement will be sought covering the following issues:

1. Improvement of pedestrian links to the town centre.
2. Contributions towards improved public transport to the site.
3. Associated off-site highway improvements.
4. Contributions towards the restoration of the Stroudwater Canal.

6.11. Dursley Town Centre

6.11.1. Dursley is the second largest town centre in the District and is the main centre in the South Vale.

6.11.2. The eastern part of Parsonage Street is the principal shopping street, and is a pedestrian priority zone. Retail deliveries have in the past tended to conflict with its mainly pedestrian use, and this problem is being addressed through the installation of street furniture to emphasise pedestrian only areas and bays for the loading and unloading of vehicles. The other streets in the centre are Long Street, which is affected by heavy lorries delivering to industrial premises, and Silver Street/Market Place which suffer from heavy traffic flows, gradients and narrow pavements.

6.11.3. A study of the town centre, which was commissioned by Stroud District Council in June 1991, indicated that, generally, the centre was in a difficult trading position. This was mainly because it was not large enough to attract major multiple traders in comparison/durable goods. The study considered that to produce a substantial improvement in the centre's trading position expansion was needed by way of the development of a supermarket within the town centre.

6.11.4. The Dursley Town Centre Regeneration Strategy, published May 1997, set out a number of proposals to aid the regeneration of the town including the redevelopment of the Castle Street and Rackfield Street site for a supermarket. This proposal and other land use proposals - the redevelopment of Bymacks for employment and housing and traffic relief provisions - have been incorporated into the Plan. The Vale Vision Group is in the process of producing a new strategy for Dursley Town Centre that will supersede the 1997 Strategy.

6.11.5. Many of those which are land-use based are included in this and other relevant chapters of the Plan. In addition to these site specific proposals, the strategy also includes the following as regeneration proposals:

- protection and enhancement of pedestrianised Parsonage Street and Market Place as the main retail area;
- encouragement of the efficient and

appropriate use of vacant and under-used premises;

- the promotion of public transport use, cycling and walking both to and within the town centre;
- improvements to the town's general environment, including building frontages, street surfaces, landscaping, the maintenance of public areas/facilities and the introduction of public art;
- the provision of appropriate tourist attractions and facilities within the town centre; and
- trading initiatives aimed at local retailers.

6.12. Retailing in Dursley Town Centre

6.12.1. Dursley town centre's pattern of retailing is much simpler than Stroud's. The main shopping focus is on the pedestrianised area of Parsonage Street, and this is undeniably Dursley's primary shopping area. Beyond this is a more limited area within the town centre where non-retail uses can be allowed to predominate. Dursley is in this respect similar to some of the District's other town centres, such as Wotton-under-Edge and Stonehouse. It is not therefore proposed to include policies on changes of use from retail which are particular to Dursley. Instead, Dursley is included in those town centres covered by Policies SH9 and SH10, set out later in this chapter, under 'Retailing in Other Town Centres'.

6.13. Development Proposals in Dursley Town Centre

6.13.1. As set out above, the Dursley Town Centre Regeneration Strategy specifically identifies proposals which should be brought forward to aid its regeneration. The redevelopment of Bymacks is dealt with as a mixed use allocation within the housing chapter. Proposals for a Link road in the sites MU3 and MU4 have been made as part of the development. One remaining and important proposal is for the redevelopment of the Castle Street and Rackfield site to provide a quality supermarket providing 1,390-1858 sq.metres net (15,000-20,000 sq.ft.net) floorspace.

6.13.2. It is considered vital that Dursley's ability to compete with other town centres should be

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enhanced by the construction of a supermarket, but that this must be in a location within the town centre, where linked trips to the supermarket and the rest of the town centre are a real likelihood. In connection with this proposal, the two most important obligations are ensuring good pedestrian links with the town centre, and contributing to off-site highway works should they prove necessary. An access from the link road through site MU3 should serve the supermarket. A development brief has been prepared setting out detailed requirements for the development of the site, including provision for cycle, bus and taxi access.

PROPOSAL SH8

A site at Castle Street and Rackfield is allocated for a supermarket of approximately 1,858 square metres net floorspace. In conjunction with the development of this site, a Section 106 Legal Agreement will be sought covering the following issues:

1. Ensuring pedestrian links to the town centre; and
2. Contribution to off-site highway works.

6.14. Other Town Centres

6.14.1. The shopping area in Stonehouse is mainly concentrated along High Street (from near its junction with Regent Street) northwards to The Green and extends along part of Queens Road. Stonehouse town centre experiences a large volume of traffic through its town centre. There is limited opportunity for further new development other than by redevelopment.

6.14.2. The extent of Nailsworth's central shopping area comprises Old Market Street, Fountain Street, Market Street, Bridge Street and George Street. The Nailsworth Conservation Area coincides with part of the central area. Recent environmental improvements have taken place in the town centre in Old Market at the bus station and at Mortimer Gardens. Additional shop units are also currently under construction in George Street and Fountain Street.

6.14.3. The main shopping streets in Wotton-under-Edge are Long Street, High Street, Church Street and Market Street. The town centre is reasonably vibrant, having relatively

low vacancy rates. However, much of the town centre is made up of narrow one-way streets, with inadequate servicing facilities, and there is a perceived shortage of short-stay parking, which needs to be addressed if any proposals for a supermarket are made.

6.14.4. Berkeley's shops are small and mostly local in character, serving the needs of the town and tourists. Car parking is adequately served by kerbside provision and the public car park at Lower Berrycroft.

6.14.5. The town centres of Painswick and Minchinhampton are situated within Conservation Areas and consist of a small number of units serving local needs and the tourist industry. Minchinhampton's shopping area is concentrated along High Street, extending at its southern end into West End and Tetbury Street, while Painswick's is dispersed around New Street, Bisley Street, St. Mary's Street and Victoria Street. Both centres suffer from congestion and parking problems during summer months.

6.15. Retailing in Other Town Centres

6.15.1. In Wotton-under-Edge, Stonehouse, Nailsworth, and Dursley it has been possible to identify a core area, which has been defined as primary frontage, and where non-retail uses should not make up more than 20% of defined frontages. In some centres, where the primary area is relatively concentrated, the defined frontage is the centre's whole primary area, whilst in others, where the primary area is more divided, there may be more than one area of defined frontage.

6.15.2. In the primary frontages, the Council considers that a maximum of 20% of non-shopping use frontage represents a reasonable balance between achieving the advantages of concentrating shopping outlets and making provision for service uses which also contributes to the vitality and viability of the centres.

6.15.3. In addition, each of the centres listed above has defined boundaries, and has shopping streets or areas which are within the defined centre, but outside the primary areas. It is within these areas that uses such as financial and professional services and the sale of hot

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food and drink either for consumption on or off the premises can best be located. It is intended that within these areas a greater degree of flexibility can be exercised over the use of any particular premises, with the emphasis being on accommodating uses appropriate to a town centre. In Berkeley, Painswick and Minchinhampton, the nature of the centres is such that no primary frontages can readily be defined, and the whole centre is covered by Policy SH9. This is to protect the small number of retail units (Class A1) that exist within these centres to prevent the town centre's retail function being undermined further.

6.15.4. For the purposes of the operation of Policies SH9 and SH10, Dursley town centre is included.

6.15.5. The Primary Shopping Frontages in each settlement are shown on the Dursley, Stonehouse, and Nailsworth Town Centre Inset Maps and Wotton-under-Edge Inset Map.

POLICY SH9

Within the defined town centres of Berkeley, Minchinhampton and Painswick or the defined primary shopping frontages of Dursley, Wotton-under-Edge, Stonehouse, and Nailsworth, a change of use at ground floor level from Retail (Use Class A1) to Financial and Professional Services (Use Class A2) Restaurants and Cafes (Use Class A3), Public Houses and Bars (Use Class 4) and Hot Food Takeaways (Use Class 5) uses will only be permitted where the proposed use would not undermine the retail function of the frontage or centre.

Changes of use from A1, A2, A3 A4 or A5 uses at ground floor level to uses other than A1, A2, A3, A4, or A5 will not be permitted within any of the defined primary shopping frontages or the defined town centres of Berkeley, Minchinhampton and Painswick.

6.15.6. For the purposes of Policy SH10 vacant units will be classified as being in their previous use, and each frontage or group of frontages shown on the Nailsworth Town Centre Inset Map will be treated individually for the purposes of measuring the percentage of non-retail.

6.15.7. Applications for the change of use from Use Class A1 to Class A2, Class A3, Class A4 or Class A5 within the defined town centres of Berkeley, Dursley, Wotton-under-Edge, Stonehouse and Nailsworth, but outside the defined primary frontages, will be assessed against Policy SH11.

POLICY SH10

Within the defined town centres of Dursley, Wotton-under-Edge, Stonehouse, and Nailsworth, a change of use at ground floor level from Retail (Use Class A1), Financial and Professional Services (Use Class A2) Restaurants and Cafes (Use Class A3), Public Houses and Bars (Use Class A4), or Hot Food Takeaways (Use Class A5) uses to uses other than A1, A2, A3 A4 and A5 will only be permitted if all the following criteria are met:-

1. the unit is not within a defined primary shopping frontage.
2. the unit has been vacant for a considerable period, and every effort has been made to market it, at a realistic price, for an A1, A2, A3, A4 or A5 use.
3. the proposed use is one that will assist in enhancing the vitality and viability of the centre.

POLICY SH11

Planning permission will be granted for development proposals within the defined town centres of Dursley, Wotton-under-Edge, Stonehouse, Nailsworth, Berkeley, Painswick and Minchinhampton that support or enhance their role and function. The proposed development must:

1. sustain or enhance the vitality and viability of the town centre and its environment; and
2. be in keeping with the character, size and operational requirements of the established town centre.

6.16. Developments Attracting Large Numbers of People

6.16.1. Developments attracting large numbers of people including retail, office, indoor leisure and entertainment uses will be assessed against Policies SH12 and TR1. Town centres are the preferred location for all developments attracting large numbers of people as they provide the best opportunity for comparison between providers of goods and services, linked trips and access by public transport. As set out in previous sections of this chapter, this Plan anticipates the vast majority of new retail investment to take place within the town centres of Stroud and Dursley.

6.16.2. There has been growing concern both nationally and locally about the cumulative impact of out-of-centre retail developments on the long term vitality and viability of traditional town centres. The development of major new out-of-centre services and facilities within the District and close to its boundaries would undermine the vitality and viability of existing shopping centres within the District by drawing trade away from them and lead to an increase in the need to travel by car.

6.16.3. Out-of-town stores seek a trading advantage by catering primarily for car-borne shopping trips. However both PPG 6: Town Centres and Retail Developments and PPG 13: Transport recognise the need to reduce vehicular movements in both number and length. Retail development should therefore be accessible to all transport modes but in particular by public transport, pedestrian and cycle modes. Town centres in this context are the most appropriate location for retail development followed in accessibility terms, by edge-of-town centre sites.

6.16.4. In accordance with Government guidance on the sequential approach, the Council will expect proposals for developments attracting large numbers of people to be located in the existing town centres of the District. Exceptionally, where such sites cannot be made available and a need is demonstrated, there may be scope for development at edge-of-centre sites where they are close enough to provide easy and attractive pedestrian access to the town centre, district and local centres followed by out-of-centre development on sites which are accessible by a choice of means of transport and do not adversely affect the vitality and viability of

any town centre. When assessing the suitability of sequentially preferable sites, developers will be required to be flexible in terms of format, design and scale of development.

6.16.5. Proposals for new retail floorspace which would undermine the role of established town centres will be resisted and the cumulative effect of proposals will continue to be an important factor in the consideration of planning applications. The Council will, however, welcome proposals for new or upgraded shopping facilities within town centres where these improve the range and quality of shopping provision and contribute to improvements in the shopping environment.

6.16.6. Developers of proposals will be expected to provide evidence that addresses the criteria set out in Policy SH12. All new retail proposals of 1,000 square metres or more, or in cases where local circumstances justify a lower threshold, should be supported by a retail impact assessment. Transportation assessments will also be required in line with the thresholds set out in PPS13.

6.16.7. The Council wishes to ensure that, where planning permission is to be granted for retail development outside town centres, the nature of retailing permitted does not change over time without the implications of that change being assessed first. The type of goods sold and subdivision of retail units outside town centres will therefore be restricted by condition or legal agreement. Applications to vary conditions to existing retail permissions and for extensions to existing stores will be assessed against Policy SH12.

POLICY SH12

In settlements with defined town centres, proposals for, development that would attract large amounts of people should be consistent with the scale and function of the town centre. Outside town centres (on edge or out of centre sites), such proposals will only be permitted where suitable town centres sites cannot be identified and a need is demonstrated for the proposed development. Developers of out-of-centre proposals will also be required to demonstrate that there are no suitable sites.

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available, either on the edge of centres or on existing allocations and that they are well served by a choice of means of transport.

In addition, development proposals (in, edge, or out of centre) will only be permitted if all the following criteria are met:

1. it will not harm the vitality and viability of town centres either by itself or cumulatively with other proposals, planning permissions, developments or Local Plan allocations;
2. it will not town centre strategies nor lead to the delay or abandonment of needed investments;
3. where retail development is proposed, agreement is reached with the Council regarding the range of goods to be sold;
4. it will not have an unacceptable impact on travel patterns nor result in a substantial increase in car usage; and
5. the site is not allocated for an alternative use.

6.17. Local Shopping Centres, Community Facilities and Individual Village Shops

6.17.1. The District contains a number of local shopping centres and one District Centre, which meet local needs, often including a newsagent, a general grocery store and a sub Post Office and occasionally a pharmacy, hairdresser, or other small shops of a local nature. The provision of these small-scale local shopping facilities helps ensure residents have convenient access to a reasonable range and choice of facilities while helping to reduce travel and car use and to secure a more sustainable environment.

6.17.2. Individual urban based and village shops can provide an essential and valuable service to the community, particularly to those who do not have access to a car. The Council also recognises that as communities develop, either socially due to the changing structure of the community or as a result of new developments, new community facilities may be required. Proposals for new local shopping and community facilities within residential areas and villages will therefore be supported provided they are of a size and scale that is related to the

needs of the local community and are accessible by public transport, cycling and walking. To ensure that proposals will not lead to unacceptable levels of vehicle traffic, applications will be assessed against Policy TR1.

POLICY SH13

Planning permission will be granted for community facilities and individual or small groups of shops (Use Class A1) to serve everyday shopping needs within existing settlement boundaries provided all the following criteria are met:

1. the development is consistent with the scale and function of the settlement or locality;
2. the development would not have an unacceptable impact on the environment or the amenity of local residents;
3. the development would not give rise to unacceptable levels of vehicular traffic or on-street parking to the detriment of the amenities of the surrounding areas and highway safety; and
4. the development is served by adequate on-street parking or off-street parking in accordance with the Council's Parking Standards.

6.17.3. In view of the distance of many of these local centres from the main town centres, it is important that their shopping function should be maintained. The intrusion of uses which are not appropriate to a shopping area can undermine the retail function of local shopping facilities. The Plan therefore seeks to protect these defined district and local shopping centres from excessive changes of use away from retail, which would the harm their vitality and viability, and will seek to establish or maintain, as a guide, 80% of the defined shopping frontage in retail (A1) use.

6.17.4. The defined district and local shopping centres are set out in table 6.1.

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Table 6.1: Defined District and Local Shopping Centres

Place/Street	Numbers (inclusive)
Cam District Centre High Street	6-28 7,19-25 Units 1-3, and adjacent supermarket and post office
Cainscross, Stroud Westward Road	16-26 Store between 26 and 50 Westward Road
Kingshill, Dursley Kingshill Road	2-16 and adjoining supermarket
Woodfield, Cam Phillimore Road	1-7
Brimscombe Gordon Terrace	1-5 and adjoining Post Office
Manor Village Tanglewood Way, Bussage	35-45

POLICY SH14

Within the defined Cam District Centre or local shopping centres, a change of use at ground floor level from Retail (Use Class A1), to Financial and Professional Services (Use Class A2) Restaurants and Cafes (Use Class A3), Public Houses and Bars (Use Class A4), or Hot Food Takeaways (Use Class A5) uses will only be permitted where the proposed use would not undermine the retail function of the centre.

Changes of use from A1, A2, A3, A4 or A5 uses at groundfloor level to uses other than A1, A2, A3 A4 or A5 will not be permitted within the defined Cam District Centre or local centres.

6.18. Loss of Individual and Village Shops, Public Houses and other Community Uses

6.18.1. There is concern within the District, particularly in some rural areas, that certain community uses/services are being lost from settlements. Typical examples of services under

threat are village stores, post offices and public houses, where the buildings are being converted into other uses. Once lost, they are gone for ever. In some settlements, a public house may provide the sole meeting place for local inhabitants. A lack of adequate public transport underlines the need to prevent the loss of local shops, public houses and other community facilities.

6.18.2. The services do however need the support of the local population if they are to survive. When considering proposed changes of use, it will be necessary to take account of the level of this support. If a service becomes unviable as a result of a lack of patronage, it may not be possible to prevent a change of use. However, the applicant will need to demonstrate that the existing service is indeed unviable, or that alternative provision exists within walking distance.

6.18.3. It is considered that 800 metres represents the maximum distance from a local facility that can normally be considered convenient to walk for everyday activities. This guideline and the range and choice of other facilities in the locality will be used in assessing the accessibility of acceptable alternatives.

POLICY SH15

Development which involves the loss of individual shops, public houses, village halls and other community facilities will only be permitted where:

1. there is no prospect of a continued community use;
2. there are adequate alternative facilities in the locality which cater for the needs of the local population; and
3. the current or previous use is no longer viable.

6.19. Garden Centres

6.19.1. Stroud District contains a considerable number of garden centres. Many have grown from being small-scale nurseries, selling only plants grown on the premises, to substantial retail outlets, selling all manner of garden-related and, increasingly, non garden-related products.

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6.19.2. Horticultural nurseries often start out on agricultural land, without requiring planning permission. They then begin selling plants grown on site, still without requiring planning permission. It is often only at the stage that they wish to grow into a 'garden centre', and sell plants not grown on site, as well as other garden-related products, that planning permission is first required. This creates a problem in itself, as the business will be an established one, on a site which may or may not be suitable for the use proposed, in terms of, for example, highway safety, or the effect on nearby residential properties.

6.19.3. It is recognised that garden centres fulfil a particular need, and, because at least a proportion of the goods sold may be grown on site, will often by necessity be located in the countryside, remote from the District's town centres. Provided the proposed garden centre can comply with the general policies mentioned above, a countryside location may be acceptable provided it is proposed only to sell garden-related products, and not diversify into a more general retail business. Such a diversification usually includes the sale of goods which should more appropriately be sold from town centres, and would thus be contrary to PPS6, PPS7 and PPG13. The Council will also carefully consider the impact of such development on areas of high quality landscape or nature conservation value, and the effect on the local highway network which is often inadequate in countryside locations to cater for these developments. Consideration will also be given to opportunities for access by modes of transport other than the car.

6.19.4. Where garden centres are permitted away from town and village centres, therefore, conditions or planning obligations will usually be required to control the range of goods sold. These will be enforced, and extensions to sell goods which should more appropriately be sold from a town centre will be resisted. Proposals for garden centres not meeting criterion 1 of Policy SH16 will be assessed against Policy SH12.

POLICY SH16

Proposals for new garden centres or extensions to existing centres will only be permitted where the following criteria are met:

1. the range of goods to be sold is entirely garden related and consists predominantly of plants, at least some of which are grown on the premises; and
2. the site is reasonably accessible to the catchment population by public transport, cycling and walking.

6.20. Retailing from Filling Stations

6.20.1. The volume of non-petrol sales from petrol filling station forecourts has increased significantly over recent years. Convenience stores at petrol filling stations can reduce the number of journeys by car by allowing multi-purpose trips. There are some areas in the District where the convenience store at the petrol filling station represents the only shopping facility for a local community. However, such developments should not be allowed to expand to the extent that they may harm the vitality and viability of existing centres, and proposals will be judged against Policy SH12, in the same way as other proposals for developments attracting large numbers of people.

6.20.2. Where new petrol filling stations are permitted which include a substantial amount of retail floorspace, or where a redevelopment or an extension is proposed which provides additional retail floorspace, conditions may be imposed which restrict the extent of the retail floorspace and the range of goods to be sold.

6.21. Class A3, A4 and A5 Food and Drink Uses

6.21.1. The introduction of restaurants and hot food take-aways can have a positive impact on an area's vitality, but can also harm the amenity of an area, particularly where late opening hours affect local residents. Consideration will therefore be given to the need to restrict hours of opening where residential amenities could otherwise suffer. Sites such as town centres are less sensitive and later opening hours, or unrestricted opening times, may be appropriate.

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6. TOWN CENTRES AND RETAILING

6.21.2. Many considerations, when dealing with proposals for A3, A4 and A5 uses, are already covered by other policies in the Plan. If the proposal is within a town centre, then the appropriate policies earlier in this chapter should be applied.

6.21.3. PPS6 continues the principal that the sequential test should apply to uses other than retail, and this includes A3, A4 and A5 uses. Some new A3, A4 and A5 uses may be intended to serve a purely local market and will be considered under Policy SH13. However, many others are not, and attract large numbers of people from wide catchment areas. These uses should, be located within established centres wherever possible, and should be accessible to a choice of forms of transport. Proposals of this nature will be considered under Policy SH12.

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6. TOWN CENTRES AND RETAILING**

7.1. Introduction

7.1.1. The built environment includes all of the rich diversity of buildings contained within Stroud District, both historic and modern. The District contains almost 5000 Listed Buildings, 42 Conservation Areas, 68 Scheduled Ancient Monuments, over 4000 archaeological sites and 14 Historic Parks and Gardens set predominantly within the Cotswolds AONB and the contrasting estuarine landscape of the Severn estuary and its plains. There is a strong inter-relationship between the District's high quality built environment and its landscape and the traditional use of local natural materials. This inter-relationship has created a distinct, much loved character to the District. There is a need to ensure the protection and enhancement, wherever possible, of these assets.

7.1.2. However, the District also experiences considerable pressure for development. It is essential that the investment and other benefits which that can bring are not lost. A balance must be struck between the need for development and the desire to preserve the character and quality of the built environment of our District. This can be achieved partly by directing development away from the most sensitive areas and buildings, but critically by ensuring that development which does take place is itself of high quality. It should reflect and respect that which exists already, and make its own contribution to the character and appearance of the District.

7.1.3. This section of the Local Plan contains policies on how best to assimilate new development into the District, as well as policies on how to make the best use of our historic buildings and areas.

7.2. Objectives

1. To ensure that new development either respects and reflects the distinctive character of the District's traditional settlement patterns and built form or introduces good quality innovation in urban design and architecture where this is not detrimental to existing character, or where this will establish character where local distinctiveness is lacking.
2. To provide a balance between the need for new development and the desire to protect the District's built heritage and preserve the amenities of its residents.
3. To ensure that appropriate areas of the District, which are particularly rich in architectural and historic interest, have their character or appearance preserved or enhanced, but without stifling necessary and desirable development.
4. To ensure that the District's rich collection of buildings of special architectural or historic interest, and their settings, are respected, whilst allowing them to meet the needs and aspirations of today.
5. To protect and record sites and settings of archaeological importance.
6. To ensure that the District's historic parks and gardens, and their settings, are protected from inappropriate development.
7. To find new sustainable uses for underused rural buildings within the District, whilst resisting unsustainable conversions or the re-use of insubstantial buildings and those which detract from their surroundings.
8. To support the harnessing of renewable energy, where this does not involve unacceptable environmental impact.

7.3. New Development

Central Government Advice

7.3.1. The Government's general advice on new development is contained in Planning Policy Statement 1 Delivering Sustainable Development 2005. It emphasises that planning shapes the places where people live and work and the country we live in. Key Principle (iv) states that planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted. It states that *'High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together and provide opportunities for physical activity and recreation. It means ensuring a place will function well and add to the*

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overall character and quality of the area, not just for the short term but over the lifetime of the development. This requires carefully planned, high quality buildings and spaces that support the efficient use of resources’.

7.3.2. PPS1 para. 38 advises that it is proper to seek to promote or reinforce local distinctiveness, again particularly where this is supported by clear plan policies or supplementary design guidance.

7.3.3. PPS1 also stresses the need to take account of the range of effects (both negative and positive) on the environment, as well as the positive effects of development in terms of economic benefits and social well being. Effects should be properly identified and assessed through the sustainability appraisal process, taking account of the current quality of the environment in the area and any existing environmental issues relevant to the plan.

7.3.4. In September 1998, the DETR published ‘Places, Streets and Movement’, which is designed as a companion guide to Design Bulletin 32. This document relates to residential development in particular, but contains some important messages about the importance of high quality development, urban design, and the importance of local distinctiveness. One of the document’s key messages is about designing developments to create a sense of place, rather than simply to accommodate the motor car.

7.3.5. Additional guidance on design matters has been provided by the DETR in its more recent publication: By Design (May 2000). This document seeks to promote higher standards in urban design and is intended as a companion to PPGs. The guide is relevant to all aspects of the built environment including the design of buildings and spaces, landscape and transport systems. The guide emphasises that the most important ‘tool’ of a local authority in delivering better design is its Development Plan, within which design policies should be set out, and against which development proposals will be assessed.

Gloucestershire County Structure Plan

7.3.6. The adopted Gloucestershire Structure Plan recognises that it is vital that development

and change in the County protect and enhance its natural and historic environment. The interaction of people with the natural environment has created a varied and locally distinctive landscape. New development should respect and enhance the environment in its scale, location and design.

Urban Design

7.3.7. Urban design, in the context of this Plan, relates equally to rural areas and the countryside, and the urban areas within the District. This reflects the meaning given to ‘good design’ by PPS1 as set out in paragraph 7.3.1 above. Good design should be integrated into the existing urban form and the natural and built environment.

7.3.8. There have been developments within the District, as elsewhere in the country, constructed in the last few decades, that have paid little attention to urban design, whether it be the relationship between buildings and spaces within the development itself, or the way the development relates to existing nearby buildings and spaces. Many of these developments are characterised by not respecting the urban design and existing vernacular, but equally by failing to produce a coherent alternative from which future inspiration can be drawn. The result is often development of standard building types, in a standard layout, which could be from almost anywhere in the country.

7.3.9. The Council wishes to see new development break away from that mould, and show that new development can either dovetail neatly into existing built form or, particularly in areas where no strong tradition exists, produce imaginative new urban design, which can itself provide inspiration for other new development in the area at a later date. In areas where a strong urban form exists, the proposed new development will have to be of an exceptionally high standard to justify moving away from that tradition.

7.3.10. The urban design of a place can often include a significant piece of open, undeveloped land. This Council is committed to the best use of under-used land within our urban areas, but this does not mean that it is appropriate to develop every piece of undeveloped land. The contribution such

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undeveloped areas make to the urban design of a place will be considered under Policy BE2, if a proposal comes forward to develop, partially or wholly, such an area.

Site Analysis

7.3.11. Site analysis is a fundamental part of the design process as it derives the design concept for the site and assists in the achievement of successful development. This is particularly important for larger and sensitive sites. Plans, sketches and explanatory information should be used to demonstrate the influence of the townscape and public realm considerations upon the development proposal. The Council will therefore expect a full site analysis to be submitted for larger and more sensitive sites, including the allocated sites, illustrating the opportunities and constraints of the site and demonstrating that full consideration has been given, in the wider context, to the following:

1. legibility, permeability, views and vistas;
2. layout, form, scale and character and townscape;
3. the social, economic and functional roles of the site;
4. public open space;
5. significant landscape, environmental and ecological features; and
6. the historic environment including archaeological and historic features.

Public Realm

7.3.12. The public realm consists of the outdoor spaces within a settlement: - the streets, parks and market squares, in which the public move and socialise. The District is fortunate in that many of its historic settlements have a high quality public realm. In the more recent past, this aspect of development and its importance to the wellbeing of residents, workers and visitors has been overlooked, and the close relationship between buildings, their uses and public spaces has sometimes been ignored. The Council wishes to promote a higher quality of public realm and there are a number of key aspects that new developments should address.

7.3.13. **Permeability** - movement to, and through, a place. There should be direct, safe and pleasant routes suitable for pedestrians and cyclists, as well as vehicles, providing good links throughout a development and beyond. Historic settlements tend to have a good level of permeability, whilst more modern developments, particularly cul-de-sacs, have very low levels of permeability. The needs of pedestrians should be put before other traffic. There should be no unnecessary barriers to the ease of movement.

7.3.14. **Legibility** - the ease with which pedestrians, cyclists and/or drivers can orientate themselves and 'read' an area to understand how it is arranged, and which way to go for different places, amenities and facilities. A number of physical features can play a key role in achieving greater legibility. Sequences of spaces can be linked through the use of landmarks which act as points of reference, by maintaining views through, or by means of design continuity in choice of materials, street furniture, lighting and landscape. Landmarks may be key buildings, public art features, or landscape features such as specimen trees. Places which are generally distinctive will be more memorable and help people to orientate themselves.

7.3.15. **Human Scale** - what is perceived at eye level. A comfortable pedestrian environment relates to the scale and pace of the pedestrian, rather than vehicle occupants. Development should be interesting at eye level with pedestrian friendly frontages, i.e. frontages with activity or which provide informal surveillance. Consideration should be given to locating activity at the ground floor, particularly at focal points of pedestrian movement. Building frontages to public spaces should incorporate doors and/or windows to provide physical and visual links between them. Street and public spaces should be defined by built form, or where appropriate, structural planting. Any gaps in the building line should be intentional, and well defined by the buildings that surround it.

7.3.16. **Public and Private Space** - There should be a clear distinction between these spaces. Where buildings are set back from the pavement, the boundary of the public space should be clearly marked, for example by walls, or fences, which will assist in creating a sense of enclosure. Buildings should front streets or

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other public spaces, which will increase awareness of activities in public spaces, create more animated public spaces, and safety for users. Strong building lines along street blocks define the street scene and allow private space to be located within the block's interior.

7.3.17. **Public Art** - Public art can play an important role in improving the legibility of the public realm, and the community's sense of ownership of public spaces, particularly where it is involved in its production. The Council will seek public art provision, including contemporary works or art or craft, in appropriate development schemes, for example where it would enhance public spaces or buildings that surround such spaces.

7.3.18. **Landscape** - Open spaces should be designed to contribute to the character and quality of the place, and may be hard (built) or soft (planted) or a combination of both, as appropriate. The needs of users should be uppermost in the design of open spaces, for example streets should provide attractive through routes between places and activities, and large open spaces such as parks should be well integrated with the development. Further guidance concerning protection of existing landscape features and nature conservation is contained within the Natural Environment section.

POLICY BE1

New development will be permitted where:

1. it is physically integrated with its surroundings by preserving, extending and improving links with the existing public highway that provides safe, convenient and attractive through routes;
2. existing features which contribute to the area, landmark features, and views to them are retained in an appropriate manner or improved;
3. existing building frontage lines are maintained, or gaps result in benefits to the quality of the public space. Where there are no established building lines, streets and other public spaces, these should be defined by new building frontages;

4. the scale, location, use and landscaping of public spaces creates distinctive, attractive and safe areas;
5. there is a clear relationship and distinction between public and private space; and
6. the layout and design of new development takes account of the need to reduce crime.

The Wider Context

7.3.19. New development should not be considered in isolation from that surrounding it. Analysis of the wider area can be valuable in establishing movement patterns, plot sizes and arrangements, and design references, and, at the larger scale, guide proposals in terms of their potential impact on the landscape setting and appropriate skyline solutions.

7.3.20. **Roofscape and Skyline** - The shape, scale, heights, variety of construction, and orientation of buildings all contribute to producing a pleasing rhythm and generally harmonious skyline across the District. The skylines are dominated by domestic buildings, with punctuations normally formed by key buildings such as church spires, old mills and their chimneys, and other public buildings. Views over roofscapes are very common in the District due to its topography and this pattern should be respected, and new skyline features incorporated that contribute to this character.

7.3.21. **Street Pattern** - The historic street pattern throughout the District illustrates a pattern of organic evolution, with settlements growing slowly over time and buildings within adapted for different uses. It is only in the latter part of the last century that this pattern has been disrupted and sensitivity to the local environment and context lost. Street patterns have tended to become standardised through, for example the rigid application of highway standards, provision of services and building setbacks from the highway, producing a bland and uninspirational townscape within the District. The Council wishes to encourage innovation in urban design wherever possible, whilst respecting historic patterns in sensitive locations.

7.3.22. **Scale and Character** - Historically, building heights and plot sizes have varied depending on the nature and location of

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development. Variety in these aspects of the built form is important in creating an interesting environment. Where single use development on a large scale is proposed, variety should be maintained to avoid bland, monolithic form.

POLICY BE2

New development, will be permitted where the proposal represents a high quality urban design, and is compatible with its surroundings. Where this is not appropriate, the development should create a strong and distinctive urban design itself. In all proposals the following considerations should be addressed:

1. the layout and form of existing and the proposed development, and where appropriate the historic pattern of the area;
2. the relationship of the proposed development with its wider landscape setting;
3. the scale and character of the existing and proposed townscape in terms of road and pavement width and alignment, building heights, building line, plot size, density, elevational design and materials;
4. any features or open spaces, buildings and/or structures of character on or adjoining the site;
5. the scale, use and landscaping of the spaces between and around buildings;
6. views/vistas afforded from within, over and out of the site; and
7. the roofscape/skyline, development form and boundaries of the existing and proposed development seen in long or medium distance views.

7.3.23. Further guidance on the nature of locally distinctive urban design, how best to respect and reflect it, and on the nature of strong and distinctive urban design is contained in the Council's adopted supplementary planning guidance: Residential Design Guide.

7.3.24. Slavish adherence to highway standards in the past has compounded the poor quality of layout of many developments, especially residential development, and produced a road dominated and often sterile scheme. Application of highway guidelines should not be allowed to

compromise the quality of the townscape. The Council is particularly keen that new development respects, maintains or contributes positively to the District's high quality environment and it will investigate and incorporate design solutions to enable highway guidelines to be incorporated sensitively within proposed schemes.

Design of Buildings

7.3.25. The design of new buildings themselves is a closely related, but separate subject from urban design. The concerns of the Council about some of the development, particularly large - scale development, which has taken place in the last few decades, in terms of the design of buildings, is similar to the concern expressed above in respect of urban design. Too much new development has paid little attention to the traditions that have influenced existing, traditional buildings in the area. Equally, new development has often failed to provide a new and imaginative approach of high quality, which could be respected in the future. Too many buildings are standard building types, which are not designed for the sites on which they are built, but are selected from a 'patternbook', which is the same one used throughout the country. As a result, local distinctiveness is neither respected nor promoted, and a monotonous mediocrity results.

7.3.26. The Council wishes to see it demonstrated that new development can be well designed, and can be made to fit in with the existing built form. Equally, where no strong tradition of built form exists, it wishes to encourage imaginative and innovative design, rather than the use of standard building types. In areas where a design tradition exists, the proposed new development will have to be of an exceptionally high standard to justify moving away from that tradition. Further guidance on the nature of locally distinctive building styles, design features, and materials, and on the nature of strong and distinctive design is contained in the Council's adopted supplementary planning guidance, entitled 'Residential Design Guide'.

7.3.27. The Council is also encouraging the production by local communities of 'Village Design Statements'. These will supplement the Council's own guidance, and will, where

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appropriate, be adopted as supplementary planning guidance.

POLICY BE3

Proposals for street and infill development will be permitted where the proposal represents a high quality of urban design and is compatible with its surroundings. Where this is not appropriate, the development should create strong and distinctive design itself. In all proposals, the following considerations should be addressed:

1. the building line, scale of the area, heights and massing of adjoining buildings and the characteristic building plot widths;
2. the architectural characteristics and the type, colour of the materials of the adjoining buildings; and
3. the complexity and richness of materials, form and detailing of existing buildings where the character of the area is enhanced by such buildings and the new development proposes to replicate such richness.

7.4. Conservation Areas

Central Government Advice

7.4.1. The Planning (Listed Buildings and Conservation Areas) (PLBCA) Act 1990 provides the legal framework for Conservation Areas. Paragraph 17 of PPS1: Delivering Sustainable Development 2005 stresses how much the Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. Much of the remainder of the government's advice is contained within PPG15: Planning and the Historic Environment 1994.

7.4.2. Conservation Areas are defined as being 'areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance'. Section 69 of the PLBCA Act imposes a duty on Local Planning Authorities to designate such areas, and paragraph 4.2 of PPG15 stresses that it is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying Conservation Areas for designation.

7.4.3. Section 71 of the PLBCA Act places a duty on Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of Conservation Areas, and paragraph 4.10 of PPG15 gives further guidance on this subject. It makes clear that these detailed statements of proposals for individual Conservation Areas should not themselves be part of the development plan. In Stroud District, these are being produced in the form of Conservation Area Statements (CASs) for each Conservation Area, and they will be adopted by Stroud District Council as Supplementary Planning Guidance, as and when they are finalised.

7.4.4. Section 72 of the PLBCA Act requires that special attention be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Paragraph 4.14 of PPG15 makes it clear that this special attention extends to the consideration of development proposals which are outside a Conservation Area, but which affect its setting.

7.4.5. Paragraph 4.16 of PPG15 points out that many Conservation Areas include the commercial centres of the towns and villages of which they form part. PPG 15 makes it clear that control within these Conservation Areas cannot realistically take the form of preventing all new development: the emphasis will be controlled and positive management of change, which allows the area to remain alive and prosperous.

Gloucestershire County Structure Plan

7.4.6. The adopted Gloucestershire Structure Plan makes reference to the distinctive historic environment of the County being conserved and enhanced in Policy NHE6, including Conservation Areas, Listed Buildings, Scheduled Ancient Monuments, historic parks and gardens and sites of archaeological importance.

Conservation Areas in Stroud District

7.4.7. In line with Government guidance outlined above, Stroud District Council will, when and where appropriate, identify further areas of special architectural or historic interest, and designate them as Conservation Areas. It will also review existing Conservation Areas, to

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consider whether their special status is still justified, and to consider whether any boundary changes are appropriate. A decision as to whether to designate a new Conservation Area, or whether to amend an existing one, can only be based on a thorough analysis of the architectural and historical interest of the area. However, decisions will also have to be made about the priority to be given to such work in a District which already contains 42 Conservation Areas, and about the order in which such reviews and potential designations will take place. The Council will therefore give priority in the review process to those areas which are, or are likely to be, subject to the greatest pressure for development.

7.4.8. In line with Government guidance set out above, the District Council will continue to produce, for each conservation area, a Conservation Area Statement (CAS) comprising a character analysis, detailed policies for the preservation and enhancement of the area, and, where appropriate, the use of a Direction to limit the scope of permitted development rights. These CASs will be adopted by the Council and used as supplementary planning guidance when making decisions under the various planning acts.

7.4.9. Stroud District Council has, for many years, appreciated the need to conserve the best of the District's historic areas, and many Conservation Areas have already been designated. These vary from the historic hearts of many of the District's towns and villages, to areas designated primarily for the character of their industrial heritage, which is particularly rich within Stroud District. When considering proposals within, or that affect the setting of any of these areas, regard should always be had to the established character and appearance of that particular area. Stroud's Conservation Areas are very varied in their character, and a solution which may be appropriate in one Conservation Area will not necessarily be appropriate or acceptable in another. Regard should always be had to an adopted CAS where this exists, but in areas where a CAS has yet to be finalised, it is still vital to establish the nature of the character and appearance of the area, and to seek to preserve or enhance that identified character or appearance.

Demolition in a Conservation Area

7.4.10. When dealing with proposals for the demolition of an unlisted building in a Conservation Area, the value of the building will be measured in terms of the contribution it makes to the character or appearance of the area. Where an adopted CAS exists for the relevant Conservation Area, it will be used to assist in assessing the nature of that character.

7.4.11. Sometimes, the reason for allowing a building within a Conservation Area to be demolished is because the quality of the replacement building is such as to outweigh the contribution made by the existing building. In such circumstances, a condition will usually be imposed to prevent demolition until contracts for work to erect any replacement building, or buildings, have been signed.

POLICY BE4

Applications involving the demolition of an unlisted building, buildings or other structure or structures, within a Conservation Area, will only be permitted if:

1. either (a) the structure to be demolished makes no positive contribution to the character or appearance of the area; or (b) the condition of the building or structure is such that the cost of repairing and maintaining it outweighs its importance, and the value derived from its continued use;

and

2. detailed proposals have been approved for the re-use of the site, including any replacement building or other structure that retains or make a greater contribution to the character or appearance of the area than the building or structure to be demolished.

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New Development in, or Affecting the Setting of, a Conservation Area

7.4.12. Section 72 of the PLBCA Act states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Paragraph 4.14 of PPG15 makes it clear that the same test must be applied to development outside, but affecting the setting of, a Conservation Area. Policy BE5 sets out in more detail what preserving or enhancing the character or appearance of a Conservation Area entails within Stroud District. Where an adopted CAS exists for the relevant Conservation Area, it will be used to assist in assessing the nature of that character.

POLICY BE5

Development within, or affecting the setting of a Conservation Area, will only be permitted if all the following criteria are met:

1. the siting of the development respects existing open spaces, patterns of building layout, trees, and boundary treatment and does not harm any positive contribution made to the character or appearance of the Conservation Area by any of these;
2. the scale, design, proportions, detailing and materials used in the proposed development are sympathetic to the characteristic form in the area, and compatible with adjacent buildings and spaces;
3. it does not cause the loss of features of historic or characteristic value; and
4. important views within, into and out of the area are protected.

7.4.13. In order to show that a proposal for new development within or affecting the setting of a Conservation Area will meet all the criteria listed in Policy BE5, it will nearly always be necessary for that application to be for full planning permission. Outline applications may sometimes be acceptable for proposals for major development. However, these should include, as matters to be determined at the outline stage, at least siting, means of access and design.

Alterations and Extensions to a Building in a Conservation Area

7.4.14. Applications for alterations or extensions to unlisted buildings within Conservation Areas will be expected to meet the criteria set out in Policy BE5. However, such proposals have a very particular and intimate relationship with the building to which they are to be attached. It should therefore be ensured that such proposals are sympathetic to the building, and to the wider Conservation Area.

POLICY BE6

Proposals to alter or extend an unlisted building in a Conservation Area will only be permitted if the proposal is sympathetic in design, scale, materials, detailing, colour and landscaping to the rest of the building and to the Conservation Area.

Changes of use within a Conservation Area

7.4.15. It is important that buildings within Conservation Areas are retained in use, and are not simply retained as museum pieces, incapable of beneficial use in today's society. Finding a new use for a redundant building, which contributes to the character or appearance of a Conservation Area, is therefore important. However, it is also important to ensure that any new use does not itself either directly, through alterations to the building, or indirectly, through associated activity, adversely affect the character or appearance of the Conservation Area.

POLICY BE7

A change of use of a building in a Conservation Area will be permitted if both the following criteria are met:

1. the new use will not require any changes in the appearance or setting of the building, other than those which will preserve or enhance its contribution to the character or appearance of the area; and
2. any traffic generation, vehicle parking or noise can be catered for in a way that preserves or enhances the character or appearance of the area.

7.5. Listed Buildings

Central Government Advice

7.5.1. The Planning (Listed Buildings and Conservation Areas) (PLBCA) Act 1990 provides the legal framework for listed building control, whilst government advice is largely contained within PPG 15, entitled 'Planning and the Historic Environment', published in September 1994. Whilst Section 54A of the 1990 Planning Act does not apply to applications for listed building consent, Section 16 of the PLBCA Act places a statutory requirement on Local Planning Authorities (LPAs) to *'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'*. In considering any planning application which affects a listed building, the LPA must consider how the listed building is affected. Paragraph 3.3 of PPG15 explains the importance of listed buildings, describing them as *'a finite resource and an irreplaceable asset'*. It states that there should be *'a general presumption in favour of the preservation of listed buildings, except where a convincing case can be made out, against the criteria set out in this section, for alteration or demolition'*.

7.5.2. Paragraph 3.5 of PPG15 lists those criteria, and sets out the issues which are generally relevant to the consideration of applications that seek to alter or demolish a listed building. These comprise the following:

- the importance of the building in architectural and historic terms;
- the particular physical features of the building which justify its inclusion in the list;
- the building's setting, and its contribution to the local scene; and
- the extent to which the proposed works would bring substantial benefits for the community, particularly by contributing to the economic regeneration of the area, or the enhancement of its environment.

7.5.3. Paragraphs 3.8 - 3.11 of PPG15 consider the use of listed buildings. They state that the best way of securing the upkeep of historic buildings and areas is to keep them in active use. The best use will very often be the

use for which the building was originally designed, but not all original uses will now be viable or even appropriate. For the great majority of listed buildings, PPG15 states, keeping them in active use must mean economically viable uses, which will often necessitate some degree of adaptation. PPG15 therefore concludes that *'policies for development and listed building control should recognise the need for flexibility where new uses have to be considered to secure a building's survival'*.

7.5.4. Paragraphs 3.12 - 3.15 of PPG15 deal with alterations and extensions to listed buildings. They make it clear that, in judging the effect of any alteration or extension, it is important to balance the effect of any changes on the special interest of the listed building against the viability of any proposed use, and of any alternative uses. Many listed buildings can sustain some degree of sensitive alteration or extension to accommodate continuing or new uses, and the merit of some new alterations or additions should not be discounted. However, listed buildings vary greatly in the extent to which they can accommodate change without loss of special interest, and in some cases successive minor works of indifferent quality can cumulatively be very destructive of a building's special interest.

7.5.5. PPG15 makes it clear that consent should only be given for the total or substantial demolition of a listed building when all reasonable efforts have been made to sustain existing, or find new uses, and these efforts have failed, that preservation in some form of charitable ownership is not possible, and that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition. Where proposed works would only result in partial demolition, PPG 15 states that the same considerations should be addressed as in relation to extensions and alterations.

Gloucestershire County Structure Plan

7.5.6. Policy NHE 6 of the adopted Gloucestershire Structure Plan is the only relevant policy.

Listed Buildings within Stroud District

7.5.7. Stroud District contains over 4,500 listed buildings, the architectural and historic interest of which, and hence the reason for their listing, varies enormously. It is very important, in any planning decision where a listed building or its setting is affected, to ensure that regard is had to the character, features, setting and history of the particular listed building affected by that decision. There will not be a solution which is appropriate to all listed buildings within Stroud District. It will be necessary to consider the particular listed building affected, and design the solution to fit the needs of the building.

7.5.8. The policies which follow are intended to give guidance on how listed buildings should be taken into account when considering planning applications which affect them. They will be applied to applications involving buildings which are listed at the time the Plan is published, but also to any buildings listed after this Local Plan has been prepared and adopted. They do not go into detail as to exactly how alterations and extensions to listed buildings should be carried out. This is not however to say that this is not important, only that it is not appropriate within the confines of a Local Plan. In many applications for listed building consent, often with no accompanying planning application, it will be the detail which will be the determining factor in whether the application is successful. In recognition of this, the District Council has produced a publication entitled 'Historic Buildings - A Guide to Their Repair and Conservation', which has been adopted as supplementary planning guidance, and which provides further guidance on the appropriate treatment of listed and other historic buildings. This publication should also be referred to when seeking to comply with the policies on listed buildings which follow.

Demolition of a Listed Building

7.5.9. The designation of a building as being of special architectural or historic interest singles that building out as being one of a very small percentage of this nation's built form which is worth preserving for those reasons. There is a strong presumption in favour of the retention of any building which is listed. In

addition there is also a presumption against the demolition of any features which contribute to the special architectural or historic interest of the building.

7.5.10. A strong case will need to be made to justify the demolition of all or part of a listed building, and this will usually be based on changes in circumstances, whereby there is no longer any prospect of finding a viable use for the building, where the listed building is in a dangerous condition, or where the partial demolition will actually improve the character or appearance of the listed building. One such strong case may be, as set out in PPG15, where the proposed works will bring substantial benefits for the community. If an application is made to demolish a listed building, there will be an automatic consultation with English Heritage. The purpose of this consultation is to provide specialist advice to the Secretary of State, who ultimately determines applications for demolition.

7.5.11. Many listed buildings within Stroud District were constructed with quite significant curtilages, and an appreciation of that curtilage helps to enhance our appreciation of the listed building itself. Where a subservient building falls within either the historic or modern curtilage of a listed building, it will be treated as a curtilage listed building. Development involving the demolition of a curtilage listed building should be able to show, if it is to be permitted, that the demolition involved will improve the character, appearance or setting of the principal listed building, or will bring substantial benefits for the community.

POLICY BE8

Development involving the total demolition of a listed building will not be permitted unless there are very exceptional circumstances where all the following criteria are met:

1. the listed building concerned is a Grade II Listed Building;
2. the condition of the building is such that the cost of repairing and maintaining the building outweighs its importance, and the value derived from its continued use;
3. there is no other viable use for the building; and

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the demolition of the building will not cause harm to the setting of any other listed building, the character of a Conservation Area, or the character of a street scene.

POLICY BE9

Development involving the partial demolition of a listed building, or the demolition of a curtilage listed building, will only be permitted where the demolition will achieve the preservation of the listed building and its setting.

7.5.12. There may be occasions where the demolition of a listed building is permitted, so that redevelopment of the site can take place. In such circumstances, a condition will usually be imposed to prevent demolition until contracts for work to erect any replacement building, or buildings, have been signed.

Extension or Alteration of a Listed Building

7.5.13. Almost every use carried on within a listed building will at some time change, whether fundamentally or gradually and incrementally. Consequently the building may have to evolve to suit those changed circumstances, and if an alteration or extension to a listed building will bring substantial benefits to the community, then this will be an important factor. However, there will always be a limit to this process in order to preserve the character and historic features of the building. When dealing with the alteration or extension of a listed building, the emphasis should be on achieving minimum intervention. Where alterations or extensions can be made in line with this concept, the use of the correct materials, techniques and methods will not only preserve the character, but should enhance it.

7.5.14. Adherence to certain principles will help to ensure that the character of the building is maintained. These are:

- identifying and respecting the origins of the building;
- understanding the importance of its form, layout, construction techniques, development and materials;

- minimising structural alterations;
- causing minimum disruption to the floor plan of the building, especially those with large open internal spaces;
- ensuring the reversibility of non-structural alterations;
- executing any approved alterations or extensions using appropriate materials and construction techniques;
- preserving the historical features of the building, and not obscuring them with any extensions; and
- avoiding, other than in particularly sensitive circumstances, mimicking the styles of previous architectural periods.

POLICY BE10

Development involving proposals to extend or alter a listed building, or any feature of special architectural or historic interest that contributes to the reasons for its listing, will not be permitted unless it would preserve the building, its setting, and any features of special architectural or historic interest the building possesses.

Change of Use of a Listed Building

7.5.15. As stated above, PPG15 stresses the importance of keeping a listed building in active use, so as to increase its chances of remaining in good condition. Stroud District Council is committed to looking after the District's rich heritage of listed buildings, and the best way of doing this is to ensure that they remain in active use. Stroud District is also an area where considerable development pressure is exerted, and it is important that the best use is made of our historic areas and buildings. It may be possible for new uses to take place in a listed building, which then both keeps the building in use, and prevents the need for the development to take place on a greenfield site instead.

7.5.16. Some of Stroud District's larger listed buildings, particularly those which were originally in commercial rather than residential use, have the potential to contribute to the economic regeneration of parts of the District. It is therefore important that a change of use of a listed building which would bring substantial

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benefits for the community, and enable economic regeneration, is considered positively, and solutions are sought which protect the special interest of the listed building, whilst allowing the change of use to proceed.

7.5.17. This does not mean that any change of use will be acceptable in any listed building. Whilst it is important to maintain a listed building in active use, this must not be at the expense of the special architectural or historic interest which is the reason for the building being listed.

POLICY BE11

A change of use of all or part of a listed building will be permitted if it would preserve the building, its setting, and any features of special architectural or historic interest the building possesses.

Development Affecting the Setting of a Listed Building

7.5.18. Many listed buildings have an intimate and historically or architecturally important relationship with their settings. Inappropriate development within the setting of a listed building can cause as much harm to the special interest of the listed building as an inappropriate alteration or extension to it. In some cases, the setting of the listed building can be quite extensive.

7.5.19. It is important that preserving a less critical element of the setting of a listed building does not in itself prevent development which would otherwise bring substantial benefit for the community. However, it is also the case that necessary development should respect its surroundings, and in particular the setting of any listed building or buildings. This setting would include the relationship of the primary listed building with its curtilage listed buildings, open spaces, and other buildings in the area. Particular consideration must be given to protecting the relationship between the listed building and any space or building which was historically used in association with the primary listed building.

POLICY BE12

A proposal for development that affects the setting of a listed building will only be permitted where it preserves the setting of the affected listed building.

7.6. Archaeology

Central Government Advice

7.6.1. The way archaeological remains and interests should be taken into account by the planning system is explained in PPG16: Archaeology and Planning 1990. Part A emphasises the importance of archaeology, pointing out that archaeological remains are a finite, non-renewable resource which, in many cases, are highly fragile and vulnerable to damage and destruction. It states that where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development, there should be a presumption in favour of their preservation.

7.6.2. Part B of PPG16 deals with the role of development plans, stating that these should reconcile the need for development with the interests of conservation, including archaeology. It also advises that the desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications, whether that monument is scheduled or unscheduled, and advises on the importance of dealing with archaeological considerations within the development control process. The PPG also provides advice on the processing of planning applications that affect sites with remains of lesser importance and the need for satisfactory arrangements for the excavation, recording and publication of results for such remains.

Gloucestershire County Structure Plan

7.6.3. Policy S6 of the adopted Gloucestershire Structure Plan is also relevant to archaeology. One of the elements which the policy states should be safeguarded is 'the sites and landscapes of archaeological and historical value'. Policies SH1, NHE6 and NHE7 are also relevant.

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Archaeological Sites of National Importance

7.6.4. At present, 68 Archaeological Sites of National Importance within Stroud District are scheduled as Ancient Monuments under the terms of the Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983. These monuments are set out, together with their parish location and grid reference, in Appendix 5 to this Plan. Not all sites of national importance are scheduled, and English Heritage is undertaking a review of archaeological sites within Gloucestershire. The completion of this project is likely to lead to an increase in the number of Scheduled Ancient Monuments within Stroud District, and Policy BE13 will be applied to these additional sites, as well as ones in existence at the time this Plan is prepared and adopted. An up to date and more comprehensive list of archaeological sites/structures, as well as information on historic landscapes and historic settlements can be found in the County Sites and Monuments Record, held by the Archaeology Service of Gloucestershire County Council.

POLICY BE13

Development will not be permitted where it would involve significant alteration or cause damage to nationally important archaeological remains (whether scheduled or not) or would have a significant impact on the setting of visible remains.

Archaeological Sites of Local Importance

7.6.5. Whilst archaeological sites of national importance should be preserved as a matter of the highest priority, Stroud District also contains a large number of archaeological sites which are of a more local importance. (Details of these sites may be obtained from Gloucestershire County Council.) Whilst these remains should also, where possible, be preserved, it will be necessary to reconcile this preservation with the needs of development. Where proposed development would give rise to substantial benefit for the community, this should not be prevented from taking place by

the existence of archaeological remains of only local importance. However, these remains should still be protected as much as possible, and where archaeological remains or their settings may be affected by a development, applicants should submit an assessment of the archaeological implications of their proposals as part of the planning application. They should also submit details of how the impact of their proposals on the archaeological remains or their settings will be mitigated.

7.6.6. Where the affected archaeological remains or their settings are worthy of recording, development will not normally be permitted until adequate provision has been made and secured through planning conditions or legal agreements for an appropriate programme of archaeological investigation and recording. Its scope will depend on the results of any assessment, and may include survey, excavation, recording or a watching brief, and the analysis, archiving and publication of the results.

POLICY BE14

Development that detrimentally affects archaeological remains of other than national significance will not be permitted unless the importance of the development outweighs the value of the remains.

7.7. Historic Parks and Gardens

Central Government Advice

7.7.1. Government guidance on Historic Parks and Gardens is contained in paragraph 2.24 of PPG15. This states that Local Planning Authorities should protect parks and gardens included in English Heritage's Register of Parks and Gardens of Special Historic Interest, both in preparing development plans and in determining planning applications. It stresses that the effect of a proposal on a registered park or garden, or its setting, is a material consideration.

Gloucestershire County Structure Plan

7.7.2. Policy NHE 6 of the adopted Gloucestershire Structure Plan is relevant.

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Historic Parks and Gardens in Stroud District

7.7.3. There are currently 14 registered Parks and Gardens of Special Historic Interest in Stroud District. These are defined on the Proposals Map, and listed in Appendix 4 to this Plan, together with their grade, parish location and grid reference.

7.7.4. Proposals for development within any of these parks or gardens, or affecting the setting or important view from them, should respect the special historic interest of the affected park or garden, and will not be permitted if they fail to do so. Policy BE15 will be applied to all planning applications which contain proposals for development which affect the historic character, or the setting of any of the parks or gardens listed in the paragraph above, or any park or garden subsequently added to the register.

POLICY BE15

Development which would lead to the loss of, or cause harm to, the historic character, or setting, of any part of an historic park or garden, will not be permitted.

7.8. New Uses for Buildings in the Countryside

Central Government Advice

7.8.1. Government advice on the re-use and adaptation of existing rural buildings is contained in paragraphs 17–18 of PPS7 Sustainable Development in Rural Areas. This stresses the important role such re-use can have in meeting the needs of rural areas for commercial and industrial development, tourism, sport and recreation. This role, however, is subject to qualifications. For example, the building must be of permanent and substantial construction, the new use must not lead to undue dispersal of activity, the form, bulk and design must be in keeping with their surroundings, and buildings in the open countryside must be capable of conversion without major or complete reconstruction.

7.8.2. PPS7 stresses that residential conversions of such buildings will usually have

little positive impact on the economy, and are often detrimental to the fabric and character of historic buildings. In the open countryside, residential conversions may be controlled in the same way as new housing, especially if the existing building is unsuitable for conversion without extensive alteration, rebuilding or extension, or if the creation of a residential curtilage would have a harmful effect on the character of the countryside.

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7.8.3. Policy E 4 of the adopted Gloucestershire Structure Plan states that “Commercial and industrial development in the open countryside will be strictly controlled and restricted to small scale sensitive enterprises which are essential to agriculture or forestry or other rural industries, or which re-use existing buildings in a manner which maintains or enhances the character and appearance of the surroundings”.

Conversion to Non-Residential Use

7.8.4. In Stroud District, the re-use of buildings within, or adjacent to, identified settlements where a village envelope has been defined, for commercial or industrial purposes, can help to provide premises for local employment. Such development is welcomed in these locations. Research commissioned by Stroud District Council on rural employment in 1997 (The Rural Employment Study) has shown that rural businesses within Stroud District tend to draw a high proportion of their employees from the local area. Therefore, where a new business sets up in, or close to, an identified settlement, they will have ready access to a potential workforce. Such enterprises can help to maintain the viability of that settlement, by providing employment, patronage for village shops and pubs at lunchtimes, and removing the need for those workers to leave the settlement to find work. In addition, providing employment close to a reasonable number of dwellings can help to remove, or at least minimise, the need to travel to work, and therefore assist in reducing CO2 emissions in the local area.

7.8.5. However, Stroud District also contains a large number of rural buildings in more remote

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locations, either in the smaller villages or hamlets, or in the open countryside. These buildings are often served by substandard roads, with little or no access to public transport. The conversion of these buildings to employment use would draw employees from further afield, and they will nearly always have to rely on the private car to get to and from work. In cases where the building proposed for conversion is particularly remote, the change of use will also often generate a level of traffic which will adversely affect the character of the countryside. In such cases the benefits of the development will have to clearly outweigh the harm arising from the traffic generated, if permission is to be forthcoming.

POLICY BE16

The re-use and adaptation of a building in a rural area for a commercial, industrial or recreation use will be permitted if all the following criteria are met:

1. the building is of substantial, sound and permanent construction;
2. the form, bulk, and general design of the building is in keeping with its surroundings, and setting within the landscape;
3. the proposed conversion respects local building styles and materials;
4. the traffic to be generated by the new use can be safely accommodated by the site access and the local road system, and will not be detrimental to the rural character of the area;
5. appropriate levels of parking can be provided on site, without detriment to the rural character of the area; and
7. if the building is not in an identified settlement, it is capable of re-use and adaptation without major or complete reconstruction, or major extension.

Conversion into Residential Use

7.8.6. PPS7 advises that, in areas where the creation of local employment is a priority, Local Planning Authorities may include in their development plans policies which do not allow residential re-use unless either attempts have been made to secure a suitable business re-use, or the residential conversion is a

subordinate part of a scheme for business re-use. However, it also states that residential conversions may have a part to play in meeting identified housing needs. In Stroud District, there are cases, as set out above, where business re-use of a rural building would not be acceptable. In some of these cases, a residential re-use may not pose the same problems (for example of traffic generation). However, where the employment or recreational use of a building would comply with Policy BE16, priority will be given to these forms of development and residential conversion will only be considered where there is no prospect of these uses coming forward, or where the residential element is subsidiary to a business use. Gloucestershire First has a property database which may assist in finding businesses for rural buildings, or to advertise buildings available for employment use. The Local Authority will expect a statement of the efforts made to secure alternative uses to accompany any applications for residential conversion.

7.8.7. The conversion of buildings which are located well away from any identified settlement, or public transport route, into residential use, causes problems. As well as possibly detracting from the rural character of the area, such conversions mean that it is certain that the future occupiers will be entirely dependent upon the private car for all journeys, whether for work, school, shopping or leisure. Allowing such conversions would be contrary to the objectives set out in the housing chapter, and in the Structure Plan, which seek to provide new housing in areas where best use can be made of existing facilities, and to minimise CO2 emissions from the use of the private car.

POLICY BE17

The re-use and adaptation of a building in a rural area for residential use will not be permitted unless both the following criteria are met:

1. every reasonable attempt has been made to secure a suitable employment or community re-use for the building; and
2. all the criteria set out in Policy BE16 are met.

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7.8.8. For the purposes of interpreting the above policies (BE16 and BE17), the following explanatory comments should be helpful:-

- Substantial, sound and permanent construction implies a building of stone or brick walls, under a tiled or slated roof. It would not usually include buildings made of wood, metal sheeting, or a single skin of concrete blocks, or roofed with corrugated plastic or metal, or any form of sheeting unless these are suitable for the intended purpose.
- Form, bulk and general design includes the building's size, layout, design features, materials, and appearance within the natural and built environment.
- An identified settlement means a settlement having a boundary defined on the Proposals Map accompanying this Plan.

7.9. Design and Town Centre Uses

7.9.1. Policies on the location of development within town centres is included in the Town Centres chapter. However, it is also relevant to consider design issues relating to retail development and other town centre uses. Many of the District's town centres are partly within Conservation areas, and these issues are therefore covered to some extent in the earlier section of this chapter dealing with Conservation Areas. However, all town centres, whether in a Conservation Area or not, must provide a high quality environment if they are to continue to be places that people wish to visit. The design of shops, their signs and advertisements, and the relationship of the proposed development to its surroundings are important elements in the appearance and visual amenity of shopping areas and can assist in adding to their vitality.

7.9.2. The following policies are aimed at improving the visual appearance of proposals so that, together with other policies, they help towards the revitalisation of shopping areas. The following policies should be read in conjunction with the District Council's supplementary planning guidance 'Shop Fronts and Advertisements - A Guide To Design Policies' which gives a more detailed explanation of the standards by which the District Council will consider applications.

7.9.3. Individual buildings, by virtue of their size, siting and design have a significant effect on the overall street scene. The design of proposals for retail development should have proper regard to the relationship with the surroundings and should where appropriate, develop and enhance local character. Existing features of value, such as trees and rights of way, should be safeguarded and enhanced where appropriate. Designs which add interest and variety and which reflect local context will be encouraged. These are all elements which should be taken into account in ensuring that any proposal for new retail development complies with Policies BE2 and BE3.

Shop fronts

7.9.4. Shop fronts can help create an interesting and attractive street level environment if carefully designed and integrated into the architectural style of the building. Proposals should have regard to the proportion, scale and overall design of existing buildings and should take account of the design features of neighbouring shop fronts to ensure the development will fit in with the character of the street scene.

POLICY BE18

Planning permission for new or replacement shop fronts will be granted where the proposal is sympathetic to the architectural style and materials of the building and contributes to the enhancement of its surroundings in scale and proportion, materials, style and general appearance.

Advertisements

7.9.5. Advertisements, discreetly sited and thoughtfully designed, can make a lively contribution to the street scene. However, many advertisements are poorly conceived and insensitively located. The number and design of advertisements on shops should assist with the identification of the premises, but not be detrimental to the visual amenities of a building or area.

7.9.6. Internally illuminated signs and advertisements will not be permitted in Conservation Areas, unless the character or appearance of the area is preserved or

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enhanced and in all circumstances will only be permitted where the signs are not detrimental to their surroundings. Details of the location, position, dimensions of the sign face, method of illumination and the maximum luminance will be required and planning permission will be appropriately conditioned.

POLICY BE19

Consent for the display of an advertisement will be granted where the proposed advertisement meets all the following criteria:

1. it is sympathetic in style, siting, materials, location and design and where appropriate, illumination, to the building or location on which it is displayed;
2. it relates satisfactorily to existing signs and does not result in a cluttered appearance; and
3. it does not prejudice public safety.

Security Measures

7.9.7. Increasing levels of crime and vandalism have led to many businesses taking measures to improve security. A number of options are used, including video surveillance, alarm systems, alterations to window designs, use of laminated glass, provision of removable external grilles, internal shutters and external roller shutters of various designs.

7.9.8. Whilst some of these measures have little impact on the appearance of a building, others can have a significant impact both individually and collectively on the street scene. Security grilles and shutters can be highly intrusive and damaging to the appearance of an area. External grilles and shutters have the greatest impact on the street scene, with perforated or slotted shutters being less damaging than solid shutters. Internal lattice grilles are the least damaging, allowing window displays and lighting to remain visible.

7.9.9. Planning permission will normally be required for external grilles and shutters. Whether shutters and grilles are acceptable will depend on the balance between their impact on the individual building and the character of an area and the need for security.

It will not normally be appropriate to erect external solid shutters on buildings within a Conservation Area.

POLICY BE20

External security grilles and shutters will only be permitted where both the following criteria are met:

1. the need for security outweighs the impact on the individual building, the local area and the vitality of the shopping area; and
1. security cannot be provided by the use of internal grilles or shutters.

Perforated shutters and grilles should be used except where these would provide inadequate security and the additional impact of solid shutters is acceptable. Measures should be taken where possible to minimise the visual impact of the shutters and grilles.

7.10. Renewable Energy

Central Government Advice

7.10.1. Government advice on renewable energy is contained in PPS22: Renewable Energy, 2004 together with a Companion Guide. The PPS stresses the national importance of developing sources of renewable energy. The Government has already set a target to generate 10% of UK electricity from renewable energy sources by 2010 and to cut its carbon dioxide emissions by some 60% by 2050. It suggests that development plans should consider the contribution the particular District can make to meeting need on a local, regional and national basis. Increased development of renewable energy resources is vital to facilitating the delivery of the Governments commitments on both climate change and renewable energy. The PPS points out that permitting renewable energy projects can make an important contribution to the national economy, and can help to meet our international commitments on limiting greenhouse gas emissions.

7.10.2. The PPS does not rule out any areas for developing renewable energy, but does state that particular care should be taken in assessing proposals for renewable energy

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projects in Areas of Outstanding Natural Beauty (AONBs), Sites of Special Scientific Interest (SSSI), areas of archaeological or historic importance, and on the coast (in addition to National Parks and the Broads). In assessing proposals in these areas, the Central Government's policy on the importance of renewable energy needs to be balanced with the need to take full account of the specific features or qualities which justified designation.

Gloucestershire County Structure Plan

7.10.3. The adopted Gloucestershire Structure Plan deals with renewable energy. It stresses the general environmental benefits associated with the harnessing of renewable energy. Where conditions are suitable, Stroud District should contribute to Gloucestershire's emerging sub regional target of 40-50MW by 2010. This contribution should reflect the nature and extent of resources in the Stroud area, and other relevant planning considerations. Small-scale developments could be permitted within Areas of Outstanding Natural Beauty provided that there is no significant environmental detriment to the area concerned.

Renewable Energy in Stroud District

7.10.4. Stroud District is an area with potential for the harnessing of various types of renewable energy. However, it is also an area of very attractive landscapes, high nature conservation interest, archaeological and historic interest. A careful balance therefore needs to be struck in deciding where, and in what circumstances, schemes for renewable energy will be permitted.

7.10.5. One wind turbine has already been permitted and erected in the District, within the Cotswolds AONB. This involved a consideration of the balance between the need for renewable energy, and the harm done to the landscape, and areas of historic interest; namely the setting of a Conservation Area and listed buildings. The upland areas of Stroud District are naturally windy places, and may be suited to the further harnessing of wind energy. Another area with potential is the Severn estuary. However, both these include nationally designated areas (AONB and RAMSAR site).

Any further applications would therefore have to prove that they will not have an unacceptable impact on the specific features or qualities which justified designation.

7.10.6. Stroud District also contains a number of watercourses, ranging from the River Severn to small streams, some of which may be suitable for the production of hydro-electric power. Planning permission has already been granted for one such scheme, on the River Frome at Ebley, although it has yet to be implemented. This is in a Conservation Area, with considerable wildlife interest, and affects a river which is very prone to flooding. Again, all these issues had to be resolved, and balanced against the need for renewable energy, in reaching a decision. The same will need to be true of further applications for harnessing water power.

7.10.7. Other forms of renewable energy are also available, and may be exploited within Stroud District to a greater level than is currently the case. These range from major schemes, such as the harnessing of tidal power, to the burning of biomass and the erection of solar panels.

POLICY BE21

Proposals enabling the harnessing of renewable energy will be permitted provided the following criteria are met:

1. there is no adverse visual impact on the Cotswold AONB;
2. there is no adverse effect on sites of nature conservation or heritage conservation interest, or areas or facilities of special importance for tourism and recreation;
3. there is no unacceptable adverse effect on the amenities of local residents.
4. the proposal is accompanied by adequate information to indicate the extent of possible environmental effects and how they can be satisfactorily mitigated.

7.11. Telecommunications

Central Government Advice

7.11.1. Government advice on telecommunications is contained in PPG8:

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Telecommunications 1992. The PPG states that modern telecommunications are an essential and beneficial element in the life of the local community and in the national economy. However, it also stresses the need for a balance to be struck between the needs of the telecommunications industry and environmental objectives, including the protection of the countryside. In recent years the Government has clarified this by issuing statements urging mast-sharing by telecommunications operators in order to reduce the proliferation of individual masts.

Telecommunications in Stroud District

7.11.2. The main issue relating to telecommunications in Stroud District is the visual impact of masts, particularly in areas of open countryside. The Plan seeks to encourage mast-sharing in order to reduce the numbers of masts. It also seeks to encourage the use of slimmer, less visually intrusive structures, and the selection of less prominent sites. The Council is concerned about the potential proliferation of redundant masts and will include a condition on any permission to the effect that, where a mast is no longer required, it should be removed within a reasonable time.

POLICY BE22

Proposals for new telecommunications development will be permitted provided that all the following criteria are met:

1. it does not have an unacceptable impact on the landscape, particularly in areas designated for the importance of their landscape, or on areas or buildings of historic interest;
2. if the proposal is for a new antenna, it is to share an existing mast, or is in an area where no such mast exists or the possibility of sharing an existing mast has been fully investigated, and found not to be technically feasible; and
3. if the proposal is for a new mast, it is for the least obtrusive mast possible, and is in the least visually intrusive location possible.

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8. NATURAL ENVIRONMENT

8.1. Introduction

8.1.1. Stroud District possesses a natural environment of very diverse character and high quality. Extensive areas and a large number of sites are covered by designations related to their special attributes.

8.1.2. In terms of wildlife habitat, the Severn Estuary is internationally recognised under the RAMSAR Convention and is a Special Protection Area site (SPA). It is also a proposed Special Area of Conservation site (pSAC). There are two further confirmed Special Areas of Conservation (SAC) at Cotswold Beechwoods and Rodborough Common. The District also contains National Nature Reserves and 29 Sites of Special Scientific Interest. In addition, there are many locally recognised sites of nature conservation and geological importance.

8.1.3. The landscape of the District is also regarded as special. Nearly half the District lies within the Cotswolds Area of Outstanding Natural Beauty. The Cotswold scarp overlooks the distinctive Severn Vale and the estuarine landscape of the River Severn. Within the Vale, high quality and historic landscapes have been identified for protection. In general, there is a wealth of features that make up the landscape character and these have been identified in the Supplementary Planning Guidance: Stroud District Landscape Assessment that complements this Local Plan.

8.1.4. Such designations reflect not only the visual quality of the District's landscape and settlements, but also its nature conservation importance and its rich and diverse heritage. In addition, the vast majority of the District's landscape that is not specially designated is of very high quality, and also deserving of special care when considering development proposals which would impact on that quality.

8.2. Objectives

1. To protect and enhance the quality, extent and variety of habitats, species and features within the District in line with national and local biodiversity action plan targets.
2. To provide a balance between the need for

new development, and the desire to protect the District's natural heritage, and preserve the amenities of its residents.

3. To ensure that new development reflects and respects the high quality landscape of the whole of the District.
4. To protect the best and most versatile agricultural land, and to provide for the needs of agriculture, where this does not involve unacceptable environmental impact.

8.3. Central Government Advice

8.3.1. Government guidance for the natural environment is found in a variety of sources. PPS7: Sustainable Development in Rural Areas (2004) provides advice on the need to balance social, economic, conservation, agricultural and other factors when considering development in the countryside.

8.3.2. PPS9: Biodiversity and Geological Conservation sets out key principles to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.

8.3.3. Government guidance is also supplemented by publications produced by organisations such as the Countryside Agency, the Environment Agency and English Nature which provide advice on more detailed issues relating to the natural environment.

8.4. Gloucestershire County Structure Plan

8.4.1. The adopted Gloucestershire Structure Plan aims to consider Gloucestershire's natural and historic environment as a whole, adopting an holistic approach that recognises the need to conserve and enhance the wider 'undesigned' environment. It advocates a shift away from the protection of individual designated elements of the environment to one which reflects the distinction between critical and constant environmental assets. The Structure Plan also seeks to address the problems of environmental deterioration experienced by people in their everyday lives.

8.4.2. The South West Regional Planning Conference, in partnership with non-

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Governmental Wildlife Organisations has published 'Action for Biodiversity in the South West'. This presents a strategy for the delivery of national biodiversity action plan targets at a regional level and a series of action plans for species and habitats of particular importance to the region.

8.5. Nature Conservation

8.5.1. There has been a growing awareness and understanding of the importance of nature conservation over the last decade or so. At an international scale, the Earth Summit in Rio in 1992 resulted in greater awareness of the natural environment and its vulnerability. It led to the signing of the 'Convention on Biological Diversity' - an agreement between countries concerning the protection of the diversity of species and habitats in the world.

8.5.2. At a national level, the Wildlife and Countryside Act 1981 provided for the protection of species and habitats considered rare or vulnerable in the United Kingdom. More recently, the UK's commitment to the 'Convention on Biological Diversity' has resulted in the production of both national and regional biodiversity strategies. In 1994, the UK government published 'Biodiversity: The UK Action Plan' as part of its response to Agenda 21 which it signed up to at the Earth Summit.

8.5.3. At a local level, a Biodiversity Action Plan (BAP) for Gloucestershire was launched in April 2000 following extensive consultation with a partnership of organisations. The main aim of the Gloucestershire BAP is to conserve and enhance species and habitats which characterise the various areas of Gloucestershire. More specifically, the information contained in the Gloucestershire BAP will provide the Local Planning Authority with the key biodiversity issues relevant to particular areas of Stroud District. This information will be taken into account by the Local Planning Authority in accordance with key principles in Paragraph 1 of PPS9 (August 2005). The Gloucestershire BAP also aims to be a pro-active initiative and, as such, identifies priority areas for action with corresponding targets for species and habitat enhancement. In this respect, biodiversity

action planning differs from previous nature conservation approaches in that it sets objectives and targets and lists the actions required to achieve them in order to guide nature conservation in the future. This is achieved through a wide partnership of organisations implementing positive actions 'on the ground' in accordance with the BAP, and the monitoring of results. Through the planning process, Stroud District Council will aim to contribute towards the achievement of these BAP targets and the overall objective of sustainable development.

8.5.4. The provisions of statutory guidance for the natural environment are manifested in a series of protective designations. The Severn Estuary is designated as an internationally important wetland under the *RAMSAR* Convention and as a *Special Protection Area* (SPA) under the EC Birds Directive. Under the EC Habitats Directive 1992, a larger area of the Severn Estuary is a proposed *Special Area of Conservation* (pSAC). Together with SPAs, SACs are intended to protect habitats of threatened species which comprise the EC 'Natura 2000' network of habitats of pan-European nature conservation importance. Within Stroud District there are two *Special Areas of Conservation* (SAC); the unimproved limestone grassland of Rodborough Common and the beech woodland of the Cotswold Beechwoods. The Cotswold Commons and Beechwoods have also been designated as *National Nature Reserves* (NNR). These are sites of national and international importance for their conservation of wildlife or geological and natural features. In addition, there are a number of other *Sites of Special Scientific Interest* (SSSIs) within the District designated for their geological, botanical, zoological and physiographic importance at a national level. In some cases, the best SSSIs are afforded NNR status.

8.5.5. Other local designations include *Key Wildlife Sites* and *Regionally Important Geological and Geomorphological Sites* (RIGGS). Key Wildlife Sites are designated by Gloucestershire Wildlife Trust as wildlife habitats of county-wide importance. Like SSSIs they are mostly semi-natural habitats which if destroyed, could not be re-created. RIGGS are geological sites considered worthy

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of protection for their educational, research, historical or aesthetic importance.

8.5.6. Nature conservation issues, including the protection, enhancement, restoration and provision of wildlife habitats, can be material considerations in the determination of planning applications. The impact of development on natural features and wildlife, however, can be minimised through the careful control of that development and where possible opportunities for the incorporation of beneficial biodiversity and geological features should be included within the design of development. Environmental Impact Assessment (EIA) can be a valuable technique when attempting to understand the likely effects of new development on the environment. Information and procedures relating to EIAs are contained in Circular 2/99: Environmental Impact Assessment. Hence, conditions will be attached to planning permissions, and appropriate planning obligations sought, if necessary, when wildlife or other nature conservation issues are material to the determination of a planning application.

8.5.7. It is recognised that there may be development proposals in which the benefits to the public outweigh any adverse effect upon the nature conservation interest of the site. In these instances, it is the District Council's intention to minimise harm to the nature conservation interest and ensure that compensatory measures, such as habitat creation or enhancement, are included. The District Council will have to be satisfied that the harm to the nature conservation interest is not such that it cannot be replaced or compensated for adequately.

8.6. International, National and Local Designations

International Designations

8.6.1. International designations as explained in paragraph 8.5.4 are applied to the most important sites of nature conservation interest and offer the highest level of protection. Such designated sites within the Plan area are identified on the Proposals Map and listed in Appendix 6. Development proposals that are likely to have an adverse effect on the integrity

of sites of international importance, whether designated, proposed or candidate, will be subject to the most rigorous procedures outlined in PPS9. In this context, the integrity of a site is defined as the coherence of its ecological structure and function, across its whole area that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified.

8.6.2. Procedures for determining proposals affecting internationally designated sites can include provision for call-in by the Secretary of State and consultation with English Nature and the European Commission. Environmental Impact Assessment regulations may also apply. Proposals for development likely to affect adversely the integrity of sites of international importance will be refused except in closely defined circumstances. In meeting the criteria outlined in the EC Habitats Directive, development proposals will need to demonstrate that there are no alternative solutions. Development proposals will also need to demonstrate that there are not, nor are likely to be, any suitable and available sites which are reasonable alternatives for the proposed development, nor different practicable approaches that would have a lesser impact. If there is no alternative solution to a proposed development, then sufficient imperative reasons of over-riding public interest must be demonstrated, including those of a social or economic nature, to over-ride the ecological importance of the designation. Where a site of international importance hosts a priority habitat or species, as defined in Annexes I and II of the EC Habitats Directive, development should only proceed if required for reasons of human health, public safety, or where there would be beneficial consequences of primary importance to the environment.

8.6.3. Where the development of a site of international importance is permitted, the District Council will expect schemes to minimise their impact upon features of nature conservation interest. Where appropriate, it will be a requirement that these features are retained and managed within the site and opportunities for the improvement and/or creation of new compensatory habitats explored. These objectives will be achieved

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through the use of appropriate conditions and planning obligations.

POLICY NE1

Development proposals that would adversely affect, either directly or indirectly, the integrity of a designated, proposed or candidate site of international importance, including a RAMSAR site, Special Protection Area or Special Area of Conservation will not be permitted unless:

1. there is no alternative solution; and
2. there are imperative reasons of overriding public interest.

Where the development is permitted, conditions will be used, or planning obligations sought, to secure compensatory measures to minimise loss or damage to the integrity of the site.

National Designations

8.6.4. Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) are statutory sites of national importance, designated under the Wildlife and Countryside Act 1981 by English Nature. These sites represent a selection of the best examples of our natural heritage of wildlife habitats and geological features and their protection is considered essential to the safeguarding of the national network. Such designated sites within the Plan area are identified on the Proposals Map and listed in Appendix 6. There is a strong presumption against development that would have an adverse effect upon the integrity of these sites, whether proposed or designated. All development proposals in or likely to affect these sites will be subject to special scrutiny to safeguard the national network of such sites. In this context, the integrity of a site is defined as the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and the levels of populations of the species for which it was classified. Proposals for development likely to affect adversely the integrity of a site of national importance will not be permitted unless there are imperative factors, of a social or economic nature, which over-ride the special conservation interest of the site.

8.6.5. Where development on a site of national importance is permitted, the District Council will expect the scheme to minimise its impact on the features of special conservation interest. Where appropriate, it will be a requirement that these features are retained and managed within the site and opportunities for the improvement or creation of new habitats explored. These objectives may be achieved through the use of appropriate conditions and planning obligations.

POLICY NE2

Development proposals that would adversely affect, either directly or indirectly, the integrity of a site of national importance, including a National Nature Reserve or a Site of Special Scientific Interest will not be permitted unless there are other imperative factors that override the special nature conservation interest of the site. Where development is permitted, conditions or planning obligations will be used to secure compensatory measures to minimise loss or damage to the integrity of the site.

The Severn Estuary

8.6.6. In addition to the nature conservation interest of the Severn Estuary, the area is also important in terms of its contribution towards sustaining local communities. In Stroud District, for example, there is economic activity in and around the Estuary associated with shipping, general industry, power-generation, agriculture, fishing, tourism, recreation and transport. The Estuary also raises issues in relation to landscape and archaeological protection and flood defence. Hence, the interaction of natural and human activities can place considerable pressure on the Estuary and these pressures will require careful management to ensure the realisation of sustainable development objectives. A number of initiatives have been, or are being established, to encourage a co-ordinated, strategic approach to the use and management of the Severn Estuary. Examples include the Environment Agency's 'Severn Vale LEAP' and the 'Severn Estuary Strategy'. In terms of national guidance, issues relating to estuarine environments are covered by PPG20: Coastal Planning 1992 and the

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consultation draft of PPG25: Development and Flood Risk 2005. The adopted Gloucestershire Structure Plan also makes reference to the importance of the Estuary in Policy NHE7. When considering development proposals that would affect the Severn Estuary, Stroud District Council will refer to Policy NHE7, in addition to other relevant policies contained in this Plan.

Local Designations

8.6.7. Whilst a number of sites in the District are not statutorily defined as being of value in nature conservation terms, they are of special local nature conservation interest and it is important to afford protection to them. Of particular note are the *County Key Wildlife Sites*, identified by Gloucestershire Wildlife Trust and adopted by the District Council as sites requiring protection. These include many ancient woodlands and unimproved limestone grasslands that are present in the District and have specialised wildlife communities. *Regionally Important Geological and Geomorphological Sites* (RIGGS) are also important local designations that are identified with reference to established criteria by the Gloucestershire Geo-Conservation Trust. All County Key Wildlife Sites and RIGGS within Stroud District are outlined in Appendix 6 and are identified on the Proposals Map. They are correct at the time of printing. Developers are advised to contact the Gloucestershire Geo-Conservation Trust for RIGGS or Gloucestershire Centre for Environmental Records (GCER) for KWS to establish whether sites have been added, deleted or amended as a result of more recent survey work.

8.6.8. Local Authorities have powers under the National Parks and Access to the Countryside Act 1949 to designate a habitat of local significance as a *Local Nature Reserve* to help conserve the natural surroundings. Such sites are owned, leased or managed under agreement by Local Authorities and can make a significant contribution to nature conservation and also provide opportunities for people to see, learn about and enjoy wildlife. At present there are two Local Nature Reserve at Bisley Road Cemetery, Stroud and Coopers Hill, Upton St. Leonards within Stroud District. However, where proposed designations are agreed by English Nature, the District Council

will support the designation and management of these sites. Developers are therefore advised to contact the District Council for up-to-date information on the designation of Local Nature Reserves.

8.6.9. The UK Biodiversity Action Plan (BAP) acknowledges that 'biodiversity is ultimately lost or conserved at the local level'. The integration of locally designated sites with statutory sites can help contribute to biodiversity objectives by providing links for the genetic exchange of species. Consequently, proposals for development that would adversely affect the nature conservation interest or scientific interest of a locally designated site will not be permitted, unless it is evident that the local benefits of the development over-ride the nature conservation or scientific interest of the site. Where the development of a locally designated site is justified, the adverse effects should be minimised and the District Council will expect the scheme to include compensatory habitat creation and management that takes into account the relevant sections of the Gloucestershire BAP. This will be achieved through the use of appropriate conditions and planning obligations.

POLICY NE3

Development proposals that would adversely affect a Key Wildlife Site, Local Nature Reserve or Regionally Important Geological or Geomorphological Site will not be permitted unless the benefits of the development outweigh the nature conservation interest or scientific interest of the site. Where development is permitted, the effects of the development should be minimised and conditions or planning obligations used to secure compensatory measures that reflect the importance of the site and relevant Gloucestershire Biodiversity Action Plan targets.

Protection of Species

8.6.10. The protection of designated sites, such as SSSIs, NNRs and Key Wildlife Sites is one of the main ways of protecting rare plants and animals. However, such species also occur outside of designated sites and

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consequently require special attention wherever they exist. These species are protected under the Wildlife and Countryside Act 1981 and the EC Habitats Directive 1992, The 1981 Act makes it an offence to kill, injure, take, or intentionally damage, destroy or obstruct any protected species and their place of shelter. The EC Habitats Directive lists a number of priority species and habitats and development on a site hosting a priority species or habitat should only proceed if required for reasons of human health, public safety or other beneficial environmental reasons. The presence of a protected species is a material consideration in determining a planning application for development. Where protected species are known or suspected to exist on a site subject to a planning application, English Nature or the Gloucestershire Wildlife Trust will be consulted to ensure that the species are taken into account. In addition to legally protected species, the Gloucestershire Biodiversity Action Plan (BAP) has identified a list of priority species and habitats that are under threat, or contribute to the character and local identity of the County's natural environment. A number of 'targets' have been included in the Gloucestershire BAP in an attempt to conserve and enhance these priority species and habitats. When considering proposals for development, the District Council will also take into account the extent to which the development will influence the achievement of the relevant Gloucestershire BAP targets.

8.6.11. The District Council may subsequently require the applicant to undertake a survey to identify the types of protected species present, their population levels and the location and nature of their habitats. The applicant will also be expected to supply information detailing how the development proposal will affect the protected species and what measures will be undertaken to mitigate the impact of the development on the species. Where it is found that a proposed development could not avoid or minimise disturbance to a protected species, planning permission will be refused. Where a development proposal is permitted, the District Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the species or habitat, as appropriate.

POLICY NE4

Development proposals that would adversely affect, either directly or indirectly, a site supporting any legally protected species or its habitat, or priority species or habitats as defined in the Gloucestershire Biodiversity Action Plan, will not be permitted unless safeguarding measures can be provided through conditions or planning obligations to secure their protection. Where appropriate, development proposals should contribute to Gloucestershire Biodiversity Action Plan targets.

Wildlife Corridors

8.6.12. One of the main objectives of the Gloucestershire Biodiversity Action Plan (BAP) is to maintain the vitality and diversity of plant and animal species by encouraging the recolonisation of key habitats. Wildlife corridors can play an important role in the achievement of this objective since they can contribute to the process of species migration by linking one habitat to another. Wildlife corridors can take many forms, including agricultural and railway land, river and canal banks, hedgerows, allotments and other green open space. They act as a source and a means for the dispersal of habitats and species into new areas by providing an ecological network. Unfortunately, parts of this ecological network have become eroded and connections between habitats are incomplete. One of the main reasons for the fragmentation of habitats involves inappropriate development along wildlife corridors, especially within urban and suburban areas. Where habitats become isolated and the migration of species is prevented, opportunities for species recolonisation to wider areas can be threatened. In the most serious cases, fragmentation of habitats may result in species extinction. The potential for wildlife corridors, in both urban and rural areas, to create habitats for plant and animal species in the future can often be overlooked when considering development proposals. Areas of land which, at the time when a planning application is submitted, do not host a diverse range of plants and animals can, potentially, offer an important habitat for a particular species in the future. The District Council will

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therefore seek to protect wildlife corridors from development where it would have a detrimental effect upon the migration of plant and animal species and the continuity of wildlife habitats.

POLICY NE5

In considering proposals for development, the protection or enhancement of wildlife corridors will be sought. It is important that the function of any corridor should not be harmed. The creation of new wildlife corridors will be supported in appropriate locations. The details of any necessary enhancing, mitigating or compensatory measures should accompany the development proposal.

Landscape Features

8.6.13. Considerable importance is placed upon the landscape features in the District in relation to both their nature conservation value and to the contribution they make to the local landscape. PPS9 encourages the management of features of the landscape that contribute to species' dispersal and biodiversity objectives, as outlined in the Gloucestershire Biodiversity Action Plan (BAP). The District Council will seek to conserve these features in a positive manner.

8.6.14. The impact of development on natural features and wildlife can be minimised through careful control of that development. Conditions will be attached to planning permissions, and planning obligations sought, to achieve protection of retained features and, where appropriate, developers will be required to produce a protection scheme to ensure that retained features are adequately protected during construction work. The introduction of complementary landscape features will be sought where appropriate in association with development proposals.

POLICY NE6

In development proposals, important landscape features such as trees, hedges, shrubs, vegetation, green lanes, walls, woodland and unimproved pasture should be retained and managed to conserve and enhance biodiversity. The impact of

development on such features should be minimised and will be controlled through the use of conditions and planning obligations.

Water Features

8.6.15. Water features are not only used for recreation and as sources of water supply, but can also provide significant national and local conservation interest by being important wildlife habitats, and can make a valuable contribution to the landscape.

8.6.16. The District has substantial water resources in the Rivers Severn and Frome, their tributaries and other smaller rivers and streams in the District, together with parts of the Gloucester and Sharpness, Stroudwater and Thames and Severn Canals. Whilst the River Severn is the subject of various international and national statutory protection designations, the smaller rivers and their tributaries provide local nature conservation interest, but generally have no statutory designations. Similarly, other water features such as ponds and canals provide valuable habitats but do not enjoy specific statutory protection. The importance of management of water features and their associated vegetation is therefore recognised by the District Council and development which would have an adverse effect upon water features will be carefully controlled through the use of conditions or planning obligations. Where appropriate, the District Council will also encourage the opening-up of culverted watercourses, especially where doing so will reinstate strategic links between fragmented habitats.

8.6.17. The District Council recognises that there are potentially conflicting issues concerning canal restoration and nature conservation in Stroud District, especially as canal restoration is currently proceeding on a site-by-site basis. As stated in Chapter 10 of this Plan (Canal Based Activities), the District Council supports the restoration of the canals for the purpose of through navigation and public access. However, as a Local Planning Authority, Stroud District Council also has responsibilities concerning the protection and, where possible, enhancement of the District's natural environment. When

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considering development proposals that contribute to the restoration of the canals, the District Council will evaluate the merits of the proposal against their impact on nature conservation. The District Council will encourage a strategic overview of habitats likely to be affected by canal restoration and will seek to ensure that, wherever possible, there is no net loss of key wetland features resulting from canal restoration.

POLICY NE7

Development proposals that would adversely affect the nature conservation interest of natural watercourses, canals, ponds and other water features will not be permitted unless either:

1. the benefits of the development outweigh the nature conservation interest of the water feature; or
2. the effects of the development on the nature conservation interest of the water feature can be compensated by conditions or planning obligations.

8.7. Landscape

8.7.1. The landscape of Stroud District is a rich and diverse asset, the character of which directly affects the quality of life. A large proportion of the District falls within the Cotswolds AONB a nationally important landscape which was designated for the purpose of conserving and enhancing its natural beauty. Special Landscape Areas are referred to in the adopted Gloucestershire Structure Plan as areas recognised as being of county-level landscape importance. Primarily bordering the AONB, their aim is to protect the landscape setting of the AONB.

8.7.2. The value of the landscape across the whole District lies in its diversity of character and appearance. Natural and man-made features, combined with the topography of the District, contribute significantly to the attractiveness of the landscape. It is considered desirable, wherever possible, to retain and encourage the management of important natural features, in relation to both

their nature conservation value and the contribution they make to the local landscape.

The Cotswolds Area of Outstanding Natural Beauty

8.7.3. A revised Cotswolds AONB boundary was confirmed by the Countryside Agency (previously known as the Countryside Commission) in 1990 and now approximately half of Stroud District lies within the Cotswolds AONB. The Cotswolds AONB landscape has a diverse visual character ranging from the dramatic edge landscape of the main escarpment face, through the incised valley and ridge landscapes west of the scarp, to the gentle and open landscape of the dip slope. Man's impact on the landscape in the form of architectural features, historic buildings, patterns of land use and farming are also inseparable elements of the landscape character of the area.

8.7.4. A Cotswolds Conservation Board has been established and comprises Unitary, County and District Councils within the designated area, and other interested parties. It provides an advisory role on planning policy matters and is actively involved in direct countryside management work. An AONB Management Strategy for the Cotswolds was published in 1996. A summarised version of the Management Strategy was published in 2000 and this latest document (referred to as a 'Business Plan') contains a number of priority objectives and actions to be achieved over a rolling five year time period.

8.7.5 The Government released three significant documents relating to Areas of Outstanding Natural Beauty; the Rural White Paper 2000, Countryside and Rights of Way (CROW) Act 2001 and PPS7 Sustainable Development in Rural Areas. The Cotswolds Conservation Board works with others to conserve and enhance the natural beauty of the AONB – and is the only organisation to look after the AONB as a whole. It is a statutory body, established by Order of the Secretary of State with the approval of both Houses of Parliament. It replaced the Cotswolds Area of Outstanding Natural Beauty Partnership in December 2004. The statutory role has a status which brings opportunities for more streamlined and effective management of the

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AONB and which makes it easier to attract funds and support. They will also be responsible for promoting public understanding and enjoyment of AONBs and fostering the economic and social well being of local communities. The Conservation Board received its powers, as provided for by the Establishment Order, on Tuesday 1 February 2005: Development planning and control functions will remain the responsibility of the constituent local authorities.

8.7.6. MAFF has also designated that part of the Cotswold AONB which lies within Stroud District as part of its Cotswold Hills Environmentally Sensitive Area (ESA). ESAs are areas of land where farming practices have helped to create or protect distinctive landscapes, wildlife habitats or historic features. The purpose of the scheme is to support the continuation of these farming practices and encourage measures that will enhance the environment. The Cotswold Hills ESA has been designated because the area is an outstanding example of limestone scenery comprising a prominent escarpment with unimproved grassland and ancient woodland in the west and, in the east, rolling countryside, large fields, stone walls and hedges.

8.7.7. Areas of Outstanding Natural Beauty represent some of the most sensitive landscapes in Britain and can be vulnerable to pressures for development and change. It is the intention of Stroud District Council, as the Local Planning Authority, to uphold the primary purpose of the Cotswolds AONB designation; to conserve and enhance the natural beauty of the landscape. However, regard will be had to the economic and social well-being of the Area in terms of the needs of agriculture, forestry and rural industries. Local communities will also be taken into account in the pursuance of this objective. Similarly, proposals for recreation and leisure will also be considered favourably where they are consistent with the conservation of natural beauty and the needs of agriculture, forestry and other land uses. Proposals for major development within the AONB will only be permitted where it can be demonstrated that the development is in the national interest and there is a lack of alternative sites. Consideration of any application for major development will involve an assessment of

the following to determine whether it would be in the national interest:

1. The need for the development, in terms of national considerations, and the impact of permitting it or refusing it on the local economy;
2. The cost and scope for developing elsewhere outside the area or meeting the need for it in some other way; and
3. Any detrimental effect on the environment and the landscape, and the extent to which that should be moderated.

8.7.8. Where proposals for development are in, or affect the setting of the AONB and are acceptable in principle, special emphasis will be placed on the scale, location and siting of the development. In particular, a high standard of design and landscaping will be required. Any new buildings and landscaping must be in sympathy with their surroundings and respect features of importance to the character of the area.

POLICY NE8

Within the Cotswolds AONB, priority will be given to the conservation and enhancement of the natural beauty of the landscape over other considerations, whilst also having regard to the economic and social well-being of the AONB. Development within, or affecting the setting of the AONB will only be permitted if all the following criteria are met:

1. The nature, siting and scale are sympathetic to the landscape;
2. The design and materials complement the character of the area; and
3. Important landscape features and trees are retained and appropriate landscaping measures are undertaken.

Major development will not be permitted unless it is demonstrated to be in the national interest and that there is a lack of alternative sites.

Special Landscape Area

8.7.9. Special Landscape Areas are defined in the adopted Gloucestershire Structure Plan as areas recognised as being of county-level

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importance. The aim of their designation is to ensure that development proposals pay particular attention to the surrounding landscape characteristics and provide an opportunity to achieve enhancements where the landscape has been degraded. A Special Landscape Area is defined where the topography is a continuation of the adjacent AONB and/or where the vegetation and associated features are characteristic of the AONB.

8.7.10. The area between the Gloucester Urban Area and the Cotswolds, including Robinswood Hill, is referred to in the County Structure Plan as a Special Landscape Area and its precise boundaries are defined within this Local Plan on the Proposals Map.

8.7.11. It is recognised that some development proposals will provide benefits that will outweigh the adverse effects upon the landscape. In these instances, the District Council will seek to minimise any adverse effects and, where possible, will seek appropriate compensatory measures in the form of landscaping proposals. It may also prove necessary to impose conditions on planning permissions or to seek planning obligations covering the issue.

8.7.12. The District Council will also seek to promote landscape improvement by ensuring suitable landscaping schemes accompany development proposals and by supporting, wherever possible, other agencies involved in improvement work.

POLICY NE9

When considering development proposals in the Special Landscape Area, priority will be given to the conservation and where possible enhancement of the landscape character. Permission will not be granted to development that would harm the character, appearance or special landscape qualities of the Special Landscape Area.

Landscape Character

8.7.13. One of the key components of English Nature's Strategy since the 1990's has been the Natural Areas approach. The local

distinctiveness of each part of England was examined to identify its characteristic wildlife and natural features to define a series of Natural Areas. Each Natural Area Profile summarises the key features of nature conservation importance and the factors that have influenced that resource. In addition, this initiative identified the major issues affecting nature conservation and proposed nature conservation objectives. Two Natural Areas have been identified covering Stroud District - The Cotswolds and the Severn and Avon Vales.

8.7.14. Developing this approach at a local level, a landscape study was carried out in 1996. Its purpose was to provide a comprehensive statement of landscape character and quality across the entire District and to give a better understanding of the landscape types, their character and quality and their interaction with each other. The assessment was based on the Countryside Character Approach developed by the Countryside Agency (previously known as the Countryside Commission) and focused primarily on the visual aspects of the landscape. Issues relating to key characteristics, landform and context, land use and landscape patterns, settlement and vernacular character, human response and sensitivity to change were identified for the 12 Landscape Character Areas, together with key priorities for action. These are summarised in the Adopted Supplementary Planning Guidance: 'Stroud District Landscape Assessment', which was published simultaneously with the Draft for Deposit Local Plan for public consultation. The future County-wide Landscape Character Assessment will also be considered in this context.

POLICY NE10

Development proposals should conserve or enhance the special features and diversity of the different landscape character types found within the District as identified in the Stroud District Landscape Assessment. Priority will be given to the protection of the quality and diversity of the landscape character.

Development will only be permitted if all the following criteria are met:

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1. natural features and water features that contribute to the landscape setting are retained and managed;
2. there is no unacceptable impact on long distance views; and
3. the benefits of the proposed development outweigh any harmful effects on the landscape.

8.7.15. Any harmful effects upon the landscape resulting from development proposals will be ameliorated through negotiation and the imposition of conditions and/or planning obligations.

Trees and Woodlands

8.7.16. Trees and woodlands are prominent natural features in the landscape of the District. They are an important renewable resource, valuable not only for their timber production and for their aesthetic quality, but also for nature conservation and recreation. However, they can be easily lost through age, disease, storm damage and farming practices, as well as through development and indiscriminate felling. The District also contains many areas of Ancient Woodlands, several of which are of national importance because of their specialised wildlife communities.

8.7.17. The District Council has the power under Town and Country Planning legislation to protect trees by making Tree Preservation Orders (TPOs). There is a presumption in favour of retaining a tree, or trees protected by a TPO unless there are over-riding reasons to the contrary. TPOs can be applied to individual trees, groups of trees, woodlands or areas of trees that make a significant contribution to the amenity and character of an area, and are under threat of indiscriminate or inappropriate felling. TPOs prohibit the felling, lopping or topping of trees without approval from the District Council. In Conservation Areas six weeks written notice must be given to the District Council prior to carrying out works to trees to allow the District Council to impose TPOs if appropriate.

8.7.18. The District Council recognises the contribution made to the landscape of Stroud District by the high quality and quantity of tree cover and is committed to conserving and

retaining existing trees and ensuring that the proper management of woodlands takes place.

POLICY NE11

Development will not be permitted if it would damage or destroy trees protected by a Tree Preservation Order, or identified as Ancient Woodland, or in a Conservation Area unless either:

1. the removal of one or more trees would be in the interests of good arboricultural practice; or
2. the benefits of the proposed development outweighs the amenity or landscape value of the protected trees.

8.7.19. If the removal of trees is permitted as part of a development scheme, a condition may be attached requiring new trees of an appropriate species and size to be planted either on, or near the site.

Hedgerows

8.7.20. Hedgerows are an important part of the landscape in much of the rural area of Stroud District. It is illegal to remove most countryside hedgerows without approval from the Local Planning Authority (LPA). There are various circumstances when approval is required to remove a hedgerow. The LPA will assess the hedgerow using criteria which identifies hedgerows of particular archaeological, historical, wildlife or landscape value to determine whether it is classified as 'important' as defined under the Hedgerow Regulations 1997. If the hedgerow is not important, the removal of the hedgerow cannot be prevented. There is a strong presumption that 'important' hedgerows will be protected, and a hedgerow retention notice will be issued where appropriate.

8.7.21. Development which involves the removal of an 'important' hedgerow will normally be resisted. Exceptions will be when the loss of the hedgerow is not significant to the character or appearance of the landscape, nature conservation, or archaeological interests, or where the benefit of the proposed development outweighs the importance of the

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hedgerow. It is advisable to contact the District Council prior to undertaking any works to hedgerows.

POLICY NE12

Development that would destroy or significantly damage an 'important' hedgerow will not be permitted unless the benefits of the development outweigh the 'importance' of the hedgerow in terms of its contribution to landscape character or appearance, or its nature conservation, historical or archaeological interest.

New Development

8.7.22. Both the retention of existing natural landscape features, and the provision of new planting and landscaping, can greatly enhance and complement new development, and soften its impact on the landscape. When considering development proposals, the District Council will seek to achieve a balance between the design, bulk and siting of new buildings and the retention of existing, or the creation of new, landscape features. The District Council will also require a high quality of landscape treatment in new development that is appropriate to the area.

8.7.23. Applications for development that would affect trees on, or adjacent to, a development site will need to include a survey identifying the location, species, size and crown spread of the trees, in accordance with BS5837: 1991 'Trees in Relation to Construction'. Development schemes should indicate those trees to be removed and/or retained, together with any proposed changes to ground levels. Similar surveys will also be required for hedges and shrubs. Developers will be required to take suitable steps to ensure the protection of retained trees during the period of development and, in appropriate cases, the District Council will impose conditions to ensure that landscaping proposals and tree retention/protection measures are satisfactorily implemented. Details of underground works will also be required from developers to ensure there is no risk of damage to tree roots that could result in the loss of the tree(s).

POLICY NE13

New development will only be permitted where high quality landscaping (hard and soft, built and natural) appropriate to the area is proposed.

8.8. Agriculture and Forestry

Agriculture

8.8.1. Agriculture is the predominant land use in the District and will continue to influence the character, appearance and quality of the landscape whilst also providing employment and supporting the rural economy. The District Council will continue to respond to the changes taking place in the agricultural industry and encourage a balance between protecting the countryside and allowing change and new development to help sustain and improve the rural economy.

8.8.2. Government Guidance in PPS7 stresses the importance of protecting the best and most versatile agricultural land from unnecessary development, to ensure this national resource is maintained for future generations. The Department for Food, Environment and Rural Affairs (DEFRA) has a standard classification for agricultural land according to its productivity and versatility. The best and most versatile agricultural land is graded 1, 2 and 3a. A report produced by MAFF (now DEFRA) in 1996 concluded that Stroud District has a very high proportion (67%) of grade 3 agricultural land compared to the national average (44%). The report, however, did not provide a breakdown of this figure into grades 3a and 3b. Conversely, the District only has a very small proportion (3%) of agricultural land in grades 1 and 2, compared with the national average (16%).

8.8.3. The District Council will not permit the development of grade 1, 2 or 3a agricultural land if it is possible to accommodate the development on an existing developed site, or on suitable low-grade farmland (Grade 3b, 4 or 5), which is not subject to sustainability constraints. In this context, sustainability considerations can include issues such as biodiversity, landscape, amenity, heritage and accessibility to infrastructure, workforce and

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markets. Some of these qualities may be recognised by a statutory landscape, wildlife, historic or archaeological designation. The need for the development should outweigh considerations of national interest concerning the inherent quality and versatility of the agricultural land. In circumstances where there is an over-riding need to develop grade 1, 2 or 3a agricultural land, and there is a choice of sites for development, the development will be directed towards land of a lower grade, unless other planning criteria direct otherwise.

POLICY NE14

Development on the best and most versatile agricultural land (Grades 1, 2 or 3a) will only be permitted where:

1. the development cannot be accommodated on previously developed sites, on land within a defined settlement boundary, or on poorer quality farmland (Grades 3b, 4 or 5) that is not subject to sustainability constraints; or
2. there is an over-riding need for the development that outweighs the agricultural and sustainability considerations.

Where the development of grade 1, 2 or 3a agricultural land is the only option, and there is a choice between sites in different grades, development will be directed towards land of the lowest grade.

Forestry

8.8.4. The Forestry Commission is responsible for administering Central Government forestry policy and, through the felling licence procedure and grant aid schemes, acts to regulate the felling of woodlands and to encourage multi-purpose woodland management and new planting.

8.8.5. Neither forestry, nor tree planting, are subject to planning control. Whereas the Local Planning Authority can, in the interests of amenity, make TPOs to protect woodlands and trees from wilful damage or destruction, the Forestry Commission is in a position to encourage sound woodland management. The preservation of woodland without management will lead to a decline in nature conservation

and aesthetic value as well as timber value. The District Council will therefore encourage woodland management agreements in preference, or in addition to, woodland designations of TPOs.

8.9. Ground and Surface Water Resources

8.9.1. Maintaining or enhancing the water quality of rivers, lakes, ponds and other water resources is crucial to sustaining biodiversity, ensuring human health (through drinking water supplies) and providing for a range of uses including industry, recreation and agriculture. It is important to ensure that development does not pose a risk to the quantity, quality and availability of surface and groundwater resources.

8.9.2. The Environment Agency has responsibility for conserving and managing water resources, pollution control and flood defence. The Agency is in the process of developing national and regional Water Resource Strategies and, in relation to Stroud District, has produced a Severn Vale Local Environment Agency Plan (LEAP) to cover the full range of the Agency's responsibilities. The Environment Agency's document 'Policy and Practice for the Protection of Groundwater' and its supporting maps defines 'Groundwater Protection Zones' and also identifies aquifers and their vulnerability to pollution. Developers should refer to guidance contained in these plans, and should contact the Environment Agency in this regard. Development should only take place where adequate water resources exist, or can be made available, without adversely affecting existing abstraction, river flows, water quality, agriculture, amenity or nature conservation.

8.9.3. Traditional practice for the disposal of surface water involves channelling the water away to the nearest watercourse to promote rapid run-off. This approach can lead to an increased risk of flooding down-stream, reduced groundwater recharge and the transmission of pollutants to watercourses. It is essential to demonstrate that an assessment of the risk of groundwater flooding or local flooding due to run-off exceeding the capacity of drainage systems has been taken into account, when formulating development

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proposals. The Sustainable Drainage System (SuDS) approach is promoted by the Environment Agency and referred to in PPG25: Development and Flood Risk, July 2001. Sustainable drainage options can include:

- a) Preventive measures e.g. Rain-water recycling;
- b) Filter strips and swales e.g. Vegetated landscape features with a gentle downhill gradient to drain water evenly off impermeable surfaces, mimicking natural drainage systems;
- c) Filter drains and permeable and porous pavements e.g. Allows rainwater and run-off to infiltrate into permeable material placed below ground to store water prior to discharge;
- d) Infiltration devices e.g. below-ground or surface structures to drain water directly into the ground (soakaways, infiltration trenches, swales with infiltration and infiltration basins) at source or piped to an appropriate area; and
- e) Basins and ponds e.g. structures designed to hold water when it rains. Basins are free from water in dry weather and ponds contain water at all times and are designed to hold more when it rains. This can include wetlands and reedbeds.

8.9.4. The Council will require evidence of the use of sustainable drainage systems in the design of any development proposal. SuDS move away from traditional piped drainage systems to engineering solutions that mimic natural drainage processes. The Council considers the use of sustainable drainage systems make a significant contribution towards sustainable development by:

- a) Managing environmental impacts at source, rather than downstream;
- b) Managing water run-off rates, reducing erosion, and the impact of urbanisation on flood risk;
- c) Protecting or enhancing water quality;
- d) Being sympathetic to the environmental setting and the needs of the local community;
- e) Providing opportunities to improve biodiversity by creating habitats for wildlife in watercourses; and
- f) Encouraging more natural groundwater recharge.

POLICY NE15

Permission will not be granted to any development proposal that would unacceptably affect the water environment, including surface waters, groundwater levels and resources. Development proposals should incorporate the principles of 'Sustainable Drainage Systems' into the scheme.

8.10. Berkeley Cemetery

8.10.1. The need for new burial land has been identified in Berkeley. A suitable site is adjacent to the existing cemetery and is proposed as an extension to it. This should satisfy the land requirements for the Local Plan period and for some years afterwards. The land is of sufficient size to allow for a well-integrated extension with appropriate landscaping on the perimeter of and within the site.

PROPOSAL NE16

Approximately 0.4 hectares of land adjacent to Berkeley Cemetery is allocated as an extension to the existing cemetery grounds.

9.1. Introduction

9.1.1. An effective transport system is essential to meeting the needs of the District. Continuing growth in road transport and its consequent environmental impacts, however, present a major challenge to the objective of sustainable development. Traffic growth on the scale projected in this country could threaten the ability to meet objectives for greenhouse gas emissions, for air quality, and for the protection of landscape and habitats. Unmanaged traffic growth also has social and economic consequences, for example prolonged periods of congestion with resultant impacts on local residents' quality of environment and the reduced attractiveness of centres as retail and service destinations. Good communications are essential to the local economy and to attract inward investment. It is important that the Local Plan considers how the location and the nature of development affects the amount and method of travel, and how the pattern of development is itself influenced by transport infrastructure and transport policies.

9.1.2. In Stroud District a number of different agencies provide transport facilities. The Highways Agency is responsible for trunk roads and motorways, while the County Council, as the local highway authority, is responsible for the majority of highway building, improvement and maintenance. Increasingly, the private sector is becoming involved in the provision of roads and other transport infrastructure required to serve particular developments. Since bus deregulation, bus services have been operated by the private sector, with the County Council and the District Council (by means of concessionary fares) directly and indirectly subsidising a considerable number of services. Stagecoach is the main bus operator. The main operators involved in the provision of rail services through the District are Great Western, Virgin and Wessex Trains.

9.1.3. That part of the District within the Principal Urban Area of Gloucester and the main urban areas of the District are likely to experience fairly significant growth over the next 12 years. It is particularly important to resolve the transport challenges facing these areas in a way that allows for new development, but has least impact on the environment. The District already faces a

number of traffic related problems. The main towns of Stroud and Dursley and, to a lesser extent other settlements, face congestion in and around the town centres at peak times. Failure to deal with the problems could lead to further loss of confidence in the town centres of Stroud and Dursley; a declining quality of life for those living in the towns, increased road safety and pollution problems; and the towns becoming unable to cope satisfactorily with the requirements of the Structure Plan. The District has one of the highest levels of car ownership in the country, with an average of 1.41 cars/vans per household. There is significant out commuting by car to settlements such as Gloucester, Cheltenham, Bristol and Swindon. This contributes to congestion and pollution in these areas and greater effort will be required in future to achieve a co-ordinated sustainable transport policy with all relevant authorities. There is an increasing amount of commuting by car along rural roads and at the same time, problems of poor public transport provision between our main towns and villages. Failure to deal with these problems could prejudice the ability of the Local Plan to fulfil its overall strategy.

9.1.4. It is neither practicable nor desirable to accommodate all future road traffic demands in and around our main towns. Although some highway improvements are needed, traffic management, public transport, parking policies and land use planning will be more important in dealing with transport issues now and in the future. There is much evidence nationwide that people's attitudes to traffic are changing. Car owners value the freedom and flexibility of the car, but an awareness of the need to change habits is growing. Whilst financial disincentives to use the car may be necessary, people will increasingly use alternatives only where they are convenient, comfortable and reasonably priced. Much of the District's population is presently disadvantaged in terms of public transport provision, as it is currently poor in servicing the District's main centres from the outlying rural settlements and areas. As a consequence, car dependency is high in rural areas and, without major investment in new and regular service provision to them, this dependency is likely to continue for the foreseeable future.

9.1.5. Central Government now places increasing emphasis on encouraging

alternatives to car use, limiting carbon dioxide emissions, managing urban traffic to improve the environment and guiding new development to locations where the need to travel is reduced. This Central Government view is already being reflected in the success or otherwise of bids for transport funding made by the County Council with help from District Councils such as Stroud.

9.2. Objectives

1. To help reduce the overall need to travel.
2. To help reduce the overall length and number of motorised journeys.
3. To ensure development proposals provide for alternative means of travel, at an appropriate scale, to the private car.
4. To ensure that uses which generate large numbers of trips are located in places which are, or have the potential to be, served by public transport.
5. To help manage traffic effectively to improve the environment, decrease congestion and limit pollution.
6. To protect the existing provision, and allow the improvement of a network of footpaths and off road cycleways to encourage local journeys by foot or cycle.
7. To improve the integration and interchange facilities of different modes of public transport.
8. To ensure that new parking provision does not encourage high levels of car use.

9.3. Central Government Advice

9.3.1. PPG13: Transport 2001 acknowledges that forecast levels of traffic growth, especially in urban areas, cannot be met in full, and that new road building or upgrading of existing highways will, in some cases, be environmentally unacceptable. The guidance stresses the need to minimise dependence on motor cars and to ensure that developments are located so as to be accessible to all forms of transport, including public transport, walking and cycling. Development also needs to be located to minimise journeys, particularly by motor car. In this respect the development of out of town shopping and other facilities is discouraged in favour of developments concentrated within town centres. Equally, new housing developments must be accessible for

trips by foot, cycle and public transport.

9.3.2. The 2004 White Paper “The Future of Transport” looks at the factors which will shape travel, and our transport networks, over the next 30 years. It sets out how the Government will respond to those pressures, safeguarding our economic and social well being and our environment.

9.3.3. The White Paper identifies the challenge:

Travel offers benefits and is important in building an inclusive society. But mobility comes at a cost, we need to ensure that we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future. As the economy grows so does the need and desire of people to travel. We need to recognise this and plan ahead to get the best out of the transport system without damaging our overall quality of life. The way travel is changing needs to be taken into account. People are used to commuting further due to shortages of affordable housing near their place of work. The transport strategy has to recognise that demand for travel will increase in the future

9.3.4. The strategy is built around three key themes:

- Sustained investment over the long term. In the White Paper the Government confirms its commitment to deliver sustained improvements to transport networks through its spending review.
- Improvements in transport management. Reorganisation of the rail industry to improve performance, legislation to be put in place where the Government sets the strategy and control public expenditure. Better traffic management to ease congestion on our road network.
- Planning Ahead. The government acknowledges in the White Paper that it cannot build its way out of transport problems, however it intends to lead the debate on road pricing. The White Paper also states that the Government is committed to sharing decision making with regional and local stakeholders to ensure that transport decisions are taken alongside those for housing and economic growth .

The paper points out that underlining these themes an important underlying objective of the strategy is to balance the need to travel with the need to improve quality of life.

9.4. South West Regional Guidance

9.4.1. Regional Guidance reinforces the messages highlighted in PPG13 with regard to patterns of development which reduce reliance on the private car for travel, encourage greater use of public transport and enhance possibilities for walking and cycling. Where improvements to the Region's transport network are proposed, they should aim to assist in the economic development of the Region, increase the accessibility of existing and proposed development, ease congestion and improve conditions in the areas alongside transport routes and improve road safety.

9.4.2. Although the Guidance recognises that the Region is served by a relatively limited rail network, it is recommended that plans should have regard to the desirability of maintaining and developing this network - including links to other Regions.

9.5. Gloucestershire County Structure Plan

9.5.1. The strategic context is set out in the Gloucestershire Structure Plan: Third Alteration and the Gloucestershire Local Transport Plan (LTP1). The LTP1 is the County Council's statement of policy and strategy for transport, and the bid document to Government for transport capital funds. The Plan was developed jointly by the County and District Councils.

9.5.2. Strategies have been developed for specific elements of transport – walking, cycling, public transport, highway maintenance, highway improvements, social exclusion, road traffic reduction. Also, strategies have been developed for spatial elements. In this respect, of particular relevance to Stroud District are the Principal Urban Area of Gloucester, the Stroud Valleys Area and the Market Towns Strategies. These will be monitored and reviewed through the five year Local Transport Plans.

9.5.3. The policies of the Transport chapter of the Structure Plan promote new road construction only as far as necessary to achieve the objectives for housing, economic development and environmental improvement. The main emphasis is to promote alternative modes of travel to the private motor car.

9.5.4. The Local Transport Plan sets out specific proposals for action in each area of the County Council's transport responsibilities. There are targets for reducing traffic levels in the main urban areas, reducing the rate of traffic growth in the County as a whole and increasing journeys by alternative modes of transport. The Local Transport Plan emphasises the need to integrate land use and transport planning to achieve a more sustainable pattern of development.

9.6. Integrating Transport and Land Use Planning

9.6.1. Adequate transport is essential for economic prosperity, but over the last few decades that prosperity has led to a rapid growth in car ownership and an increase in the amount of goods transported by road. This led to a policy to construct new roads and motorways in an attempt to cope with demand. Whilst this increased mobility has benefited many, there is increasing evidence that a new balance is needed between the demand for flexible mobility and the needs of the environment.

9.6.2. Land use decisions have, to some extent, contributed to high car dependency, particularly by allowing the separation of home, work, education, shopping and leisure activities. It is arguably the willingness of many to live in the District's attractive villages and market towns, and commute longer distances to work, that has contributed most to high car dependency in this District. This in turn has led to smaller numbers of people using public transport, particularly buses, to travel to work. The policies in this Plan provide a change in direction in anticipation of a future in which car usage is more limited than it is today. This will also help to tackle the considerable disadvantage suffered by a substantial minority in the District (7,241 out of 44,617 households 2001 Census) who do not have access to a car.

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9.6.3. A key objective in the pursuit of reduced exhaust emissions, improved local environmental quality and improved road safety is the development of an integrated transport policy encompassing all modes of transport. However, there is a lack of a suitable legislative framework. Significant progress can be made if those involved in transport matters work together to pursue such an objective. Substantial investment will be required to provide workable alternatives to the private car.

9.6.4. It is desirable for developments that attract large numbers of people to be located where there is good public transport access, in order to reduce the use of cars, and to enable those without cars to reach the development. Where development that attracts large numbers of people is proposed in a location without good public transport access, it may be necessary, if the development is appropriate in all other respects for contributions to be made to enable such access to be provided. Some small developments can generate a large number of trips and these should also be located where there is good public transport access.

9.6.5. The District, and the Stroud Valleys and Cam and Dursley in particular, does possess a number of advantages that will allow it to respond positively to the transport challenges of the next century:

- The Cheltenham to London railway line has stations at Stroud and Stonehouse. There is potential for re-opening old halts along this line in the Frome valley.
- The Cheltenham to Bristol railway line has a station close to Cam and Dursley. There is also the potential for developing a further station at Stonehouse and at Charfield just to the south of the District boundary in South Gloucestershire.
- Future growth in the District will largely occur within or close to those towns and settlements where railway facilities exist.
- Underused land along the riverside and canals in Stroud provides attractive traffic free corridors for pedestrians and cyclists.
- In Stroud and Dursley town centres there are proposals for new housing development and the Plan also encourages greater numbers of conversions of premises to residential. These are close to town centre employment, shops and facilities and, particularly in Stroud, give the choice of

different transport modes to reach employment.

- Potential exists for a sustainable community to be developed on the outskirts of Gloucester with a new railway station opened on the Bristol line adjacent to the site to provide better access to public transport.
- The Stroud Valleys contain a mixture of homes and employment and therefore the community would benefit considerably from an improved public transport system. A large proportion of new housing development within the Plan period will take place within, adjacent, or close to, the Stroud Valleys. Another major new housing allocation is at Brockworth Airfield, close to Gloucester, with its existing and new employment opportunities in relatively close proximity. There is a need as part of the development to improve the public transport provision with these nearby employment areas and Gloucester and Cheltenham city centres.

POLICY TR1

Permission will be granted to development that deals satisfactorily with all of the following issues:

1. the need to minimise travel, by locating complementary uses close together, focusing development in the Gloucester Principal Urban Area (PUA), Stroud Urban Area and Principal Settlements, and locations highly accessible by public transport (except in the case of those uses which are considered appropriate for rural locations in Policy EM2);
2. the need to provide access to development via a wide choice of transport modes, including walking, cycling and public transport (with appropriate provision for disabled people, pedestrians and cyclists);
3. the need to design site layouts and the provision of facilities with the aim of encouraging walking, cycling and the use of public transport;
4. the need to provide for traffic calming measures, through layout and design wherever possible;
5. the need to provide for highway improvements; and

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6. the need to provide appropriate levels of parking in accordance with the Council's Parking Standards.

9.6.6. Where improvements to roads or public transport are required as part of a development, developers may be required to enter into Section 106 Legal Agreements (or their successor) in order to achieve the improvements.

9.7. Traffic Management in Towns

9.7.1. Traffic management is the use of physical and legal measures to control traffic movement, in order to improve safety and convenience for vulnerable road users such as pedestrians, cyclists and disabled people and reduce traffic congestion; in particular, by reducing the speed of traffic and discouraging non-essential traffic. Opportunities also arise to improve the street environment and introduce planting. The Local Transport Plan (LTP) for the Stroud Valleys which covers the period 2001/2-2005/6, contains a range of measures of this sort that will be considered. The LTP will be produced on a five year rolling programme and the 2006/2007 – 2010/2011 version is presently in its consultation draft form.

9.7.2. The Council will seek, in conjunction with the County Council, to identify and implement a range of traffic management measures within Stroud town centre and other town centres to reduce congestion and traffic levels, improve environmental conditions, make walking, cycling and public transport use more attractive and to reduce road accidents.

9.8. Pedestrian Routes and Rights of Way in Relation to Development

9.8.1. The needs of pedestrians and disabled people must be taken into account at all times and are relevant in urban areas and villages. New development sites should not be considered in isolation but should provide or improve pedestrian links from within the site to the wider area, particularly to key areas such as schools and community services and facilities. Pedestrian routes that link key areas are needed along routes where traffic speeds are designed to be low and pedestrians have priority or motor traffic-free routes. Traffic management measures may

be required, particularly along existing highways, to slow traffic and improve pedestrian safety, along with light-controlled pedestrian crossings, zebra crossings and refuges.

9.8.2. Design of pedestrian areas should, whenever possible, take full account of the access requirements of disabled people, the visually impaired and those with prams and pushchairs. Unnecessary steps should be avoided, although there may be particular sites in the urban areas where this may be difficult to achieve. Where kerbs are necessary dropped sections should be provided at road junctions and other well-used crossing points. New development or redevelopment may be required to contribute to works such as surface treatment, improved street furniture, seating and signing where these works would improve the pedestrian environment.

9.8.3. Stroud District has a very extensive Public Rights of Way network. There are important long distance paths such as the Cotswold Way National Trail and the Severn Way and also additional networks concentrated around the Stroud Valleys, Dursley and Wotton areas (See Recreation and Leisure Chapter). New development may bring opportunities to improve and extend the Public Rights of Way network. Any route crossing a site proposed for development should be retained (although it may be diverted where appropriate) and it should be incorporated as a feature into the overall site design.

POLICY TR2

Proposals for development will not be permitted unless there is, or provision is made for, safe convenient and attractive access for pedestrians taking into account the needs of disabled people, within sites and where appropriate to the surrounding area. These should be lit where appropriate and further security provided through building layout and landscaping.

9.9. Cyclists

9.9.1. 60% of all car journeys are less than five miles - therefore there is a great potential for modal shift from the car to the bicycle. Cycling is now increasingly seen as a convenient, cheap and environmentally friendly means of transport

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and exercise, particularly, for local journeys. Cyclists are, however, amongst the most vulnerable groups of road users. Ideally, motor-traffic free, but convenient cycle routes are preferable. However, in practical terms this can be difficult to achieve in the short to medium term.

9.9.2. Cycle routes will be planned with the following principles in mind:

- vehicle speeds should be kept down where there are significant numbers of cyclists;
- conflict between cycles and motor vehicles should be minimised;
- safe and convenient crossing points should be provided at busy roads and junctions;
- parking for cycles should be secure and convenient; and
- potential conflict between cyclists and pedestrians should be avoided where possible.

9.9.3. Despite the steep gradients in many of the built-up areas of the District, particularly the Stroud Valleys, there are a significant number of cyclists in the District. As part of an integrated transport policy, the Council is keen to make sure that short journeys by cycle are facilitated by convenient and safe networks. This will enable more short journeys by cycle to be made by people who are unwilling to negotiate traffic, often quite heavy traffic in peak hours, when, for example, they want to use their cycles to get to work, school or college. Developments will be expected to provide for safe and convenient cycle access to enable employees or residents to use cycles where possible.

9.9.4. The District Council is committed to encouraging an increased use of cycles for a range of journeys. The provision of safe and well routed cycleways can make a considerable contribution to achieving lower levels of car use and therefore air and noise pollution within the Plan area. The Council considers that priority should be given to the extension of existing routes to form networks in the built up areas of the District. However, recreational routes in less densely populated areas will be encouraged, since this could lead people to consider using their bikes for everyday journeys. Well designed cycle route networks have been successfully implemented in cities, both in Britain (such as in York), but

more particularly in countries such as the Netherlands and Switzerland (in spite of the gradients and weather conditions in the latter). It is anticipated that much of the cycle network in the Stroud valleys and Cam and Dursley will be completed by 2011, but the majority will be carried out towards the end of the Plan period. Much of the network will therefore be safeguarded from harmful development in the interim.

9.9.5. Sustrans are implementing the National Cycle Network, with Route 41 Bristol - Stratford crossing the Severn Vale through Berkeley and Frampton and Route 45 Salisbury – Chester linking Nailsworth and parts of the A419 with Stroud. Parts of these routes will be useful for local journeys as well as for recreation, and the District Council, in conjunction with the County Council, will investigate connecting links with these routes (some are already partially in place) from the Stroud Valleys and Cam and Dursley. Policies TR3 and TR4 will contribute directly to the sustainable transport objectives of the Plan.

POLICY TR3

Proposals for development will not be permitted unless there is, or provision is made for, safe and convenient cycle access within the site and to the surrounding area, where appropriate. Contributions will be sought where appropriate to provide cycle links with the surrounding area.

POLICY TR4

Development will not be permitted where it will harm an existing cycle route or the implementation of the following routes shown on the Proposals Map:

1. The Ebley Mill to Chalford cycle route.
2. The Cam and Dursley cycle route.
3. The National Cycle Network Route 41 (Bristol to Stratford) and Route 45 (Salisbury to Chester) which cross the District and connecting routes to and from the Stroud Valleys Pedestrian Cycle Trail and the Cam and Dursley cycle route.
4. Any part of the cycle network highlighted through the Local Transport Plan.

Cycle Parking

9.9.6. Given the importance the Council attaches to encouraging cycling and the programme of creating new cycleways in the District, the Council believes it is reasonable to plan for cycling assuming a much increased percentage of all types of trip by the end of the Plan period. There is a need, therefore, for secure parking for cycles in new development proposals, and also within existing developed areas. Otherwise, the fear of theft is likely to deter cycle use. Design is very important and the proven design is that of a hoop stand, for example, Sheffield stand, which provides two cycle spaces, although the Council is willing to consider alternative designs which contribute to the local environment, particularly in sensitive locations, such as Conservation Areas and Town Centres.

9.9.7. It is considered important that provision is made within developments for the parking of bicycles, and Appendix 8 sets out the District Council's Cycle Parking Standards. These should be adhered to when designing and building new developments.

POLICY TR5

Adequate provision should be made for secure cycle parking in development proposals, in accordance with the Council's Parking Standards. Where this is not possible, a commuted sum for the provision of secure cycle parking elsewhere in the vicinity will be sought.

9.10. Home Zones

9.10.1. A Home Zone is a street or group of streets where pedestrians have priority and cars travel at little more than walking pace. Home zones have tended to be applied to existing streets. Within the zone there are a range of features that force drivers to drive slowly and safely, such as speed tables, road pinching, together with planting, extended pavement areas with seats and for children's casual play, and often small equipped play areas. Home Zones are common in Western Europe, and since 2000 the legislation necessary to allow their introduction in this country has been in place. The Council wishes to ensure a better quality of life in new

developments by reducing traffic speeds in residential streets and making them safe and attractive for non-motorists, thus creating a better living environment and fostering community spirit. The current legislation enabling the designation of Home Zones is the Transport Act 2000. New developments are able to incorporate the principles within their layouts from the outset, such as short lengths of street, angles in the road layout that reduce forward visibility and planting, that will keep traffic speeds in these areas to a low speed between 10 and 20 m.p.h and give priority to the use of streets by residents.

POLICY TR6

All proposals for housing will be assessed to establish whether there is a need to provide a Home Zone as an integral part of the development. Such provision will depend on factors including location, form, scale, density and local traffic conditions.

9.11. Buses and Taxis

9.11.1. For those people who do not have access to a car, buses and taxis are crucial. Bus stops, shelters and taxi ranks must be conveniently located and the Council will ensure that the redevelopment of key sites includes such facilities to make public transport as convenient as possible for users.

9.11.2. Where new development is proposed, the operational efficiency of public transport needs to be taken into account in the layout and detailed planning. The Council has little direct influence on the quality, cost and frequency of bus services - it can, however, help to make sure that adequate facilities are included in the new development (shelters, seats and convenient pedestrian routes). It can also, in conjunction with the County Council, help design traffic management schemes (such as bus priority routes/bus only turning movements at junctions) that help to reduce bus journey times and therefore increase their attractiveness.

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POLICY TR7

Development proposals should cater for the needs of bus and taxi operators, where appropriate, Layouts should encourage operational efficiency, maximise likely bus passenger traffic, and include ancillary facilities such as shelters and seating. Contributions will be sought to secure appropriate public transport provision.

9.12. Rail Facilities

9.12.1. The Council recognises the increasing pressure that journeys to work by car places on the road system, in addition to the environmental harm that is caused. Therefore, it is keen to see the greater use of existing rail facilities, through better integration with other modes of transport and the re-opening of stations and halts, where appropriate.

Transport Interchange at Stroud Station

9.12.2. There are two stations on the Cheltenham to Swindon/London line in the District - at Stroud and Stonehouse. One of the problems of both stations, but particularly Stroud, is the lack of integration with other more sustainable transport modes such as cycle routes and bus services. The District Council, in conjunction with the County Council and others, is keen to address this with a new interchange facility at Stroud station. The station is located in an ideal location for linking with journeys to the town centre and local services. The Transport Interchange scheme involves the construction of a combined bus/cycle/pedestrian link on land adjacent to the main railway.

PROPOSAL TR8

The area of land between Stroud railway station and London Road is allocated for access to and provision of a Transport Interchange. This will include the following:

1. a dedicated feeder lane for buses, taxis, pedestrians and cyclists between London Road and the railway station with a connection to Russell Street;
2. bus stopping space for about 7 buses at any one time;

3. provision of secure under cover cycle parking;
4. provision for disabled parking and taxis.

Re-opening of Stations and Halts

9.12.3. The District Council will support proposals for the re-opening of passenger stations and halts and the provision of rail freight facilities. As potential sites are identified that can be developed over the Plan period, the Council will safeguard them from inappropriate development - in particular the Council will protect sites at Stonehouse (Bristol line) and at Ebley. The Council appreciates, however, that the re-opening of previous sites themselves may not be feasible, for example due to health and safety regulations, and there may be difficulties in finding acceptable alternative sites along the routes. It is possible that alternative sites may come forward in association with development proposals, and the Council is willing to consider these subject to the associated development being acceptable.

9.12.4. The success of the re-opening of the station at Coaley Junction (Cam and Dursley railway station) since May 1994 has shown the value of re-openings in reducing longer car journeys for all types of trip. Discussions are taking place to open up the station at Charfield (in South Gloucestershire but close to Wotton-under-Edge and Kingswood), this station would provide commuters in the south of the District with easy rail access to both Bristol and Gloucester. Consideration is also being given to the provision of a new passenger station within the mixed use allocation (MU1) at Hunts Grove. The Council would also like to see the opening of the Stonehouse station on the Bristol line. This would provide a much better public transport link to the south of the District from the Stroud valleys – a connection that is very poor at present. The re-opening of the Ebley halt would also help reduce congestion and improve the environment by allowing people to take short journeys to and from Stroud town centre by rail as well as further afield. The Council supports the provision of these new stations as they will provide an alternative mode of transport for existing and new residents in the localities.

9.12.5. With regard to carriage of freight, the freight only line to Sharpness Docks remains open but is currently little used, this being the

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product of the decline in trade at the Docks following the recession. The Council continues to support a strategy that will rejuvenate trade at the port and optimise the use of the railhead facility for freight. The line can play an important role in taking freight off the roads, thus making a contribution to the alleviation of environmental problems caused by heavy goods vehicles.

POLICY TR9

Proposals for the opening or re-opening of passenger stations and halts, and the provision of rail freight facilities will be permitted where acceptable potential sites are identified by feasibility studies.

POLICY TR10

Permission will not be granted for development which would result in the loss of land or facilities necessary for the efficient operation of existing stations, or for the provision of re-opened stations/halts at Stonehouse (Bristol line) or at Ebley, as defined on the Proposals Map.

9.13. Waterborne Freight

9.13.1. Waterborne transport accounts for over a quarter of national freight movement. However, Gloucestershire has limited potential for major expansion of this form of transport although Stroud District does contain the County's main port at Sharpness. The port is on the River Severn at the head of the Bristol Channel Navigation and the seaward end of the Gloucester and Sharpness canal. This canal connects Gloucester with the Severn Estuary. However, the majority of commercial shipping is catered for at Sharpness and therefore does not progress along the canal to Gloucester. The re-establishment of the rail link to Sharpness Port does offer the potential for a trimodal facility, and the increased use of water will therefore be encouraged. The restoration of the Stroudwater and part of the Thames and Severn canals to full navigation through the Stroud area and beyond will also provide the potential for the movement of freight. The canals in the District are used predominantly for recreation and Policy RL8 within the Recreation and Leisure chapter relates to the need to retain and improve the canals and their towpaths for navigation and public access.

9.13.2. Greater use of water-borne freight in place of long distance road transport is part of a more sustainable transport policy. There is a railway line at Sharpness that connects with the main Bristol to Birmingham line. Therefore, there is the opportunity for enhanced inter modal freight transfer here. The Council supports the maximum use of the port facilities at Sharpness and will not permit proposals that will prejudice this use. There is a significant amount of employment already generated by the dock at Sharpness and there are further areas of land capable of being developed for employment purposes within the vicinity of the docks (See Employment and Tourism chapter).

POLICY TR11

Proposals for development within the boundary of the docks at Sharpness which would harm the viability of the docks for handling freight and shipping repairs will not be permitted.

9.14. Parking Standards

9.14.1. The need for new parking to serve development must not conflict with the Council's objective of reducing traffic congestion and encouraging other non car modes of transport - the greatest potential for this being within the major allocations at Hunts Grove and Brockworth, the Stroud Valleys and in Cam and Dursley. The Council's parking standards are set out in Appendix 8. These standards are broadly in line with those promoted by Gloucestershire County Council in the Gloucestershire Local Transport Plan 2001/2-2005/6.

9.14.2. The Council wishes to promote the use of under-used buildings, particularly upper floors of shops and offices for residential use in town centres to assist in revitalising them, however, such buildings often do not have the benefit of any parking provision. The Council will consider housing developments without on-site parking provision, in the town centres of Stroud and Dursley (as defined on the Proposals Map). Residential Parking Standards may not be reduced in other town centres, depending on the level of public parking provision and public transport provision. The Council is concerned, however, that lower levels of parking provision for new

housing development in town centres could lead to pressure for on-street parking in both commercial and nearby residential areas, and therefore will consider large housing development proposals very carefully in this respect. This is particularly the case in the town of Wotton-Under-Edge, where there is a shortage of public parking provision. Housing proposals in such towns, where parking problems exist, will be expected to meet the parking standards, unless it can be clearly shown that the benefits of the development outweigh the need to meet these standards.

environmental quality for local residents and within town centres, and support the improved maintenance of the primary and secondary road network.

9.14.3. The vehicle parking standards laid out in Appendix 8, require development proposals involving the construction of C3 dwelling houses to provide an average of 1.5 parking spaces per dwelling unit. This provision shall be made for all developments, unless it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem.

9.14.4. Mixed uses will be assessed as a sum of each of the relevant individual elements of the proposal.

POLICY TR12

Development proposals should provide appropriate vehicle parking spaces in accordance with the Council's Parking Standards.

9.15. Road Network and Development

9.15.1. The primary road network is identified in the Structure Plan for the purposes of giving appropriate priority to the road building and improvement programme, the maintenance of roads and the management of different types of traffic. The priorities are affected by issues of resources, safety considerations, environmental effects, and physical characteristics. Due to resource constraints and the realisation that road schemes can lead to increasing traffic levels, it is unlikely that further major road schemes will go ahead in this District. However, the Council will continue to press for improvements where they are considered necessary to improve

10.1. Introduction

10.1.1. The effects of increasing levels of leisure time, disposable income and mobility, combined with a changing population structure, have served to increase the demand for both formal recreation and informal leisure activities. As a result of these trends and rising public expectations, the pressures on and for recreation provision continue to increase. This is especially the case with regard to informal leisure activities in the countryside.

10.1.2. The District Council recognises the increasing value and importance of recreation and leisure pursuits and wishes to encourage appropriate provision for all sectors of the community. The traditional role of local authorities as providers of recreation facilities has changed in recent years. Today, the private sector plays an important role in catering for the more specialist demands such as health and fitness clubs, leisure centres and golf facilities.

10.1.3. The Local Plan aims to make provision for an appropriate range of open space and leisure, social and cultural facilities both within existing settlements and new developments and at suitable locations in the countryside. Full consideration of the recreational and leisure needs of the community must, however, be balanced against other development requirements of the community and the desire to protect the District's environment.

10.2. Objectives

The key Local Plan objectives for recreation are as follows:

1. To retain and provide an appropriate level and distribution of public open space, recreational facilities and entertainment opportunities in settlements to meet present and future local needs.
2. To protect and seek to improve the quantity, quality and accessibility of outdoor play space, particularly in areas where there are identified shortfalls in provision or the Council's adopted standards of provision are at risk through new development.

3. To encourage informal recreational use of the countryside in a manner which conserves its landscape and wildlife value and minimises the conflict between users.
4. To protect and improve existing footpaths and public rights of way within the countryside and to safeguard their character.
5. To seek the restoration of the canal channels and corridors to encourage through navigation, public access and local economic and environmental improvements.

10.3. Policy Framework

Central Government Advice

10.3.1. Central Government advice concerning provision for sport and recreation is contained within PPG17: Open Space, Sport and Recreation 2002 and its Companion Guide – Assessing Needs and Opportunities 2003. This provides a national planning framework for the development of open space, sport and recreation. It emphasises the relationship to broader Government objectives such as urban renaissance, rural renewal, social inclusion, community cohesion, health and well-being and sustainability. It recognises both the need to safeguard and enhance existing recreational opportunities. It states that Local Plans provide the appropriate context in which to assess a community's needs for open space, sport and recreational facilities. Paragraph 6 of PPG 17 makes clear that open space standards are best set locally. The Council has adopted Supplementary Planning Guidance (November 2000) on Residential Development – Outdoor Play Space Provision. Furthermore the Council is undertaking a review and an audit of existing facilities. Paragraph 20 of PPG 17 sets out general principles for the identification of new areas of open space, sports and recreational facilities. In the case of new residential developments, both PPG17 and Circular 1/97 suggest that the use of planning obligations may be an appropriate method of securing these facilities to meet the need generated by the proposed development.

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Gloucestershire County Structure Plan

10.3.2. The adopted Gloucestershire Structure Plan sets the strategic context for planning policies relating to recreation and leisure. It includes a number of policies which aim to encourage the provision of formal and informal recreational facilities and improve public access to both urban and rural recreational resources. Furthermore, the Structure Plan stresses the need to use natural resources for recreation and leisure in accordance with the principles of sustainable development.

National Playing Fields Association

10.3.3. There are no statutory national standards for the provision of open space as such an approach cannot cater for local circumstances. The Council uses the National Playing Fields Association (NPFA) 'Six Acre Standard' as being appropriate to this District's demographic profile and the extent of existing built development. Council guidance recommends a minimum level of outdoor playing space of 2.4 hectares (6 acres) per 1,000 population and is composed of formal facilities, both publicly and privately owned, for children's and youth and adult use. On the basis of the 'Six Acre Standard' the Local Planning Authority can make local assessments of provision and policies can be developed to reflect the level of adequacy of provision of the outdoor recreational facilities. The Council is currently undertaking such work and developers are advised to contact the Council for any updates to provision and planning guidance.

Stroud District Council Outdoor Playing Space Survey and Leisure Strategy

10.3.4. A comprehensive survey of outdoor playing space in Stroud District was conducted in 1999 by the District Council as part of the process of policy preparation for this Local Plan. The full results of this survey have been published separately in a document entitled 'Outdoor Playing Space A Survey of Local Provision and Needs'. The survey revealed a number of deficiencies, in terms of both quantity and quality, with regard to outdoor play space provision in certain areas of Stroud District. The survey will be used, in conjunction

with the District Council's published Leisure Strategy, as a basis for assessing outdoor recreational needs within the District.

10.4. Sport and Formal Recreation

Adequacy of Provision

10.4.1. The outdoor recreational facilities referred to in this section (with the exception of Policy RL4) relate to the definitions in the NPFA's 'Six Acre Standard' document, namely facilities available for sport, active recreation and/or children's play. For the purposes of this Plan the District Council has adopted the 'Six Acre Standard' as an appropriate minimum standard for outdoor playing space across the District and will apply this standard of provision to new residential developments. This standard does not include open space which serves primarily an amenity function.

10.4.2. The value of outdoor playing space and its role within open space in general is well documented and acknowledged in PPG17 as making a significant contribution to the environment and to the physical and social welfare of communities. Outdoor playing space will be afforded protection, as appropriate, in respect of its amenity value and contribution to the local environment as well as its contribution to recreational activity.

10.4.3. It is the intention of the District Council to ensure that, through the planning system, adequate opportunities exist for communities to participate in recreational activity. The District Council will monitor the supply of and demand for outdoor sporting and recreational facilities, seek to make the most effective use of existing facilities and identify deficiencies and opportunities for further recreational provision.

10.4.4. The District Council's survey of outdoor playing space identified a number of outdoor play areas, shown on the Proposals Map and in Appendix 7, which should be safeguarded from development. These sites have recreational and amenity value and also make an important contribution to the quality of local environments by providing green spaces within the more urbanised areas. With the exception of school playing fields, the sites identified are

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those which are considered to be suitable and available (as a matter of practice and policy) for public use. This is the case whether they are in the ownership of public, private or voluntary organisations.

10.4.5. The survey of outdoor playing spaces also identified a number of areas within the District which have low levels of provision. There is under-provision of playing pitches and equipped children's playing space in some parishes, urban areas and larger settlements. Consequently, in certain parts of the District, the adopted standards of recreational provision are not attained. In an attempt to address this situation the results of the outdoor playing space survey, together with the Leisure Strategy, will be used to assess local needs and guide the future provision of outdoor playing space.

10.4.6. Land for sporting and recreational use has often been a target for development in the past. Once developed, this land is usually permanently lost as a recreational resource. The Local Plan gives equal consideration to opportunities for participation in sport and play as to other land use activities. It seeks to protect outdoor playing space where its loss will result in an under-provision, and to improve or provide additional facilities where an identified deficiency exists. The loss of existing outdoor playing space and, in particular, any of the identified sites, could result in an under-provision of outdoor playing space or exacerbate an already existing deficiency. PPG17 suggests that when outdoor playing space is no longer required for its original purpose it should, initially, be assessed in terms of its ability to meet the demand for recreational land in the wider community. Policy RL1 seeks, through positive safeguarding measures, to ensure that these outdoor playing spaces are not lost through their development. Policy RL1 also acknowledges that there may be exceptional circumstances where such protection could be relaxed, provided that certain safeguarding conditions are met. Improvements to existing outdoor play areas may take the form of facilities which enable more intensive usage, such as floodlit all-weather pitches or children's play equipment. In addition, the development of privately owned outdoor playing facilities (which were not, as a matter

of practice and policy, available for use by the public) may be permitted provided part of the site is retained as outdoor playing space for use by the public on a permanent basis.

POLICY RL1

Development proposals that involve the loss of existing outdoor playing space in public or private ownership, including those sites listed in Appendix 7 as Outdoor Play Space, will only be permitted if:

1. alternative outdoor playing space of at least the equivalent quantity, quality and accessibility of that lost is provided within the locality; or
2. it can be demonstrated that no shortfall in accessible outdoor playing space exists in the area, or would result from the development; or
3. the loss of part of a site leads to enhanced provision of outdoor playing space on the remainder of the site.

Outdoor Recreation Site Allocation

10.4.7. At Newtown, Sharpness a deficiency of provision has been identified following the loss of all outdoor play provision to built development without alternative provision having effectively been made. An area of land was identified in the previous Local Plan following negotiation between Hinton Parish Council, Stroud District Council and British Waterways to meet the needs of the community and replace those facilities which had been lost. This allocation for new public outdoor play space is carried forward in this Local Plan and identified on the Proposals Map. It is therefore protected from alternative development. The allocated site forms part of a larger area of land which has been designated as a Key Wildlife Site by the Gloucestershire Wildlife Trust. In accordance with Policy NE4 of this Plan, the Key Wildlife Site designation will be taken into account when considering proposals for recreational development on the allocated site.

PROPOSAL RL2

Land at Oldminster Road, Sharpness is allocated for public outdoor play space.

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Outdoor Playing Facilities in Educational Use

10.4.8. School playing fields can provide valuable opportunities for outdoor recreation in areas where recreation provision is deficient. These open spaces can also make an important contribution to the visual amenity of local areas. PPG17 emphasises the need to make the best use of school recreational facilities for local communities and contains guidance on the issue for local authorities.

10.4.9. Policy RL3 deals with those recreational facilities which are likely to be surplus to requirements during the Plan period. The disposal of sites considered surplus to educational needs has not, in the past, fully recognised the continuing important recreational and amenity value which the sites provide to the wider community. School playing fields should not be disposed of until it has been established that the sites will not be required in the longer term for school or community use. The disposal of educational facilities could reduce the stock of existing outdoor play areas and thus place additional pressure on the remaining facilities, especially for pitch sports.

10.4.10. Therefore, the disposal of playing fields and other outdoor playing facilities in educational ownership for non-recreational purposes will be opposed. In addition to resisting the loss of these playing facilities, the Local Education Authority and owners of private facilities (whether or not in educational use) will be encouraged to allow a wider public use of their facilities by entering into formal joint use agreements.

POLICY RL3

Permission will not be granted for the development of playing fields in educational ownership where:

1. the loss will result in a future shortage of land for educational recreation; or
2. the land could make a valuable contribution in reducing an identified deficiency in outdoor playing space provision within the community.

Permission will be granted to proposals that involve the joint use of school playing fields with local communities to help meet the demand for formal sports provision.

Amenity Open Space

10.4.11. In addition to open space for formal play provision, open space for passive recreation and amenity use is considered particularly valuable in providing wider social and environmental benefits to those living, working and playing within urban areas. These areas can also act as havens and habitats for flora and fauna and can thus encourage biodiversity. Open space of this nature does not fall within the NPFA 'Six Acre Standard' categories and no other generally accepted standard has been derived which can be applied. Nevertheless, such space is of great value, and Policy RL4 affords protection to amenity space (including 'pocket parks') and private undeveloped land with existing or potential recreational or amenity value unless there are overriding other benefits and the contribution that the site previously made to the amenity, visual quality or character of the

POLICY RL4

Permission will not be granted for development on amenity or recreational open spaces unless the benefits of the development outweigh the existing community value and there can be a compensatory open area of similar value provided in the same locality.

area can be maintained.

Open Space provided in association with New Residential Developments

10.4.12. In determining proposals for residential development, an important consideration will be the extent to which a requirement to provide public open space arises. All residential development will add to the demand for outdoor recreational facilities in areas which are already deficient in provision. Planning obligations will therefore be sought to ensure that all new residential developments (apart from extensions, replacement dwellings,

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some types of affordable housing and accommodation for the elderly) provide, on a pro-rata basis, a sufficient amount of public open space and recreational facilities to meet the needs of the prospective residents of the development. Of particular concern in Stroud District is the need to ensure that adequate outdoor playing space for children is provided in association with new residential developments, and that appropriate contributions are made to the provision of larger areas of youth and adult play space which serves the new development. Policy RL5 seeks to address this issue. For the purposes of this Local Plan the District Council has adopted the NPFA's 'Six Acre Standard' and will apply this standard to all new residential developments. This standard excludes landscaped areas and other informal amenity areas, for which additional provision may be necessary.

10.4.13. All new residential developments, including any net increases in dwelling units arising from conversions or redevelopment, will be required to provide an appropriate proportion of the minimum outdoor play space standard of 2.4 hectares per 1,000 population. Where there is adequate justification, possible exceptions to this could include the following:

- replacement dwellings on a one-to-one basis;
- extensions or alterations;
- housing provided specifically for the elderly such as annexes for dependent relatives, retirement homes, residential homes or nursing care homes;
- mobile homes subject to temporary planning permission;
- affordable housing not available on the open market;
- residential developments where other community benefits have been identified as being of more importance and/or greater priority.

For one-bed dwellings, only the requirement for youth/adult outdoor play space provision will be necessary. Houses in multiple occupation will be treated as a single unit with the equivalent number of bedrooms for youth/adult provision.

POLICY RL5

Proposals for new residential development should provide appropriate public outdoor playing space in accordance with the adopted standard of 2.4 hectares per 1,000 population. Where achievement of this standard is unrealistic or inappropriate within the boundaries of the development site, a financial contribution will be sought in lieu of on-site provision, as detailed in Supplementary Planning Guidance, 'Residential Development Outdoor Play Space Provision'. Amenity open space will be sought, as appropriate, in association with new residential development.

10.4.14. Wherever possible, the provision of outdoor playing space should be made on-site as an integral part of the development. It should be of an appropriate type to serve the needs of the development, and in a location well related to the proposed residential properties. The detailed requirements of any outdoor playing space provision will vary between sites and depend upon the needs of the residential development proposed and the level of existing recreational provision.

10.4.15. There may be circumstances when it is not realistic or appropriate to accommodate the required outdoor playing space on the development site itself. Many residential developments may be small in scale (eg. single dwellings) and will, individually, only generate small outdoor playing space requirements which would be impractical to provide or be too small to be of value on their own. Cumulatively, however, these small residential developments will still contribute to the demand for outdoor recreational facilities. Therefore Policy RL5 proposes, where appropriate, to provide new, or improve existing outdoor playing space facilities off the development site, but within the locality, via a commuted payment from the developer. The recreational open space needs will be assessed having regard to each individual development proposal, to ensure that any financial contribution is fairly and reasonably related in scale and kind to the proposed development, as set out in Circular 1/97 and PPG17.

10.4.16. Children's outdoor playing space

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should be provided within the boundaries of the development site where this is feasible and appropriate. Where off-site provision is required via a commuted payment, children's outdoor playing space should be located in close proximity to the proposed development to enable safe and easy access by children. In the case of playing facilities for youth and adult use, the issue of time and distance travelled to access these facilities is of less significance. It would be expected that, in most circumstances, commuted payments for this type of facility would be provided for off the development site, but close or accessible to the community it serves. Where the provision of new youth and adult recreational facilities is not feasible or appropriate within the locality of the development, the financial contributions will be used to improve existing youth and adult facilities within the area in accordance with the outdoor playing space survey and Leisure Strategy. The District Council will also expect developers to meet the cost of maintaining on-site outdoor recreational facilities for a period of fifteen years following their installation. Supplementary Planning Guidance entitled 'Residential Development Outdoor Play Space Provision' has been prepared which explains, in detail, the District Council's strategy for the provision of outdoor playing space and the implementation of the commuted payment scheme.

Further Provision of Recreation Space

10.4.17. Proposals HN1 and HN2 within the Housing chapter identify the public outdoor playing space requirements associated with these new residential developments. These new recreational sites will help towards the achievement of an improved level of provision across Stroud District and will be protected from built development, where appropriate, in accordance with Policy RL1.

Golf Courses and Driving Ranges

10.4.18. During the latter part of the 1980s golf became a growth sport and demand for courses and facilities rose rapidly throughout the country. Although this demand subsided during the recession of the early 1990s, the large areas of land needed to accommodate golf courses and their pressure upon areas of high landscape quality continue to raise

important issues for the planning system.

10.4.19. Golf courses can provide leisure facilities for local residents, increase opportunities for public access to the countryside and help stimulate the local economy by generating jobs and encouraging tourism. Local authorities are being encouraged to recognise this and make provision, where appropriate, to accommodate these demands. This view is supported by Sport England (previously known as the English Sports Council) for the South West which recommends the provision of an additional nine hole golf course (preferably on a 'pay-as-you-play' basis) for the Stroud area in its 1993 publication 'Golf - Subject Report'.

10.4.20. The accommodation of demand, however, has to be balanced against a number of other material considerations. For example, once agricultural land is developed, even for 'soft' developments such as golf courses, its return to high quality agricultural land is seldom practicable. Similarly, the restoration of important natural habitats and landscape features is rarely possible and often very expensive. With regard to Stroud District, a major area for concern involves golf course development proposals within the Cotswolds AONB. New golf courses should not be developed in AONBs unless their impact is insignificant or they will make a positive contribution to the character of the landscape and nature conservation of the area. Where appropriate, conditions will be attached to planning permissions for golf course development to control any raising of ground levels or infilling of topographical features.

10.4.21. Based on Gloucestershire County Council recommendations published in 1991, the District Council has adopted guidelines for the location and design of golf courses in the District. These guidelines should be referred to by those proposing the construction of golf courses as they provide Supplementary Planning Guidance on the subject. Proposals for development of this nature will be assessed against the relevant Local Plan policies.

Indoor Sport and Leisure Facilities

10.4.22. The provision of indoor facilities for sport and leisure is an important element of the

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wider provision of recreational opportunities. Indoor facilities offer the opportunity for all-year-round use and help to meet a large public demand for sports activities. Such facilities exist throughout Stroud District, with a major complex within Stroud itself at Stratford Park which serves the surrounding urban area. In Dursley, Wotton-under-Edge, Stonehouse, Nailsworth and Berkeley, school facilities are utilised by the local community through formal joint use arrangements between the District Council, the County Council and the schools' Governing Bodies.

10.4.23. There are parts of Stroud District deficient in indoor sports provision as identified in a report by Sport England for the South West entitled 'Community Sports Facilities' 1990. These deficiencies have also been recognised in the District Council's Leisure Strategy. Sport England has since produced detailed guidance 'Facilities Planning Model' 1998 which addresses the issue of community sports facilities and its provision. The District Council will seek to address this deficiency issue by securing extra provision through additional formal joint use agreements. Facilities such as village halls, community buildings and schools are valuable assets and particularly suitable for rural communities where indoor sports provision is often poorly provided for and unlikely to be served by a local leisure centre. Facilities such as these are protected by Policy SH15 in the Town Centres chapter of this Local Plan.

10.4.24. New developments which provide indoor sport or recreation facilities will be supported by the District Council, especially where there is an identified need for such facilities. Development proposals for new indoor recreational facilities should have a minimal impact on the amenity of residential areas, the environment and on the highway network. Proposals for development of this nature will be assessed against the relevant Local Plan policies, with particular reference to policies SH12 and SH13 of the Town Centres chapter and Policy TR1 of the Transport chapter. In some communities there may be scope for rationalising and combining the use of existing facilities with the provision of a single multi-purpose local community centre.

10.5. Informal Recreation

Access to the Countryside - Public Rights of Way

10.5.1. The countryside is important not only for its nature conservation interest and visual qualities but also as a major resource for informal recreational activities. Visits to the countryside are a major leisure activity enjoyed by millions of people nationwide each year. Stroud District is fortunate in containing outstandingly beautiful and diverse countryside of the highest quality, together with a number of important and attractive public rights of way, such as the Cotswold Way National Trail and the Severn Way.

10.5.2. Access to recreational opportunities in the countryside is achieved largely by means of a network of well established public rights of way existing within the District. This network comprises all those footpaths, bridleways, roads used as public paths (RUPP) and byways open to all traffic (BOAT) indicated on the Definitive Map, over which the public have a right of passage, together with other routes with public access (ORPA) as defined by Ordnance Survey. Whilst responsibility for monitoring and developing this network primarily lies with Gloucestershire County Council, the District Council is able to assist by protecting the rights of way from the adverse effects of development and, in appropriate cases, seeking improvements to rights of way in development proposals.

10.5.3. Walking and rambling are popular recreational pursuits within the District and proposals to facilitate these activities will be supported, in co-operation with landowners and other relevant user groups. Initiatives such as access and management agreements which aim to open up, promote and maintain rights of way networks for community use are welcomed and, where possible, will be supported. Legislation in the Countryside and Rights Of Way (CROW) Act has reinforced this aim by encouraging the "opening up" of some previously inaccessible areas and the modernisation of the rights of way system. In the Cotswolds AONB the demand for recreation and access can be met providing this is consistent with the conservation objectives of the AONB designation.

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POLICY RL6

Permission will not be granted for development proposals that would have an adverse impact on the route, character, function and recreational value of public rights of way. Proposals that develop and improve the public rights of way network will be permitted, provided that the proposals are compatible with and sensitive to the local environment.

10.5.4. Where proposals for development are likely to affect a public right of way, the effect of that proposal on the character, function and recreational value of the public right of way will be considered. In exceptional circumstances, development proposals may be permitted if they include measures to maintain, divert or replace the public right of way in a manner that does not result in the route being less attractive, safe or convenient to the public.

Recreation Facilities in the Countryside

10.5.5. Although many forms of recreation require locations within or adjacent to urban areas, some activities require extensive amounts of land and can appropriately be located in the countryside. The scale, nature and overall impact of recreational activities and ancillary developments in the countryside can vary and include, for example, car parking facilities, country parks or the accommodation of more active pursuits such as motor sports, horse riding or water-based sports.

10.5.6. Whilst recreational opportunities in the countryside can be promoted, it is important to recognise the potentially damaging effects that countryside recreation activities can have on the landscape, nature conservation or historic character of the countryside. Proposals for the development of recreation facilities in the countryside will be assessed against the relevant Local Plan policies. Development proposals of this nature will need to be sympathetic in location and design to their surroundings and cause minimal conflict and disruption. This is especially the case in the Cotswolds AONB where the main objectives of conservation and enhancement of the landscape will be of prime importance when considering development proposals.

10.5.7. In the countryside, opportunities may also exist to develop recreation facilities which bring derelict or degraded land back into use. Similarly, the re-use and adaptation of existing buildings can have an important role in meeting the recreational needs of rural areas whilst reducing the need for new buildings.

Horse Related Development

10.5.8. Horse riding and related activities are an increasingly popular form of outdoor countryside recreation. Demand for stabling, equestrian centres and other related facilities has also increased, resulting in development pressures in the open countryside and especially those areas close to towns and villages. Whether planning permission for horse related development is required depends primarily on whether the horses are used for agricultural, recreational or commercial purposes.

10.5.9. Advice contained in PPS7 recognises that horse riding and other equestrian activities are popular forms of recreation in the countryside that can fit in well with farming activities and help diversify rural economies. Commercial activities such as horse training and breeding can play an important economic role. There is a need for horse related development to incorporate high standards of design, materials and construction of buildings whilst ensuring the care of land in order to minimise the impact on the character, diversity and quality of the countryside. The re-use of existing farm buildings will be encouraged for small-scale horse enterprises (i.e. up to 10 horses) that provide a useful form of farm diversification. In the case of proposals for commercial equestrian development, a location that enables safe and easy access to facilities which are suitable for exercising horses will be required if adequate on-site facilities are not available. Safe and easy access, in this context, could include the use of bridleways, RUPPs, BOATs and some lower classified highways. In certain circumstances, where equestrian development is acceptable in principle, conditions may be imposed requiring the removal and storage of horse training equipment when not in use to protect the visual amenity of the surrounding area. In addition, watercourses will need to be

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protected from animal waste and contaminated surface water in accordance with guidance from the Environment Agency (EA).

POLICY RL7

Proposals for horse related development, such as commercial stables, riding schools and arenas, will only be permitted where the development:

1. can provide adequate facilities for the exercising of horses within the curtilage of the property; or
2. has safe and convenient access to facilities suitable for the exercising of horses.

Canal Based Activities

10.5.10. Within Stroud District, the corridors of the Gloucester & Sharpness Canal, the Stroudwater Canal and the Thames & Severn Canal provide a valuable resource for the public to enjoy both active and passive recreational activity. In addition to their role as recreational resources, the canal corridors represent important landscape features and have historical, architectural, nature conservation and educational value. The canals also have the potential to contribute towards economic and urban regeneration objectives by providing attractive locations for canal-side development. The contribution canals and canal towpaths can make in achieving more sustainable patterns of movement is also significant. Many of these issues have been identified by the DETR in its policy document 'Waterways for Tomorrow' (2000). There are, therefore, diverse demands placed upon the canal corridors in Stroud District and, due to their proximity and/or links to urban areas, they can be readily accessed by relatively large sections of the community. To accommodate successfully these various activities in a way which avoids or minimises conflict will require careful management.

10.5.11. A study carried out by British Waterways in 1996 (Cotswold Canals Corridor Study) identified the valuable social, economic and environmental potential associated with the re-opening of the Stroudwater and the

Thames and Severn Canals in Stroud District. The study concluded that, in their current condition, these canals represented a major unrealised asset in the area. The strength of this has been reflected in the Heritage Lottery Fund financial support for canal restoration and South West Regional Development Agency financial support for the economic and regeneration benefits associated with the canals restoration. The District Council has recognised the potential of these waterways and has made a financial commitment to their restoration.

10.5.12. The restoration of the Stroudwater and part of the Thames and Severn canals to full navigation through the Stroud area is expected to act as a catalyst to deliver significant social and economic regeneration, including increased visitor spend, tourism, development and construction related employment, neighbourhood regeneration, healthy living, training and skills development and community development. Restoration and regeneration will respect the local biodiversity and landscape value. The first step ("Phase 1") involves the restoration of the canal from The Ocean (near Stonehouse), to Brimscombe Port, upstream of Stroud Town – a distance of 9.5km. The Council will liaise closely with the Cotswold Canals Trust and British Waterways in securing appropriate canal restoration.

10.5.13. Proposals for development along the canal corridors will be assessed against the relevant Local Plan policies and the Stroudwater Navigation & Thames and Severn Canal Restoration Position Statement and Developer Checklist (July 2004). With regard to the Gloucester and Sharpness Canal, it is important to note that this waterway acts as a resource for drinking water, as well as a commercial waterway, and is in close proximity to areas of major conservation interest along the Severn Estuary. British Waterways, in conjunction with the Gloucester and Sharpness Canal User Forum has produced the 'Gloucester and Sharpness Canal Corridor Study'. The main objectives of this study are to identify commercial, tourist and recreation development initiatives and to encourage these initiatives in a manner that is consistent with the conservation and enhancement of biodiversity, landscape character and natural resources. The District Council will refer to this

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document when considering development proposals along the canal corridor.

10.5.14. The Stroudwater Canal and the Thames and Severn Canal have not operated as commercial waterways for many years and some sections have fallen into disuse or become obstructed by highway development or infilling. In the most serious cases it is not possible to identify, on the ground, the original route of some parts of these canals. However, the identification of both these original and replacement 'missing links' is of great importance if the objective of through navigation is to be realised. The District Council will, therefore, liaise with British Waterways, the Cotswolds Canal Trust and relevant landowners with the aim of identifying and protecting these 'missing links'. Nevertheless, there are long stretches of the canal corridors, rather than the canals themselves, which serve recreational purposes, such as traffic-free towpath walking and cycling. The long term potential of the canals is recognised by the District Council, not only for their recreational, aesthetic and commercial value but also as a resource of interest to industrial archaeology and nature conservation.

10.5.15 The Cotswold Canals Corridor Study has identified a number of priority restoration projects for the canals in Stroud District and, together with the Cotswold Canals Trust and British Waterways, the District Council will support these restoration objectives with the aim of re-opening the canals in their entirety. Development proposals that hinder the realisation of these objectives and prevent the canals from reaching their full potential will, therefore, be resisted. At the same time, development proposals which assist the restoration of the canals will be encouraged, providing other relevant Local Plan policies are complied with. These will include having regard to the role canals can play in maintaining the supply of water resources. Any development adjacent to a canal should also respect its setting. Development proposals will be required to incorporate a high standard of design and, in many cases, this will include appropriate canal-frontage design.

POLICY RL8

Development on the historic route of, or adjacent to, the Stroudwater, Thames and Severn and Gloucester and Sharpness Canals will be permitted provided that the development does not prevent the improvement, reconstruction, restoration or continued use of the related canal and its towpath for the purposes of through navigation and public access. Where appropriate, planning obligations will be sought that contribute towards the improvement or restoration of the related canal and towpaths. Any development adjacent to a canal should relate to its setting.

10.5.16. The District Council continues to offer practical assistance and financial support in the restoration of the Cotswold canals corridor by working in partnership with key bodies such as the Cotswold Canals Trust, British Waterways, the Company of the Proprietors of the Stroudwater Navigation and the Stroud Valleys Project. The intention behind Policy RL8 is to adopt a more positive and pro-active approach to the restoration of the Cotswold canal corridors by seeking planning obligations from developers in accordance with Circular 1/97 or its successor.

10.5.17. In appropriate circumstances, development proposals abutting the actual canal channels will be required, under Section 106 of the Town and Country Planning Act 1990 or its successor, to contribute to the improvement or restoration of the related area of canal and towpath. The District Council believes that certain forms of development (eg. residential and leisure) will utilise, and benefit from the close proximity of, the canal corridors. The nature and scale of the contributions sought by the District Council will be related to the individual circumstances of each development proposal. The scale of individual contributions will be a matter of negotiation between the developer and the District Council based on the residual value of the development. The relative distribution of developer contributions between canal/towpath improvements and other required community benefits will also be subject to negotiation.

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Allotments

10.5.18. Allotments are an important food and informal leisure resource, which can contribute to the green space of urban environments and provide a haven for wildlife. Their proximity to residential areas is an important factor in their location. A reduction in the provision of allotment land or the relocation of allotments to less advantageous positions will not be supported unless evidence of previous, present and likely future under use can be demonstrated.

10.5.19. If it is demonstrated that an allotment site is no longer in demand the priority of the District Council will be to consider, in areas where there is an identified shortfall in provision, whether the land could be converted to other forms of outdoor recreation space. Allotments often form the only viable alternative for future development of outdoor recreational space within the built-up areas of towns and villages.

POLICY RL9

Permission will not be granted to development proposals that involve the loss of existing allotment land unless both the following criteria are met:

1. demand for allotment land within the locality no longer exists, or suitable alternative provision of allotment land, of comparable quality, can be made available locally; and
2. the allotment land is not suitable for, or not required to rectify any local shortages of public outdoor playing space.

10.6. Arts, Cultural and Entertainment Facilities

10.6.1. Arts, cultural and entertainment facilities can provide an important source of leisure for the local community and can be widely defined to include a number of diverse activities. The District Council recognises the important contribution these facilities make to the social and economic welfare of the community. This is particularly the case in smaller communities with town and village

halls. The encouragement of creative cultural activities, through the provision of appropriate infrastructure, can help town centre regeneration objectives by promoting community involvement, vitality, distinctiveness and local identity. In an attempt to address this issue the District Council has formulated its own Cultural Development Strategy to direct resources to particular gaps in provision. Despite a high level of interest in various forms of leisure activities, the actual level of infrastructure within the District is low, especially in rural areas. For example, the District has no purpose built theatre, no concert hall and no art gallery. However, a new 6 screen cinema and ten pin bowling alley has recently opened in Stroud. The town of Wotton-under-Edge has a 100 seat cinema to serve the South Vale area. There are some other notable entertainment facilities in Stroud such as the Subscription Rooms which hosts concerts, exhibitions and events. Similarly, the Prema Arts Centre in Uley has a national reputation for both its exhibition and performing arts programme.

10.6.2. Attempts will be made to ensure that a wide range of arts, cultural and entertainment facilities are retained and made available for community use. The development of other, modern facilities will be encouraged, subject to meeting the criteria listed in other relevant Local Plan policies (in particular, policies SH12 and SH13 of the Town Centres chapter and Policy TR1 of the Transport chapter), in order to cater for different sections of the community and to increase the attraction of the towns to staying visitors. In particular, the provision of a high quality arts display venue to serve the Stroud urban area and its hinterland is seen as a priority. It is considered that entertainment facilities should be developed in central locations to ensure minimum disturbance to residential areas and easy access by both public and private transport. In such a way, these developments can help enhance the vitality of town centres throughout the day and evening by reinforcing existing entertainment facilities through a system of mutual support.

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**Planning Policy Guidance Notes
and Planning Policy Statements**

PPG No	Title	Date of Publication
2	Green Belts	January 1995
3	Housing Supporting the Delivery of New Housing (Update) Planning for Sustainable Communities in Rural Areas (Update) Planning for Mixed Communities (Public Consultation Draft) Housing (Public Consultation Draft, to be published as PPS)	March 2000 January 2005 January 2005 January 2005 December 2005
4	Industrial and Commercial Development and Small Firms	November 1992
5	Simplified Planning Zones	November 1992
8	Telecommunications	December 1992
10	Planning and Waste Management	October 1999
12	Development Plans	January 2000
13	Transport	March 2001
14	Development on Unstable Land	April 1990
15	Planning and the Historic Environment	September 1994
16	Archaeology and Planning	November 1990
17	Planning For Open Space, Sport and Recreation. Assessing needs and opportunities Planning Policy Guidance 17 companion guide	July 2002
18	Enforcing Planning Control	December 1991
19	Outdoor Advertisement Control	March 1992
20	Coastal Planning	September 1992
21	Tourism	November 1992
24	Planning and Noise	September 1994
25	Development and Flood Risk Development and Flood Risk (Consultation Draft to be published as PPS)	July 2001 December 20

PPG No	Title	Date of Publication
1	Delivering Sustainable Development	February 2005
6	Planning for Town Centres	March 2005

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7	Sustainable Development in Rural Areas	August 2004
9	Biodiversity and Geological Conservation	August 2005
10	Planning for Sustainable Waste Management	July 2005
11	Regional Spatial Strategies	September 2004
12	Local Development Frameworks	September 2004
	Local Development Frameworks Monitoring;; A Good Practice Guide	October 2004
22	Renewable Energy	August 2004
	Planning for renewable energy; A Companion Guide	December 2004
23	Planning and Pollution Control	November 2004

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Designated Conservation Areas in Stroud District

CONSERVATION AREA	DATE OF DESIGNATION
1. Wotton-under-Edge	August 1972
2. Amberley	November 1973
3. Box	November 1973
4. Minchinhampton	November 1973
5. Berkeley	February 1975
6. Bisley	November 1975
7. Frampton-on-Severn	November 1975
8. Kingswood	November 1975
9. Alderley	July 1977
10. South Woodchester	September 1977
11. Miserden	October 1977
12. Pitchcombe	November 1977
13. Painswick (and extension)	December 1977 (June 1990)
14. Nymphsfield	January 1978
15. Stinchcombe	January 1978
16. Stroud - Top of the Town	February 1978
17. Stroud - The Shambles	February 1978
18. Stroud - Central (and extension)	September 1982 (March 1991)
19. Chalford Hill	November 1986
20. Chalford Vale	November 1986
21. Dunkirk and Watledge, Nailsworth	November 1986
22. Ebley Mills, Cainscross	November 1986
23. France Lynch	November 1986
24. Lodgemore and Fromehall	November 1986
25. Longford Mills, Nailsworth	November 1986
26. Stanley Mills, Kings Stanley	November 1986
27. St Mary's and Belvedere, Chalford	November 1986
28. Stroud - Station	November 1986
29. Stroud Industrial Heritage	September 1987
- Eastington extension	January 1989
- Dudbridge extension	June 1989
- Fromebridge Mill extension	November 1990
- Daneway extension	March 1992
- Toadsmoor extension	March 1993
30. Uley	August 1988
31. Nailsworth (and extensions)	March 1989 (September 1992, November 1992)
32. Dursley	November 1989
33. Woodmancote	November 1989
34. Stratford Park	March 1990
35. Gyde House, Painswick	June 1990
36. Randwick	June 1990
37. Sharpness Old Dock	October 1990
38. Eastcombe	January 1991
39. Saul	January 1991
40. Bussage and Brownhill	September 1991
41. Sheepscombe	March 1993
42. Arlingham	June 1993

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**Parks and Gardens of Special Historic Interest in Stroud District
as extracted from the list compiled by English Heritage**

PARISH	PARK OR GARDEN	GRID REF	GRADE	EH REF
Alderley	Alderley Grange	ST 779900	II	1743
Alderley	The Mount House	ST 769907	II	1744
Berkeley	Berkeley Castle	ST 687999	II*	1747
Bisley-with-Lypiatt	Lypiatt Park	SO 890060	II*	1764
Frampton-on-Severn	Frampton Court	SO 751078	I	1757
Minchinhampton	Gatcombe Park	ST 882994	II	1758
Miserden	Miserden Park	SO 940089	II*	1765
Owlpen	Owlpen House	ST 800983	II	1769
Painswick	St Mary's	SO 866096	II	1770
Painswick	Painswick House	SO 864105	II*	1019
Stinchcombe	Stancombe Park	ST737976	I	1775
Thrupp	Nether Lypiatt Manor	SO 873038	II	1766
Woodchester	Woodchester Park	SO 800015	II	1781
Wotton-under-Edge	Bradley Court	ST 745937	II	1749

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**List of Monuments Scheduled under the Ancient Monuments
and Archaeological Areas Act, 1979 in Stroud District
as at 14 April 2005**

EH No = The site reference number as given by English Heritage and also shown on the Proposals
Map

Parish	EH No.	Monument Title	Grid Ref.
Alkington	274	Damery Camp	ST 7070 9440
Bisley with Lypiatt	32360	Bowl barrow known as Money Tump	SO 9030 0478
Bisley with Lypiatt	32359	Eastcombe Bowl Barrows, 230m and 335m W of Nash End Farm	SO 8960 0470 SO 8970 0480
Bisley with Lypiatt	261	Lillyhorn Roman Villa, Bournes Green	SO 9130 0440
Bisley with Lypiatt	338	Lypiatt Cross	SO 8920 0660
Bisley with Lypiatt	31921	Poor Soul's Light at All Saints Church	SO 9034 0591
Bisley with Lypiatt	32361	Bowl Barrow 530m SE of Nash End Farm	SO 9044 0454
Cranham/Upton St Leonards	192	High Brotheridge Camp, Buckholt	SO 8930 1400
Cranham	32366	Bowl Barrow, Known as Buck's Head Round Barrow (540m E of Dunley)	SO 9130 1260
Cranham	32376	Two bowl barrows, known as Climperwell Round Barrows, 310m SW of Climperwell Farm	SO 9165 1197
Dursley	272	Folly Wood Long Barrow	ST 7730 9690
Dursley	371	Old Town Hall	ST 7560 9810
Frocester	22857	Nymphsfield Long Barrow 500m S of Hill Farm Cottage	SO 7938 0132
Frocester	32367	Soldier's Grave bowl barrow	SO 7937 0153
Ham and Stone	32338	Moated Site at Whitcliff Deer Park 375m SE of Comeley Farm	ST 6656 9705
Hamfallow	32336	Moat and fishpond at Wanswell Court	SO 690 30100 SO 690 30114
Harescombe	28804	Cross in St John the Baptist's churchyard	SO 8373 1039
Harescombe/Haresfield	356	Dyke Camp	SO 8340 0850
Haresfield	43	Haresfield Hill Camp and Ring Hill Earthworks	SO 8200 0880 SO 8230 0900
Haresfield	32365	The Mount Moated Site	SO 8102 1049
Hillesley and Tresham	295	Tresham Farbarrow Round Barrows	ST 7930 9020
Horsley	281	Lechmore Long Barrow	ST 8600 9780
Horsley	282	Lechmore Round Barrows	ST 8600 9750 ST 8600 9720
Horsley	357	Barton End Farm Earthworks	ST 8460 9750
Kings Stanley	26	The Toots Long Barrow, Selsley Common	SO 8270 0310
Kings Stanley/ Woodchester	256	Pen Hill Dyke	SO 8180 0210
Kings Stanley	32380	Bowl Barrow, known as Woodchester Beaker Barrow, 430m W of Longwood Farm	SO 8110 0197
Kingswood	70	Kingswood Abbey Gate	ST 7470 9200

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Parish	EH No.	Monument Title	Grid Ref.
Leonard Stanley	31928	Leonard Stanley Priory	SO 8020 0320 SO 8010 0320
Minchinhampton	22884	Gatcombe Long Barrow	ST 8840 9970
Minchinhampton	18	The Long Stone	ST 8830 9990
Minchinhampton	13806	Multi-period site on Minchinhampton Common	SO 8520 0130 SO 8570 0040 - SO 8650 0120 SO 8690 0120 - SO 8750 0110 SO 8760 0060 - SO 8770 0080
Minchinhampton	22886	Bowl Barrow in Gatcombe Wood	SO 8750 9950
Minchinhampton	22887	Bowl Barrow (400m) of E of Upper Hyde Farm	SO 8910 0150
Minchinhampton	22888	Bowl Barrow (450m) SE of Upper Hyde Farm	SO 8910 0130
Minchinhampton	32362	Bowl Barrow 100m NE of The Windmill	SO 8600 0090
Minchinhampton	13922	Whitefields Tump a Long Barrow on Minchinhampton Common	SO 8540 0170
Minchinhampton	28527	Banks and ditch at Glebe Farm	SO 8762 0072
Miserden	6	The Camp Long Barrow	SO 9130 0900
Miserden	63	Miserden Castle Mound	SO 9440 0920
Miserden	32356	Miserden Bowl Barrow (460m) NE of Miserden Park	SO 9418 0940
Miserden	32355	Bowl barrow, known as New Seal Wood Barrow 70m NE of Clements Farm	SO 9279 1036
Moreton Valence	32335	Moated site at Church Farm	SO 7794 0976
Nailsworth	32373	Bowl barrow 140m SE of Rugger's Green Barn	ST 8553 9844
Nailsworth	439	Collier's Wood Glass House	SO 8330 0050
North Nibley	34	Brackenbury Camp	ST 7480 9480
Painswick	51	Painswick Hill (or Kimsbury) Camp	SO 8690 1210
Painswick	234	Painswick Roman Villa (W of High Fold)	SO 8580 1020
Painswick	235	Castle Godwyn	SO 8710 1160
Randwick	237	Randwick Hill Long Barrow, Round Barrows and Dyke	SO 8270 0700 SO 8250 0690 SO 8270 0710
Slimbridge	28838	Slimbridge moated site: 70m S of Old Rectory	SO 7408 0356
Standish	32384	Two bowl barrows on Court Hill, 210m and 420m SE of Standish Court Farm	SO 8020 0800 SO 8037 0794
Standish	366	Gateway to Almonry	SO 8000 0840
Stinchcombe	64	Drakestone Camp, Stinchcombe Hill	ST 7370 9800
Uley	22858	Uley Long Barrow also known as Hetty Pegler's Tump 400m SE of Knapp Farm House	SO 7894 0003
Uley	54	Uley Bury Camp	ST 7860 9900
Uley	273	Rowden Wood Long Barrow	ST 7780 9690
Uley	471	West Hill Romano-Celtic Temple	ST 7890 9980 ST 7900 9970
Upton St Leonards/ Cranham	192	High Brotheridge Camp, Buckholt	SO 8930 1400

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Parish	EH No.	Monument Title	Grid Ref.
Woodchester	32389	Bown Hill Long Barrow 790m SE of Longwood Farm	SO 8229 0198
Woodchester	107	Woodchester Roman Villa	SO 8400 0300
Woodchester/Kings Stanley	256	Penn Hill Dyke	SO 8180 0210
Woodchester	32388	Bowl barrow 720m SE of Longwood Farm	SO 8220 0180
Wotton-under-Edge	100	Tyley Bottom Ancient Village	ST 7800 9440
Wotton-under-Edge	275	Blackquarries Hill Long Barrow	ST 7750 9320
Wotton-under-Edge	276	Symonds Hall Long Barrow	ST 7970 9590
Wotton-under-Edge	32387	Bowl Barrow 340m N of Symonds Hall Farm	ST 7889 9635
Wotton-under-Edge	376	Bradley Motte	ST 7470 9410

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APPENDIX 6

Sites of Nature Conservation Interest

This schedule lists all sites of international, national and local nature conservation interest. In some areas the various designations overlap, as shown on the Proposals Maps. For clarity, the sites are listed in parish alphabetical order. Many of the sites of nature conservation interest cross parish boundaries and, generally, the first parish listed indicates where the majority of a site is located. The Key Wildlife Sites and Regionally Important Geology/Geomorphological Sites listed in this schedule and indicated on the Proposals Maps are correct at the time of printing. Developers are advised to contact the Gloucestershire Geo-Conservation Trust for RIGS or Gloucestershire Centre for Environmental Records (GCER) for KWS to establish whether sites have been added, deleted or amended as a result of more recent survey work.

All watercourses are given protection in terms of nature conservation interest by virtue of Policy NE7 in the Natural Environment chapter of this Plan.

Note Abbreviations used:

RAMSAR	Site designated under the RAMSAR Convention as a Wetland of International Importance, especially as a waterfowl habitat.
SPA	Special Protection Area designated under the EC Bird's Directive which relates to the conservation of rare and vulnerable wild birds.
SAC	Special Area of Conservation designated under the EC Habitats Directive to protect species and habitats of European importance. Two types of SAC are indicated: <ul style="list-style-type: none"> • pSAC - Proposed • cSAC - Candidate
NNR	National Nature Reserve designated under the National Parks and Access to the Countryside Act, 1949.
SSSI	Sites of Special Scientific Interest designated by English Nature under the Wildlife and Countryside Act, 1981 as nationally important wildlife habitats and geological features.
KWS	Key Wildlife Sites designated by the Gloucestershire Wildlife Trust as being of county-wide importance.
RIGS	Regionally Important Geology/Geomorphological Sites designated by the Gloucestershire Geo-Conservation Trust as being of county-wide importance.

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
1	Foxholes; Binley & Winner Hill Wood; and Walkers Brake (ST79/022)	ST80902	Alderley, Hillesley and Tresham	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
2	Alderley Wood (ST79/023)	ST782910	Alderley	Ancient Woodland	KWS
3	Walcroft Wood (ST79/044)	ST86915	Alderley	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
4	Alder Wood (Harolds Brake)	ST716957	Alkington	Ancient Woodland	KWS

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5	Damery Quarry (RIGS 238)	ST706944	Alkington	Geological	RIGS
6	Furzeground Wood (ST79/013)	ST711951	Alkington	Ancient Woodland	KWS
7	Michaelwood (ST79/012)	ST705950	Alkington	Ancient Woodland	KWS
8	Middle Mill Quarries (RIGS 108)	ST695952	Alkington	Geological	RIGS
9	Michaelwood Lodge Wood (ST79/015)	ST719947	Alkington	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
10	Long Wood, Hock Cliff and Smiths Wood (SO70/017) (RIGS 12)	SO727092	Arlingham Fretherne with Saul	Ancient Woodland	KWS RIGS
11	Lock Meadow (SO70/016)	SO755094	Arlingham	Semi Natural Grassland	KWS
12	Garden Cliff (1001528)	SO718127	Arlingham	Geological	SSSI

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
13	Abbey Wood and Proud Grove (SO80/013)	SO875062	Bisley with Lypiatt	Ancient Woodland	KWS
14	Baker's Mill Pond (SO90/015)	SO917029	Bisley with Lypiatt	Lakes and Reservoirs	KWS
15	Calves Mead Covert (SO90/043)	SO930078	Bisley with Lypiatt	Ancient Woodland	KWS
16	Daneway Banks (1001427)	SO938036	Bisley with Lypiatt	Limestone Grassland	SSSI
17	Frith Cottages Wood (SO90/027)	SO926044	Bisley with Lypiatt	Ancient Woodland	KWS
18	Frith Wood (SO90/028)	SO929051	Bisley with Lypiatt	Ancient Woodland	KWS
19	Hawkley Wood (SO80/039)	SO895052	Bisley with Lypiatt	Ancient Woodland	KWS
20	Highmeads and Dagnish Wood (SO80/036)	SO889055	Bisley with Lypiatt	Ancient Woodland	KWS
21	High Wood (SO90/022)	SO903082	Bisley with Lypiatt	Ancient Woodland	KWS
22	Hill House Wood (SO90/019)	SO933037	Bisley with Lypiatt	Ancient Woodland	KWS

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23	Keensgrove Wood and Catswood (SO80/038)	SO887077	Bisley with Lypiatt	Ancient Woodland	KWS
24	Litteridge Wood (SO90/026)	SO927041	Bisley with Lypiatt	Ancient Woodland	KWS
25	Lower Daneway Grassland (SO90/041)	SO954044	Bisley with Lypiatt	Limestone Grassland	KWS
26	Nashend Wood (SO80/040)	SO896050	Bisley with Lypiatt	Ancient Woodland	KWS
27	Oakridge Recreation Ground (SO90/052)	SO945076	Bisley with Lypiatt	Limestone Grassland	KWS
28	Strawberry Bank (1001737)	SO910032	Bisley with Lypiatt	Limestone Grassland	SSSI
29	Penny Grove & Peytons Grove (SO90/020)	SO933035	Bisley with Lypiatt	Ancient Woodland	KWS
30	Siccaridge Wood (SO90/012)	SO933033	Bisley with Lypiatt	Ancient Woodland (GWT Reserve)	KWS
31	Tanners Wood (SO90/025)	SO924031	Bisley with Lypiatt	Ancient Woodland	KWS
32	Toadsmoor Wood (SO80/044)	SO883045	Bisley with Lypiatt	Ancient Woodland	KWS
33	Tunley Farm Wood (SO90/032)	SO934045	Bisley with Lypiatt	Ancient Woodland	KWS
34	Snows Farm (SO80/011)	SO888081	Bisley with Lypiatt	Semi Natural Grassland With Specific Plant Interest	KWS
35	Toadsmoor Valley Slopes (SO80/070)	SO884042	Bisley with Lypiatt	Semi Natural Grassland	KWS
36	Sapperton Valley	SO935032	Bisley with Lypiatt	Marsh, Bog, Swamp, Mire And Tall Herb Fern (GWT Reserve)	KWS
37	Frampton and Sapperton Commons (SO90/013)	SO935030	Bisley with Lypiatt	Ancient Woodland	KWS
38	Limbricks Farm Wood (SO90/029)	SO929051	Bisley with Lypiatt	Ancient Woodland	KWS
39	Madams Grove (SO90/030)	SO929055	Bisley with Lypiatt	Ancient Woodland	KWS
40	Fox Wood (SO90/031)	SO931072	Bisley with Lypiatt	Ancient Woodland	KWS

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41	Ford Wood (SO90/042)	SO954044	Bisley with Lypiatt	Ancient Woodland	KWS
42	Ile's Green Meadow (SO90/051)	SO923036	Bisley with Lypiatt	Semi Natural Grassland	KWS
43	Tunley Farm Bank (SO90/054)	SO937047	Bisley with Lypiatt	Semi Natural Grassland	KWS
44	Juniper Hill (1001694)	SO928058	Bisley with Lypiatt	Limestone Grassland	SSSI
45	Redding Wood and Steanbridge Wood (SO80/032)	SO881077	Bisley with Lypiatt	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
46	Brentlands Field (SO81/012)	SO849125	Brookthorpe with Waddon	Semi Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
47	Stinchcombe Hill (1002802)	ST739981	Cam, Stinchcombe.	Ancient Woodland	SSSI
48	Sheep Path, Westfield Bownace, and Drakestone Woods (ST79/001/03)	ST755894	Cam, Dursley.	Ancient Woodland Limestone Grassland	KWS
49	Cam Peak and Long Down (ST79/019)	ST767931	Cam	Semi Natural Grassland	KWS
50	Cam Long Down Quarry (RIGS 173)	SO775994	Cam	Geological	RIGS
51	Hillside Wood Quarry (RIGS 36)	ST742988	Cam	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
52	Chalford Lynch Wood (SO80/037)	SO893029	Chalford	Ancient Woodland	KWS
53	Dimmels Dale (SO90/014)	SO903027	Chalford	Limestone Grassland	KWS
54	Frith Wood (Bussage) (SO80/035)	SO888032	Chalford	Ancient Woodland	KWS
55	Parsonage Wood (SO80/033)	SO881038	Chalford	Ancient Woodland	KWS
56	Chalford Hill Recreation Ground (SO80/082)	SO899032	Chalford	Limestone Grassland	KWS
57	Three Groves Wood (SO90/018)	SO912029	Chalford	Ancient Woodland	KWS

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58	Blackness Banks (SO80/051)	SO880024	Chalford, Thrupp	Limestone Grassland	KWS
59	Old Neighbourhood Field (SO80/062)	SO889028	Chalford	Semi Natural Grassland	KWS
60	Dark Lane Paddock (SO80/067)	SO894027	Chalford	Semi Natural Grassland	KWS
61	River Frome Meadow (SO90/006)	SO912029	Chalford	Marsh, Bog, Swamp, Mire And Tall Herb Fern	KWS
62	Westley Farm Meadows (SO90/016)	SO909025	Chalford	Semi Natural Grassland	KWS
63	Bakers Mill Bank (SO90/046)	SO914029	Chalford	Ancient Woodland	KWS
64	Pontins Farm Wood (SO90/023)	SO910030	Chalford	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
65	Coaley Peak (RIGS 95)	SO794008	Coaley	Geological	RIGS
66	Coaley Wood Quarries (1000755) (RIGS 59)	ST786995	Coaley	Ancient Woodland, Scrub, Limestone Grassland, Geological (Part GWT Reserve)	SSSI RIGS
67	Coaley Wood (ST79/003)	ST787999	Coaley, Uley	Ancient Woodland, Scrub, Geological (Part GWT Reserve)	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
68	Cotswold Commons and Beechwoods (1003801)	SO893136	Cranham,	Ancient Woodland, Limestone Grasslands (GWT Reserves included)	SSSI cSAC NNR
69	Overtown Meadow Bank (SO81/015)	SO896119	Cranham	Ancient Woodland	KWS
70	Climperwell Wood (SO91/034)	SO920115	Cranham	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
71	Broadway Hill Quarry (RIGS 37)	ST749097	Dursley	Geological	RIGS
72	Dursley Woods (ST79/025)	ST775970	Dursley	Ancient Woodland	KWS

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73	Gravelpits Wood (ST79/040)	ST760968	Dursley	Ancient Woodland	KWS
74	Hermitage Wood (ST79/027)	ST754977	Dursley	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
75	Mole Grove (SO70/010)	SO787074	Eastington	Ancient Woodland	KWS
76	River Frome (SO70/015)	SO774068	Eastington	Mammal Interest	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
77	Groundless Pool (SO71/022)	SO791161	Elmore	Plant Interest	KWS
78	Church Covert (SO71/015)	SO766147	Elmore	Ancient Woodland	KWS
79	Shatford Grove (SO71/016)	SO769141	Elmore	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
80	Frampton Pools (1001493)	SO753073	Frampton on Severn	Wetland	SSSI
81	Netherhills Sand and Gravel (RIGS 221)	SO765067	Frampton on Severn	Geological	RIGS
82	Wind Pump Pit (RIGS 19)	SO756071	Frampton on Severn	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
83	Saul Gravel Pits (SO70/011)	SO751090	Fretherne with Saul	Lakes and Reservoirs	KWS
84	Smiths Wood (SO70/018)	SO725095	Fretherne with Saul	Ancient Woodland	KWS
85	Gloucester Sharpness Canal (SO70/020)	SO750088	Fretherne with Saul	Invertebrate Interest	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
86	Frocester Long Barrow Quarry (RIGS 93)	SO795016	Frocester	Geological	RIGS

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	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
87	Lowerstone Wood (ST69/003)	ST673945	Ham and Stone	Ancient Woodland	KWS
88	Whitcliff Park (ST69/002)	ST668971	Ham and Stone	Pasture, Woodland and Mature Trees	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
89	Bengough's Covert (SO70/009)	SO717009	Hamfallow	Ancient Woodland	KWS
90	Brooks Grove & Howes Grove (SO60/024)	SO692022	Hamfallow	Ancient Woodland	KWS
91	Bushey Grove (SO60/039)	SO698008	Hamfallow	Ancient Woodland	KWS
92	Butler's Grove (SO60/027)	SO699013	Hamfallow	Ancient Woodland	KWS
93	Red Wood (SO70/003)	SO707030	Hamfallow	Ancient Woodland	KWS
94	Tintock Wood including Pitbrook Brake and Penny Grove (SO60/022)	SO687007	Hamfallow	Ancient Woodland	KWS
95	Wanswell Hay Meadows (SO60/038)	SO690018	Hamfallow	Semi Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
96	Fisher's Wood (SO71/012)	SO784129	Hardwicke	Ancient Woodland	KWS
97	Hardwicke Farm Covert (SO71/013)	SO788136	Hardwicke	Ancient Woodland	KWS
98	Hockley and St.Martin's Woods (SO71/010)	SO782141	Hardwicke	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
99	Cotteswood Farm Meadows (SO80/023)	SO838076	Harescombe	Semi Natural Grassland	KWS
100	Tump Farm Meadow (SO80/055)	SO834092	Harescombe	Semi Natural Grassland	KWS
101	Scottsquar and Halliday Woods (SO80/003) (RIGS 32)	SO840088	Harescombe	Ancient Woodland Geological	KWS RIGS
102	Standish Wood and Randwick Grassland (SO80/002)	SO830075	Harescombe	Ancient Woodland and Semi Natural Grassland	KWS

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103	Reddings Fields (SO80/068)	SO840088	Harescombe	Semi Natural Grassland	KWS
104	Upper Wells Fields (SO81/013)	SO844115	Harescombe	Semi Natural Grassland	KWS
105	Huddingknoll Hill (RIGS 107)	SO846107	Harescombe	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
106	Haresfield Beacon (1001810) (RIGS 60)	SO819088	Haresfield	Limestone Grassland and Scrub, Geological	SSSI RIGS
107	Cliff Wood (SO80/078)	SO829094	Haresfield	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
108	Claypits Wood (ST78/001)	ST818883	Hillesley and Tresham	Ancient Woodland	KWS
109	Lizens Wood Fields (ST78/005)	ST787896	Hillesley and Tresham	Semi Natural Grassland	KWS
110	Midger Wood Fields (ST78/004)	ST792893	Hillesley and Tresham	Semi Natural Grassland	KWS
111	Hens Cliff (RIGS 191)	ST792918	Hillesley and Tresham	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
112	Midger (1002832)	ST798895	Hillesley and Tresham	Limestone Grassland	SSSI
113	Hammouth Hill Wood (ST78/006)	ST786897	Hillesley and Tresham	Ancient Woodland	KWS
114	Lizens Wood (ST78/007)	ST898893	Hillesley and Tresham	Ancient Woodland	KWS
115	Splatts Wood (ST78/008)	ST808890	Hillesley and Tresham	Ancient Woodland	KWS
116	Stickstey and Miry Woods (ST78/009)	ST788886	Hillesley and Tresham	Ancient Woodland	KWS
117	Withymore Woods (ST78/010)	ST755894	Hillesley and Tresham	Ancient Woodland	KWS
118	Yarley Meadows (1002054)	ST757888	Hillesley and Tresham	Limestone Grassland	SSSI
119	Coppice Limestone Type Section (RIGS 195)	ST808906	Hillesley and Tresham	Geological	RIGS
120	Midger Wood Tufa Stream (RIGS 192)	ST796894	Hillesley and Tresham	Geological	RIGS

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	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
121	Sharpness Docks (SO60/041)	SO675025	Hinton	Plant Interest	KWS
122	Sharpness Cliffs (RIGS 109)	SO669031	Hinton	Geological	RIGS
123	Sharpness Point (RIGS 203)	SO667028	Hinton	Geological	RIGS
124	Purton Timber Ponds (SO60/009)	SO682040	Hinton	Lakes and Reservoirs	KWS
125	Purton Passage (1002581) (RIGS 61)	SO686044	Hinton	Geological	SSSI RIGS
126	Purton Quarry (RIGS 110)	SO689034	Hinton	Geological	RIGS
127	Severn Estuary (1002284)	ST476774	Hinton	Wetland and Geological	SSSI

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
128	Sealey Wood (ST89/025)	ST823980	Horsley	Ancient Woodland	KWS
129	Kingscote and Horsley Woods (1001720)	ST832970	Horsley	Ancient Woodland	SSSI
130	Ledgemore Bottom Pond (ST89/007)	ST866970	Horsley	Marsh, Bog, Swamp, Mire And Tall Herb Fern	KWS
131	Lutheridge Farm Wood (ST89/015)	ST822992	Horsley	Ancient Woodland	KWS
132	Wickley Wood (ST89/016)	ST838971	Horsley	Ancient Woodland	KWS
133	Hartley Bridge Wood and Park Wood (ST89/017)	ST841969	Horsley	Ancient Woodland	KWS
134	Ledgemore Wood (ST89/020)	ST861969	Horsley	Ancient Woodland	KWS
135	Horsley Wood Banks (ST89/030)	ST836973	Horsley	Semi Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
136	Pen Woods, Buckholt and Stanley Woods (SO80/014)	SO810022	Kings Stanley	Ancient Woodland, Geological	KWS
137	Selsley Common (1002714) (RIG 73 & 75)	SO828033	Kings Stanley	Limestone Grassland Geological	SSSI RIGS

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138	River Frome (SO80/072)	SO811043	Kings Stanley	Mammal Interest	KWS
139	Redhill Farm Meadow (SO80/07/03)	SO815043	Kings Stanley	Marsh, Bog, Swamp, Mire And Tall Herb Fern	KWS
140	Woodside Farm Meadow (SO80/054)	SO806021	Kings Stanley	Semi Natural Grassland	KWS
141	Pen Wood Quarry (RIGS 100)	SO823023	Kings Stanley	Geological	RIGS
142	Selsey Gulley (RIGS 5)	SO825024	Kings Stanley	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
143	Five Acre Grove (SO70/005)	SO790042	Leonard Stanley	Ancient Woodland (GWT Reserve)	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
144	Besbury Common (SO80/050)	SO875013	Minchinhampton	Limestone Grassland	KWS
145	Box House Meadow (ST89/037)	ST864998	Minchinhampton	Plant Interest	KWS
146	Box House Wood (ST89/021)	ST862997	Minchinhampton	Ancient Woodland	KWS
147	Box Farm Meadows (1000480)	ST864997	Minchinhampton	Limestone Grassland	SSSI
148	Bubblewell (ST89/031)	ST872999	Minchinhampton	Semi Natural Grassland	KWS
149	Cherington Banks Aston Farm and Gillhays Bottom (ST89/005)	ST897994	Minchinhampton	Semi Natural Grassland	KWS
150	Cowcombe Wood (SO80/041)	SO897022	Minchinhampton	Ancient Woodland	KWS
151	Hyde House Wood (SO80/034)	SO883020	Minchinhampton	Ancient Woodland	KWS
152	Knapp Farm Meadows and Alder Grove (SO80/048)	SO881021	Minchinhampton	Limestone Grassland and Alder Coppice	KWS
153	Longfords's Mill (ST89/028)	ST864994	Minchinhampton	Mammal Interest, Watercourse, Marsh, Bog, Swamp, Mire And Tall Herb Fern	KWS

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154	Minchinhampton Common (1002432) (RIGS 72)	SO846014	Minchinhampton	Limestone Grassland Geological	SSSI RIGS
155	Neu-Lindsey Meadow (SO80/046)	SO845014	Minchinhampton	Limestone Grassland (GWT Reserve)	KWS
156	Balls Green Quarry (RIGS 14)	ST865995	Minchinhampton	Geological	RIGS
157	Gatcombe Wood (ST89/004)	ST873993	Minchinhampton	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
158	Rough Bank (1001384)	SO905087	Miserden	Limestone Grassland	SSSI
159	Barn Wood (SO91/016)	SO927108	Miserden	Ancient Woodland	KWS
160	Cranny Wood (SO91/048)	SO931108	Miserden	Ancient Woodland	KWS
161	Fishcombe Bank Wood (SO91/018)	SO931102	Miserden	Ancient Woodland	KWS
162	New Seal Wood (SO91/047)	SO930105	Miserden	Ancient Woodland	KWS
163	Parson's Hill (SO90/056)	SO945076	Miserden	Grassland	KWS
164	Ashcombe Bottom (SO90/033)	SO931072	Miserden	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
165	Bunting Hill (ST89/032)	ST839997	Nailsworth	Semi Natural Grassland	KWS
166	Hazel Wood (ST89/003)	ST863990	Nailsworth	Ancient Woodland	KWS
167	Hazel Meadows (ST89/033)	ST862992	Nailsworth	Limestone Grassland	KWS
168	Woodchester Park (1003561)	SO823011	Nailsworth	Semi Natural Grassland and Ancient Woodland	SSSI
169	Nailsworth Brook (SO80/071)	SO842015	Nailsworth	Watercourse	KWS
170	Woodchester Park Tufa Stream (RIGS 184)	SO826006	Nailsworth	Geological	RIGS
171	Scar Hill Quarry (RIGS 33)	ST857996	Nailsworth	Geological	RIGS

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	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
172	Ashen Plains Wood (ST79/037)	ST768965	North Nibley	Ancient Woodland	KWS
173	Bowcote Wood (ST79/051)	ST768965	North Nibley	Ancient Woodland	KWS
174	Millend Wood (ST79/035/01)	ST754965	North Nibley	Ancient Woodland	KWS
175	Breakheart Quarry (ST79/035/02)	ST757967	North Nibley	Semi Natural Grassland	KWS
176	Breakheart Hill (ST79/035/03)	ST757965	North Nibley	Semi Natural Grassland	KWS
177	Breakheart Hill Quarry, (RIGS 34)	ST757966	North Nibley	Geological	RIGS
178	Dingle and Tumbley Hill Wood (ST79/039)	ST780967	North Nibley, Wotton-under-Edge	Ancient Woodland	KWS
179	Laycombe Ditch Wood, Ridings Wood and Monkcombe Wood (ST79/028)	ST769956	North Nibley, Wotton-under-Edge	Ancient Woodland	KWS
180	Nibley Knoll Grass Banks (RIGS 62)	ST745955	North Nibley	Geological,	RIGS
181	Nibley Knoll Grass Banks (ST79/049)	ST745955	North Nibley	Semi Natural Grassland	KWS
182	Park Wood (North Nibley) (ST79/002)	ST755894	North Nibley,	Ancient Woodland	KWS
183	Westridge Wood North (ST79/007/02)	ST785988	North Nibley,	Ancient Woodland	KWS
184	Wotton Hill (1003582)	ST753942	North Nibley Wotton under Edge	Semi Natural Grassland, Geological and Ancient Woodland	SSSI
185	Nibley Knoll (1002476) (RIGS 62)	ST744957	North Nibley	Geological and Semi Natural Grassland	SSSI RIGS
186	North Nibley Quarry (RIGS 246)	ST736595	North Nibley	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
187	Coaley Peak (SO79/008)	ST794010	Nympsfield	Semi Natural Grassland	KWS
188	High Wood and Bowlas Wood (ST89/001)	ST826998	Nympsfield	Ancient Woodland	KWS

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189	Easter Park Farm Quarry (1002874) (RIGS 70)	SO810009	Nympsfield	Geological	SSSI RIGS
190	Slidden's Covert (ST89/014)	ST807999	Nympsfield	Ancient Woodland	KWS
191	Lutheridge Farm Wood (ST89/015)	ST822992	Nympsfield	Ancient Woodland	KWS
192	Nympsfield Valley (Big Breach Pasture) (SO80/024)	SO807003	Nympsfield	Semi Natural Grassland	KWS
193	Marmontsflat Quarry (RIGS 172)	SO803015	Nympsfield	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
194	Hobbs Hole, Peters Nest, Ruin and Oldleaze Woods (ST89/022)	SO805988	Owlpen	Ancient Woodland	KWS
195	Owlpen, Dingle and Toney Woods (ST79/005)	ST791939	Owlpen	Ancient Woodland	KWS
196	Spring Wood (ST89/011)	ST802973	Owlpen	Ancient Woodland	KWS
197	Whitley Wood (ST79/026)	ST798977	Owlpen	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
198	Cold Trench (SO81/016)	SO887110	Painswick	Semi Natural Grassland	KWS
199	Down Wood and Famish Hill Plantation (SO80/042)	SO899089	Painswick	Ancient Woodland	KWS
200	Catbrain Quarry (RIGS 105)	SO868117	Painswick	Geological	RIGS
201	Swifts Hill Quarry (RIGS 71)	SO878068	Painswick	Geological	RIGS
202	The Frith Quarry (RIGS 68)	SO871082	Painswick	Geological	RIGS
203	Down Hill Banks (SO80/066)	SO889087	Painswick	Semi Natural Grassland	KWS
204	Bull Cross, The Frith and Juniper Hill (1000658) (RIGS 69)	SO871080	Painswick	Ancient Woodland, Limestone Grassland	SSSI RIGS
205	Dunkitehill Wood and Trantershill Plantation (SO80/043)	SO882070	Painswick	Ancient Woodland	KWS

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206	Edge Common (1002675)	SO847091	Painswick	Limestone Grassland, Geological	SSSI
207	Painswick Cemetery (SO81/024)	SO868109	Painswick	Semi Natural Grassland	KWS
208	Huddingknoll Hill (SO81/007)	SO847107	Painswick	Limestone Grassland	KWS
209	Longridge Wood and Downwood North Bank (SO80/010)	SO885089	Painswick	Ancient Woodland	KWS
210	Salt Box Field (SO90/050)	SO901099	Painswick	Semi Natural Grassland	KWS
211	Sheepscombe Fields (SO81/014)	SO890107	Painswick	Semi Natural Grassland	KWS
212	Swift's Hill (1002830)	SO878067	Painswick	Limestone Grassland	SSSI
213	Worgan's Wood (SO80/006)	SO869072	Painswick	Ancient Woodland	KWS
214	Washbrook Meadows (SO80/047)	SO858098	Painswick	Semi Natural Grassland	KWS
215	Far End Cutting (RIGS 1)	SO896106	Painswick	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
216	Paradise, Manor Farm (SO80/075)	SO847084	Pitchcombe	Semi Natural Grassland	KWS
217	Kites Nest Farm Field (SO80/063)	SO843077	Pitchcombe	Semi Natural Grassland	KWS
218	Pitchcombe Wood (SO80/005)	SO842085	Pitchcombe	Ancient Woodland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
219	Frome Banks (SO80/059)	SO851048	Rodborough	Mammal Interest (GWT Reserve)	KWS
220	Rodborough Common (1002627) (RIGS 78 – Fort Quarry)	SO855039	Rodborough, Minchinhampton	Limestone Grassland Geological	Csac SSSI RIGS
221	Swellshill Fields (SO80/064)	SO860026	Rodborough	Semi Natural Grassland	KWS
222	Woodhouse Farm Field (SO80/61)	SO853042	Rodborough	Semi Natural Grassland	KWS
223	Rodborough Fields (SO80/018)	SO850048	Rodborough	Neutral Grassland	KWS
224	Little London Quarry (RIGS 153)	SO847036	Rodborough	Geological	RIGS
225	Montserrat Quarry (RIGS 196)	SO855033	Rodborough	Geological	RIGS
226	Winstones Tropical Sunrise (RIGS 197)	SO855033	Rodborough	Geological	RIGS

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	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
227	Upper Severn Estuary (1002458)	SO717065	Slimbridge	Estuary, Flood Meadows and Dykes	RAMSAR SPA SAC SSSI
228	Cambridge Old Canal (SO70/006)	SO747040	Slimbridge	Watercourse	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
229	Poolpits Wood (SO71/024)	SO782138	Standish	Ancient Woodland	KWS
230	Haresfield Beacon (SO80/001)	SO827008	Standish	Limestone Grassland with Invertebrate Interest	KWS
231	Standish Quarry	SO823075	Standish	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
232	Stinchcombe Hill (1002802)	ST739981	Stinchcombe	Geological	SSSI
233	Drakestone House Wood (ST79/047)	ST735981	Stinchcombe	Semi Natural Grassland	SSSI
234	The Quarry, Dursley (RIGS 35)	ST735994	Stinchcombe	Geological	RIGS
235	The Stancombe Quarry (RIGS 40)	ST744597	Stinchcombe	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
236	Bonds Mill Bank (SO70/012)	SO795052	Stonehouse	Plant Interest	KWS
237	Stonehouse Newt Ponds (SO80/083)	SO801052	Stonehouse	Amphibian Wetland/Meadow	KWS
238	Verney Meadows (SO80/077)	SO810054	Stonehouse	Neutral Grassland	KWS
239	Stonehouse Brickpits (RIGS 20)	SO810054	Stonehouse	Geological	RIGS
240	Doverow Hill	SO815054	Stonehouse	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
241	Bisley Road Cemetery (SO80/058)	SO863088	Stroud	Limestone Grassland/Scrub/	KWS
242	Gannicox Toad Pond (SO80/081)	SO844051	Stroud	Amphibian Interest	KWS

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243	The Horns Wood (SO80/029)	SO871048	Stroud	Ancient Woodland	KWS
244	The Horns Bank (SO80/069)	SO870048	Stroud	Semi-Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
245	Claypits Wood North (SO80/080)	SO865041	Thrupp	Ancient Woodland	KWS
246	Claypits Wood South (SO80/027)	SO864036	Thrupp	Ancient Woodland	KWS
247	Hillsdon Meadows (SO80/020)	SO869029	Thrupp	Limestone Grassland	KWS
248	Lawrenceland (SO80/060)	SO875028	Thrupp	Semi-Natural Grassland	KWS
249	Mackhouse and Lawrenceland Woods (SO80/031)	SO877038	Thrupp	Ancient Woodland	KWS
250	Park Wood (SO80/028)	SO868032	Thrupp	Ancient Woodland	KWS
251	Stringers Wood (SO80/030)	SO874029	Thrupp	Ancient Woodland	KWS
252	September Cottage Field (SO80/065)	SO868041	Thrupp	Semi-Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
253	Crawley Cliff Wood (ST79/038)	ST788995	Uley	Ancient Woodland	KWS
254	Downham Hill (ST79/045)	ST775985	Uley	Ancient Woodland	KWS
255	Uley Bury (ST79/004)	ST785988	Uley	Semi-Natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
256	Bailey's Pincott (SO81/017)	SO889139	Upton St Leonards	Semi-Natural Grassland	KWS
257	Brockworth Park (SO81/027)	SO880155	Upton St Leonards	Pasture, Woodland and Mature Timber	KWS
258	Hucclecote Meadows (1003857)	SO872163	Upton St Leonards	Neutral Grassland	SSSI
259	Range Farm Fields (2000178)	SO851131	Upton St Leonards	Neutral Grassland	SSSI
260	Watery Lane Meadows (SO81/008)	SO865137	Upton St Leonards	Neutral Grassland	KWS

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	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
261	Ruscombe Farm Meadows (SO80/053)	SO838072	Whiteshill and Ruscombe	Grassland/ Wetland/Scrub	KWS
262	Ruscombe Wood (SO80/026)	SO835074	Whiteshill and Ruscombe	Ancient Woodland	KWS
263	The Throat Meadows and Quarry (SO80/022)	SO838076	Whiteshill and Ruscombe	Semi-natural Grassland	KWS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
264	Atcombe Wood (SO80/025)	SO835015	Woodchester	Ancient Woodland	KWS
265	Dingle Wood and Dark Wood (SO80/016)	SO830023	Woodchester	Ancient Woodland	KWS
266	Woodchester Park and Breakheart Hill (1003561)	SO820014	Woodchester, Nymphsfield, Nailsworth	Bat breeding colony, Ancient Woodlands, Wetland and Grassland	SSSI
267	Rabbit Warren Wood (SO80/045)	SO833029	Woodchester	Ancient Woodland	KWS
268	North Woodchester Rail Cutting (RIGS 127)	SO841030	Woodchester	Geological	RIGS
269	Woodchester Park Container Quarry	SO826013	Woodchester	Geological	RIGS

	Site (File Ref)	Grid Ref.	Parish(es)	Description	Designation
270	Black Quarries Hill Wood (ST79/030)	ST780936	Wotton-under-Edge	Ancient Woodland	KWS
271	Briery Wood (ST79/021)	ST779952	Wotton-under-Edge	Ancient Woodland	KWS
272	Coombe Hill (1007150)	ST764940	Wotton-under-Edge	Limestone Grassland	SSSI
273	Golden Knoll Wood (ST79/024)	ST785950	Wotton-under-Edge	Ancient Woodland	KWS
274	Hentley Wood (ST79/018)	ST767931	Wotton-under-Edge	Ancient Woodland	KWS

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275	Sandfields Wood (ST79/020)	ST776963	Wotton-under-Edge North Nibley	Ancient Woodland	KWS
276	Tyley Bottom Millponds (ST79/009)	ST771939	Wotton-under-Edge	Lakes and Reservoirs	KWS
277	Tyley Cottages Wood (ST79/033)	ST78749	Wotton-under-Edge	Ancient Woodland	KWS
278	Tyley Long Wood (ST79/029)	ST779141	Wotton-under-Edge	Ancient Woodland	KWS
279	Conygre Quarry (RIGS 168)	ST753940	Wotton-under-Edge	Geological	RIGS
280	Lower Lodge Wood (RIGS 125)	ST781921	Wotton-under-Edge	Geological	RIGS
281	Waterworks / Coombe Hill Quarry (RIGS 136)	ST768943	Wotton-under-Edge	Geological	RIGS
282	Wotton Hill Quarries (RIGS 77)	ST753942	Wotton-under-Edge	Geological	RIGS

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Protected Outdoor Play Space

The following is a list of sites to be included within the provisions of Recreation Policy RL1 of the Local Plan. The list is not necessarily an exhaustive register; other sites that come forward may also come into the outdoor play space category and they will be considered accordingly.

Grid Ref.	Parish	Site Name	Site Area (ha)
ST 767908	Alderley	Rose Hill Preparatory School	2.79
ST 701978	Alkington	Church View Recreation Ground	0.57
ST 695965	Alkington	Stone Cricket Club Ground	1.30
SO 706107	Arlingham	Church Road Play Area	0.05
ST 679992	Berkeley	Park View Play Area	0.32
ST 685998	Berkeley	Berkeley Sports Ground	1.60
ST 681995	Berkeley	Berkeley County Primary School	1.56
SO 906061	Bisley with Lypiatt	King George V Playing Field + Play Area	2.10
SO 892040	Bisley with Lypiatt	Eastcombe Pleasure Ground	3.00
SO 918037	Bisley with Lypiatt	Oakridge Recreation Ground	2.30
SO 891038	Bisley with Lypiatt	Thomas Keble School	4.10
SO 922046	Bisley with Lypiatt	Waterlane Play Area	0.21
SO 833138	Brookthorpe with Whaddon	Wynstones School	2.02
SO 832055	Cainscross	Queens Drive Play Area	0.06
SO 831059	Cainscross	Cashes Green Recreation Ground	1.30
SO 824048	Cainscross	Orchard Road Play Area	0.11
SO 833047	Cainscross	Cope Chat Playing Field	2.43
SO 829049	Cainscross	Victory Park	3.39
SO 826051	Cainscross	Foxmoor County Primary School	2.20
SO 832050	Cainscross	St. Matthews C of E Primary School	0.82
SO 759006	Cam	Cam Green Playing Field	0.89

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Grid Ref.	Parish	Site Name	Site Area (ha)
ST 744995	Cam	Tilsdown Play Area	0.08
SO 752001	Cam	Cam Mills Bowling Green	0.40
SO 743012	Cam	Dursley & District Athletics Club Ground	2.60
SO 745010	Cam	Jubilee Playing Fields	2.40
ST 753998	Cam	Cam Sports Club Ground	1.40
SO 747009	Cam	Draycott Play Area	00.7
SO 740000	Cam	Woodfield County Infant and Junior School	1.67
ST 741997	Cam	Woodfield Play Area	0.60
ST 749993	Cam	Rednock School (Norman Hill Field)	4.72
ST 754997	Cam	Hopton Endowed C of E Primary School	0.45
ST 762988	Cam	Cam House School	0.81
ST 752996	Cam	Cam Everlands County Primary School	0.55
SO 899032	Chalford	Chalford Allotments for Recreation	2.96
SO 901036	Chalford	Highfield Sports Ground	3.05
SO 904025	Chalford	Chalford Recreation Ground	0.47
SO 884031	Chalford	Chalford Allotments for Recreation	1.96
SO 888037	Chalford	Bussage C of E Primary School	2.18
SO 899034	Chalford	Chalford Hill County Primary School (Highfield Way site)	1.33
SO 772016	Coaley	Coaley Recreation Ground	1.20
SO 771015	Coaley	Betworthy Estate Play Area	0.43
SO 898127	Cranham	Cranham Cricket Ground	3.30
SO 892123	Cranham	Cranham Field + Play Area	1.53
ST 765976	Dursley	Highfields Approach Field + Play Area	1.28
ST 754984	Dursley	Dursley Recreation Ground	4.30
ST 759983	Dursley	Lister's Bowling Green	0.15

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Grid Ref.	Parish	Site Name	Site Area (ha)
ST 759973	Dursley	Cambridge Avenue Play Area	0.01
ST 753991	Dursley	Kingshill House Gardens Play Area	0.08
ST 752993	Dursley	Maple Close Play Area	0.04
ST 762975	Dursley	Dursley C of E Primary School	1.53
ST 753987	Dursley	Rednock School	5.19
SO 769053	Eastington	Owen Harris Memorial Ground	2.89
SO 777055	Eastington	Eastington County Primary School Field (off Cotswold Avenue)	1.23
SO 750082	Frampton on Severn	Frampton Cricket Field	0.67
SO 753084	Frampton on Severn	Frampton Cricket Club Ground (Whitminster Lane)	1.24
SO 751083	Frampton on Severn	Frampton Football Ground	1.10
SO 750085	Frampton on Severn	Frampton on Severn C of E Primary School	0.87
SO 746093	Fretherne with Saul	Saul Playing Field	2.00
SO 785031	Frocester	Frocester Cricket Ground - Pounds Close	2.30
SO 769032	Frocester	Frocester Cricket Club Ground - Church Field	2.31
ST 663996	Ham and Stone	Nuclear Sports Social Club Ground	2.32
ST 681951	Ham and Stone	Court Mead Play Area	0.40
SO 684008	Hamfallow	Oldlands Cricket Club Ground	1.20
SO 675020	Hamfallow	Jubilee Play Area	0.71
SO 684012	Hamfallow	Berkeley Vale Community School	3.59
SO 676016	Hamfallow	Sharpness County Primary School	0.19
SO 804127	Hardwicke	The Close Playing Field	1.65
SO 802129	Hardwicke	Hardwicke Play Area	0.09
SO 801129	Hardwicke	Hardwicke Parochial Primary School	1.67
SO 815101	Haresfield	Merryfields Playing Field	1.20

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Grid Ref.	Parish	Site Name	Site Area (ha)
ST 759973	Hillesley	Jubilee Playing Fields	1.91
ST 837979	Horsley	Horsley Playing Fields	1.27
SO 813035	Kings Stanley	Kings Stanley Sports and social Club Ground	3.80
SO 834038	Kings Stanley	Manor View Play Area	0.01
SO 834042	Kings Stanley	Selsley and Rodborough Cricket Ground	1.10
SO 818032	Kings Stanley	Daffodils Play Area	0.08
SO 814034	Kings Stanley	Kings Stanley County Infants School	0.56
ST 744917	Kingswood	Kingswood Recreation Ground	2.80
ST 746920	Kingswood	Tubb's Turf Tennis Courts M/APP7/03/M	0.12
SO 804035	Leonard Stanley	Leonard Stanley Recreation Ground	2.80
SO 802034	Leonard Stanley	Wesley Road Play Area	0.02
SO 807035	Leonard Stanley	Leonard Stanley C of E Primary School	0.90
SO 762124	Longney	Longney C of E Primary School	0.37
SO 877008	Minchinhampton	The Bulwarks Play Area	0.22
SO 875007	Minchinhampton	Stuart Playing Field	2.50
SO 862010	Minchinhampton	Windmill Road Rugby Pitch	0.90
SO 850011	Minchinhampton	Amberley Play Area	0.04
SO 864006	Minchinhampton	Horsfall Play Area	0.77
SO 865024	Minchinhampton	Orchard Road Play Area	0.37
SO 854001	Minchinhampton	Beaudesert School	1.39
SO 860008	Minchinhampton	Beaudesert School Playing Fields	4.42
SO 870009	Minchinhampton	Minchinhampton Primary School	1.11
SO 919106	Miserden	Whiteway Playing Field	0.64
SO 935087	Miserden	Miserden Playing Field	0.50
ST 835993	Nailsworth	Shortwood Football Club Ground	2.66

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Grid Ref.	Parish	Site Name	Site Area (ha)
ST 840003	Nailsworth	Northwood Way Play Area	0.10
SO 847001	Nailsworth	Cooper Oil Tennis Court	0.05
ST 850994	Nailsworth	Nailsworth Tennis Club Courts	0.18
ST 853994	Nailsworth	King George V Playing Fields	3.24
SO 837003	Nailsworth	Miles Marling Playing Field	0.88
ST 839998	Nailsworth	Lawnside Play Area	0.15
ST 845997	Nailsworth	The Tynings	0.23
ST 854995	Nailsworth	Nailsworth Mills Bowling Green	0.20
SO 837000	Nailsworth	Nailsworth C of E Primary School	4.46
ST 739959	North Nibley	Innocks Estate Play Area	0.10
SO 802008	Nymphsfield	Nymphsfield Sports Ground (King George V)	2.45
SO 801006	Nymphsfield	St Joseph's RC Primary School	0.72
SO 894107	Painswick	Sheepscombe Cricket Ground	3.00
SO 893103	Painswick	Sheepscombe Play Area	0.01
SO 861092	Painswick	Broadham Playing Field	6.12
SO 866097	Painswick	Falcon Bowling Green	0.18
SO 867098	Painswick	Painswick Bowling Green	0.33
SO 869098	Painswick	Painswick Recreation Ground	2.25
SO 864100	Painswick	The Croft County Primary School	1.62
SO 831065	Randwick	Randwick Playing Field	1.90
SO 827060	Randwick	Westrip Play Area	0.01
SO 830058	Randwick	Cashes Green County Primary School	0.74
SO 844044	Rodborough	Rectory Gardens Play Area	0.25
SO 848044	Rodborough	Rodborough Playing Field	1.24

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Grid Ref.	Parish	Site Name	Site Area (ha)
SO 841046	Rodborough	Stroud Rugby Club Ground	2.36
SO 850034	Rodborough	Rodborough Common	1.64
SO 843033	Rodborough	Rodborough Play Area	0.12
SO 844036	Rodborough	Gastrells County Primary School	1.00
SO 856025	Rodborough	Bownham Park School	2.67
SO 741029	Slimbridge	Slimbridge Playing Field	2.40
SO 746028	Slimbridge	Slimbridge Football Ground	1.20
SO 804064	Standish	Stagholt Lane Playing Field	1.01
ST 734995	Stinchcombe	Stragglers Sports Ground Extension	1.80
ST 735992	Stinchcombe	Stragglers Sports Ground	1.80
ST 728988	Stinchcombe	Church Field Play Area	0.27
SO 803055	Stonehouse	Stonehouse Youth Club/Church Hall	0.12
SO 803061	Stonehouse	Perth Play area	0.02
SO 802062	Stonehouse	Oldends Lane Playing Field	6.10
SO 803048	Stonehouse	Wharfdale Road Play Area	0.04
SO 804052	Stonehouse	Laburnum Walk Recreation Ground	1.10
SO 807055	Stonehouse	Meadow Road Play Area	1.28
SO 810061	Stonehouse	Maidenhill School	5.49
SO 802054	Stonehouse	The Park Junior School	1.30
SO 804058	Stonehouse	The Shrubberies School	0.32
SO 807049	Stonehouse	Wycliffe College - Senior	4.14
SO 813048	Stonehouse	Wycliffe College - Junior	6.30
SO 802052	Stonehouse	Wycliffe College - The Berryfield	5.26
SO 854061	Stroud	Uplands Playing Field	1.00
SO 857052	Stroud	Parliament Street Recreation Ground	1.74

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Grid Ref.	Parish	Site Name	Site Area (ha)
SO 860046	Stroud	Highfield Road Play Area	0.13
SO 845058	Stroud	Stratford Park	8.20
SO 864053	Stroud	Summer Crescent Play Area	0.31
SO 840057	Stroud	Archway Gardens Play Area	0.10
SO 868051	Stroud	Mason Road Playing Field	1.80
SO 845054	Stroud	Stratford Court	3.27
SO 841055	Stroud	Stroud Cricket Club Ground	1.40
SO 853055	Stroud	Park Gardens Play Area	0.30
SO 861048	Stroud	Daisy Bank Recreation Ground	1.64
SO 835058	Stroud	Archway School	5.32
SO 841059	Stroud	Callowell County Primary School	1.86
SO 837050	Stroud	Marling School	11.56
SO 865052	Stroud	Parliament Primary School	1.17
SO 841052	Stroud	Stroud High School	3.13
SO 847053	Stroud	St Roses Special School	0.39
SO 847053	Stroud	The Rosary RC Primary School	0.64
SO 864027	Thrupp	Brimscombe Informal Open Space	0.57
SO 865026	Thrupp	Brimscombe Football Ground	0.90
SO 864032	Thrupp	Yew Tree Way Play Area	0.63
ST 783976	Uley	Shadwell Sports Ground	2.30
ST 787984	Uley	Uley Play Area	0.16
ST 792983	Uley	Uley C of E Primary School	0.37
SO 861148	Upton St Leonards	Upton St Leonards Recreation Ground	3.50
SO 866150	Upton St Leonards	Upton St Leonards C of E Primary School	1.60
SO 839069	Whiteshill	Whiteshill Playing Field	2.60

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Grid Ref.	Parish	Site Name	Site Area (ha)
SO 772082	Whitminster	Whitminster Recreation Ground	1.60
SO 775081	Whitminster	Kidnams Walk Play Area	0.05
SO 774082	Whitminster	Little Holbury Play Area	0.04
SO 841029	Woodchester	Woodchester Playing Field	1.00
SO 841010	Woodchester	St Dominics Primary School	0.29
SO 841026	Woodchester	Woodchester Endowed C of E Primary School	0.32
ST 764935	Wotton-under-Edge	Synwell Playing Field	1.60
ST 747928	Wotton-under-Edge	Wotton Rugby Club Ground	5.40
ST 755928	Wotton-under-Edge	Bluecoat School Playing Field	1.31
ST 761926	Wotton-under-Edge	Hill Road Play Area	0.06
ST 762928	Wotton-under-Edge	Pitman Place Play Area	0.08
ST 762924	Wotton-under-Edge	Bearlands Play Area	0.02
ST 752932	Wotton-under-Edge	Dryleaze Bowling Green	0.12
ST 747925	Wotton-under-Edge	Katharine Lady Berkeley's School	8.42
ST 760929	Wotton-under-Edge	The British School	1.79

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Parking Standards Vehicles and Cycles

Vehicle Parking

1. The standards relate to uses defined in the Town and Country Planning (Use Classes Order) 1987.
2. For any use not included in the standards below, the number of parking spaces will be a matter for negotiation and assessed according to individual circumstances.
3. All standards are based on gross floor area by external measurement unless stated to the contrary.
4. All car parking spaces (except disabled) shall be a minimum of 2.4m x 4.8m, with a minimum aisle width of 6m.
5. When required, lorry parking spaces will range between 13.5m x 6.3m to 17.5m x 7.4m depending on the types of vehicles anticipated.
6. Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards. This also applies to ancillary uses such as an office use within an industrial development, or a bar open to non-residents within a hotel.
7. The standards apply to new developments or extensions and to changes of use. When considering an extension to an existing use the opportunity for reduced operational minimum parking standards will be considered.
8. For residential development the allocated parking spaces shall be provided within easy walking distance of the dwellings they intend to serve.
9. The abbreviation FTE means 'full time equivalent' where used in these standards.

Disabled Car Parking Bays

- (a) Disabled parking bays (dpb) should be provided in relation to publicly accessed parking at a ratio of 1 dpb per 10 conventional parking bays.
- (b) Disabled parking bays should be large enough to facilitate access by wheelchair users, i.e. 3.6m x 4.8m, especially in public car parks. Only where space is limited will a smaller space (minimum 3.0m x 4.8m) or two adjoining spaces of 2.4m x 4.8m each with a shared space between of 1.2m be acceptable. A standard of 2.4m x 4.8m can be provided where the long side is left open for access.
- (c) The disabled car parking bays should be located close to an entrance to the building, with the route from the space to the building capable of use by a disabled person. This may require the provision of ramps (maximum gradient 1:20) and convenient handrails.
- (d) For pedestrian areas, bays should be within 50m of the destination.
- (e) Each bay should have a zone for transfer from car to wheelchair.

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- (f) Each transfer zone should either serve two bays or be positioned in the corner of a parking area to avoid abuse by other drivers.
- (g) Bays and transfer zones should be clearly marked and should display the British Standard "Disabled" symbol, both on the road surface and on a discreet, but clearly visible, signpost or wall.
- (h) The bay should be level, without camber or flanking upstand kerbs.
- (i) No bay, or access to it, should be so restricted in height as to make it inaccessible for cars carrying wheelchairs on roof racks.

Cycle Parking

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

In addition to the required level of parking provision (which should be under cover and secure), strategically significant developments (i.e. those included in Table A) should also provide showers and lockers for cyclists. The Council may also seek shower and/or locker facilities in other developments that generate large numbers of employees.

In town centres developers have the option of paying commuted sums in lieu of the required provision, for public cycle parking to be provided by the District Council.

The location of cycle stands shall be as close as possible to the destination served, in secure positions or open positions where surveillance by staff or the general public is a deterrent to theft. At any site where 10 or more spaces are provided, the stands should be located under cover, be lit and appropriately signed. The detailed design and lighting of such facilities must have regard to the locality and to the proposed development. In residential development garages and rear garden space (for sheds etc.) will be acceptable as cycle storage provision. In flats developments secure communal space should be provided. Where, due to specific circumstances, e.g. small development, access restrictions etc., the amount of car parking is reduced or waived, no reduction shall be made in the number of cycle spaces to be provided.

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Table A: Maximum Car Parking Standards for Strategically Significant Land Uses

This table contains maximum car parking standards applying to those land uses for which maximum car parking standards are set in national and regional planning guidance, with the addition of large hotels.

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

Definitions

- Central Severn Vale = sites within the Central Severn Vale area are defined as Gloucester and Cheltenham and their immediate hinterland in the Gloucestershire County Council's Local Transport Plan (LTP1)
- Other TCs – sites in or on the edge of the town centres of Stroud, Cam and Dursley, and Stonehouse.
- 1/(denominator) means a maximum of one car parking space per (sq m floorspace, number of employees etc.).
- Floorspace figures (in sq m) refer to Gross Floor Area.
- Employees refers to the total of full-time equivalent employees, e.g. a person employed half-time would count as 0.5.

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Table B: Maximum Car Parking Standards for Other Land Uses

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

Land Use	Maximum Car Parking
A1 retail up to 1,000 sq m and A2 professional services	1/25 sq m
A3 Public House/Restaurant	1/5 sq m of public area
B1(a) and (b) Office/R&D Up to 1,000 sq m	1/25 sq m
B1(c) /B2 Industrial up to 5,000 sq m	1/50 sq m
B8 Warehousing/Distribution up to 10,000 sq m	1/100 sq m
C1 Hotel up to 20 rooms	1/bedroom + 1/3 employees
C1 Hostel	1/6 bedspaces + 1/employee
C2 Hospital up to 2,500 sq m	1/2 bedspaces + 1/employee
C2 Nursing Home	1/6 bedspaces + 1/employee
C2 Boarding School	1/employee + visitors
C3 Dwelling houses/flats	1.5/dwelling (average) 2/dwelling will be required where it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem.
C3 Sheltered Housing	1/employee + _ dwelling units
D1 Doctor's/Vet's Surgery/Health Centre	1/employee + 1/5 sq m waiting area
D1 School/Crèche/Day Centre	1/employee
D1 Higher/Further Education Up to 2,500 sq m	1/employee
D1 Art Gallery, Museum, Library	1/50 sq m public space + 1/employee
D1 Public Hall/Place of Worship	1/4 seats or 1/5 sq m
D2 Cinema, Conference facilities, Concert Hall up to 1,000 sq m	1/4 seats
D2 Other uses including Leisure up to 1,000 sq m	1/10 sq m

Definitions

- 1/(denominator) means a maximum of one car parking space per (sq m floorspace, number of employees etc.).
- Floorspace figures (in sq m) refer to Gross Floor Area.
- Employees refers to the total of full-time equivalent employees, e.g. a person employed half-time would count as 0.5.

STROUD DISTRICT LOCAL PLAN APPENDIX 8

Table C: Minimum Cycle and Motorcycle Parking Standards

Land Use	Minimum cycle and m/c parking (joint provision)
A1 Food retail	1/60 sq m
A1 Non-food retail	1/120 sq m
A2 Professional services	1/166 sq m
A3 Public House/Restaurant	1/26 sq m
B1 (a) and (b) Office and R&D	1/166 sq m
B1 (c) /B2 Industrial	1/330 sq m
B8 Warehousing/distribution	1/330 sq m
C1 Hotel	0.15/employee
C1 Hostel	0.15/employee
C2 Hospital	0.15/employee
C2 Nursing Home	0.15/employee
C2 Boarding School	0.15/employee + 0.15/student
C3 Dwelling houses/flats	1/dwelling
C3 Sheltered Housing	0.15./employee
D1 Doctor's/Vet's Surgery/Health Centre	0.15/employee
D1 School/Crèche/Day Centre	0.15/employee + 0.15/student
D1 Higher/Further Education	0.15/employee + 0.15/student
D1 Art Gallery, museum, library	1/300 sq m public area + 0.15/employee
D1 Public Hall/Place of Worship	1/20 seats or 1/26 sq m
D2 Cinema, Concert Hall, Night Club	1/20 seats or 1/26 sq m
D2 Leisure/Sports Centre/Fitness Club	1/66 sq m

Definitions

- Floorspace figures (in sq m) refer to Gross Floor Area.
- Employees refers to the total of full-time equivalent employees, e.g. a person employed half-time would count as 0.5.



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