

Kingswood

Neighbourhood Development Plan

Pre-Submission (Regulation 14) Consultation | 12 October 2015



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Acknowledgements

The Chairman of the Neighbourhood Development Plan Steering Group, Professor Alan Hooper, would like to thank the following people, organisations and groups, without whom it would not have been possible to develop this document.

Members of the Kingswood community, who have provided invaluable information and photographs, consultation inputs and generous support for initiatives such as traffic surveys.

Matthew Bigwood for the generous provision of professionally-taken and beautiful photographs.

Grapevine editors and delivery agents for playing a vital role in publicising consultation events.

Renishaw plc for conducting key surveys of their employees, generously providing state-of-the-art meeting room facilities and specialist printing of display material.

Stroud District Council Planning Team for encouragement, professional advice and expert inputs.

Gloucestershire Rural Community Council for provision of expertise and

advice in assessments of housing needs and for support at consultation events.

The consultants Navigus Planning, Harris Ethical, Troy Planning and CALM Engineering for professional inputs of a consistently high standard, over and above that for enthusiasm and interest for a successful outcome to the Neighbourhood Plan; Harris Ethical (with Travel Solutions) for support at consultation events.

Kingswood Parish Council for providing the resources to enable the Neighbourhood Plan to be developed to an appropriate standard.

Locality for a generous grant of funding to complement that from the Parish Council.

Last but by no means least, the hard-working members of the Steering Group: Mary Leonard, Sue Evans, Paul Hemming, Toby Phillips, Chris Pockett and Marie Weeks.

Foreword

The Localism Act introduced Neighbourhood Development Planning into the hierarchy of spatial planning in England, giving communities the right to shape their future development at a local level.

Following agreement with Stroud District Council, work on a Neighbourhood Development Plan for Kingswood was commenced, after the successful completion of the Village Design Statement (VDS) (online Kingswood Neighbourhood Development Plan) which was adopted as Supplementary Planning Guidance in December 2014.

A Steering Group was set up consisting of Parish Council Members and Community Volunteers. Assistance and guidance was given with the input and statistical expertise from Local Business, Gloucestershire Rural Community Council, Harris Ethical, Navigus Planning and Stroud District Council.

On its completion and following a favourable local referendum, at a date to be set by Stroud District Council, the Kingswood Neighbourhood Development Plan will form part of the District Development Plan. It can then be used to influence and determine what type of development could take place over the period of the plan.

While every attempt has been made to use plain English, specialist terminology is sometimes required to express policies/ policy justifications precisely. A glossary is included to help the reader.

Introduction

The Kingswood Neighbourhood Development Plan is produced by Kingswood Neighbourhood Development Plan Steering Group as our vision and development guide for the Parish of Kingswood from 2014 to 2031.

It is designed to become part of the Local Development Plan for the district and be considered alongside and in conjunction with the Emerging Stroud District Local Plan. (online Stroud District Council).

“Parish councils within Stroud District can produce neighbourhood plans which, when adopted, will also form part of the development plan, together with the Stroud District Local Plan. Neighbourhood plans must be in general conformity with and reflect the strategic policies in the Stroud District Local Plan. Neighbourhood plans should not promote less development than set out in the Local Plan, but can promote more development.” Stroud District Local Plan (para 1.12). (online Stroud District Council).

The Kingswood Neighbourhood Development Plan is prepared in accordance with both the 2011 Localism Act and National policy, contained within the National Planning Policy Framework (NPPF); (online Gov.uk) this requires local plans to be kept up to date and plan for

current and future development needs over at least a 15-year period.

The Plan covers the whole Parish of Kingswood, which is delineated by current and future Parish Boundaries.

A Neighbourhood Plan is specifically to be used as a guide to development within the Parish and reflect the intentions and aspirations of the local community for any future development. In particular the Neighbourhood Development Plan contains policies in relation to all significant aspects of potential future developments. It seeks to provide, within the confines of National and Local Policy, a vision for the future of the Parish in order to ensure that any development is both appropriate and sustainable and enhances the lives of those who live and work in the area.

To this end, in producing this plan, community involvement has been sought at every point in its production.

History & Local Characteristics

Kingswood has a long and rich history, which is of great importance to the local community. The settlement can trace its origins back to at least the Romano-British period from the 2nd to 4th Century AD and was also host to an Abbey of the Order of Cistercian Monks from around the middle of the 12th Century until the time of the Dissolution in 1538. A high proportion of the elements that reveal the significance of this rich heritage have been retained and relatively well preserved. Appendix 2 provides further details on a number of the historic elements in the parish.

The importance of these aspects is highlighted by the evidence assembled by the Community and accepted as Supplementary Planning Advice by Stroud District Council since October 2014. The Kingswood Conservation Area, which broadly covers the core of the built settlement of the main village, is a feature central to the identity of the parish. This is supported by a Conservation Area Statement, which provides a detailed analysis of a number of key buildings as well as the character of the area as a whole. It identifies a number of management priorities and suggestions for further archaeological investigation, which raise relevant considerations for future development proposals.

Kingswood has inevitably evolved as changing circumstances and new development have affected the parish over many centuries. However, the main built form and character of the settlement has remained well defined over time. The Kingswood Village Design Statement explores these aspects in more detail and identifies a number of key character areas formed from the main built and natural environment features both inside the main village and in the hamlets and open countryside across the parish. The countryside, the views and the feel of Kingswood is that of a traditional village and hamlets set in Gloucestershire countryside benefitting from a comprehensive network of existing rights of way providing access and appreciation of the surrounding landscape from the main centres. These highlight important elements to seek to preserve and enhance as a result of any new development.

The rate of development has increased in recent years; reflected in the high proportion of growth in the settlement compared to other settlements in the District, particularly as measured between 2006 and 2014 (the current plan period). The fast rate of growth in Kingswood can be attributed to its location and easy access to junction 14 of the M5. Kingswood along with

the neighbouring South Gloucestershire parish of Charfield has been subject to significant recent and ongoing development interest in recent years.

Whilst it has inevitably changed the character and established new characteristics at the edge of some parts of the village, for the most part new development has been integrated into the main settlement. This process has included the creation of new facilities and the introduction of measures to mitigate impacts on existing habitats and changes to the natural environment. However, the community is mindful that recent growth has been associated with increased pressure on some existing facilities and has highlighted where others would benefit from improved provision. It is therefore important that, if further growth is provided, it is able to continue to preserve and enhance the key features of the parish; meets the needs of the community; and is commensurate to the scale and form of the village.

Profile of the Community

The Neighbourhood Plan for the parish of Kingswood is supported by a substantial amount of evidence providing a detailed portrait of the characteristics of the existing community and the services and facilities that sustain the settlement.

Stroud District Council's Settlement Role and Function Study 2014 (online Stroud District Council) provides important background evidence regarding the evolution of the settlement since the start of the Stroud District Local Plan period in 2006-2031.

The community has also commissioned additional research from OSCI to provide a more detailed profile of the socio-economic profile of the parish. All statistics have been sourced from rural community profile for Kingswood parish as part of the Action with Communities in Rural England (ACRE) Rural Evidence project October 2013 (online Kingswood Neighbourhood Plan). This portrait is set out in full at Appendix 1.

From this evidence a number of key headlines can be drawn:

- Kingswood is a medium sized settlement, with a population of nearly 1,400
- Kingswood has amongst the highest proportions of young people (28%) and the lowest proportions of over-65s (16%) of comparable settlements in the District;
- Since 2006, the number of dwellings in Kingswood has increased by 15% - representing double the District-wide average of 7%;
- At 74%, the level of economic activity amongst the resident population is very close to the District average (73%);
- The wide range of existing commercial premises and key industrial occupiers gives Kingswood a very strong employment role;
- The proportion of working residents who travel less than 5km to work is well below average - only 43% work within Stroud District (as compared to the District average of 54%). This reflects the

strong draw of employment markets in Bristol and south Gloucestershire

- Kingswood has a basic level of local retail provision and a limited range of local community services and facilities; and
- Access to services and facilities elsewhere is "fair", reflecting the existing profile of walking and public transport connections.
- Improving the services and facilities that Kingswood has which serve to support the rural population and enable Kingswood village to be a thriving settlement.

Challenges for Kingswood

The Neighbourhood Development Plan seeks to address, as far as is possible, the challenges that face the community of Kingswood Parish. In summary these challenges are:

- Co-existing young and ageing populations that each have particular demands in terms of their affordable and market housing needs and accessibility to services.
- Ensuring that Kingswood grows in a way that does not put unacceptable pressure on its infrastructure, whilst providing for the needs of local people.
- Maintaining and where possible, enhancing the environment of Kingswood, recognising that whilst located in an outstanding landscape setting it is a settlement that contains considerable industrial activity.
- Maintaining Kingswood's role as an area of agricultural value, along with the value this brings in terms of jobs and economic prosperity.

Vision & Objectives

Vision for Kingswood

The vision for Kingswood Parish, developed by the Kingswood Neighbourhood Development Plan Steering Group in consultation with the community, is as follows:

In 2031, Kingswood is still a pleasant village to live in. It has retained its village feel along with its particular individual characteristics, including its high quality built heritage and its green and distinctive, spacious setting at the foot of the Cotswold Escarpment.

Kingswood has addressed the important issue of the provision of primary education. For children up to the age of eleven, there has been expansion in the number of school places provided so now everyone that lives in Kingswood and wants to send their children to primary school in Kingswood can do so.

Kingswood continues to be the envy of Gloucestershire for its community spirit, the vibrant activity of local voluntary organisations and the range of lively cultural activities for all ages. The organisation 'Wild about Kingswood' is key in managing and protecting the key wildlife areas in Kingswood.

Kingswood playing field is well loved and continues to provide a physical heart to the community, enjoyed for leisure activities by all. The community and wildlife areas now provide mature habitats for a wide range of flora and fauna including a number of protected species. The community area has been further protected from development through its designation as a Local Green Space. This has been complemented by an extension to Kingswood Village Hall, enabling its use by a wider range of community groups and for other local events.

The proportion of journeys made by non-car modes has increased. This is not only due to the number of local jobs and reduced school run journeys, but also through improved cycle links and footpaths to the nearby town of Wotton-under-Edge, as well as improved bus services.

As successful businesses have been able to start up or expand, they have created job opportunities that have allowed more people to work locally. The established businesses such as Renishaw are still thriving and an integral part of Kingswood. All businesses are working with the parish to help achieve their objectives in term of commuter transport patterns and travel plans.

Where residential development has taken place, it has been ensured that this has provided a supply of housing that enables both young first-time buyers and older 'downsizers' to remain in the village. Within the context of growth, it has been ensured that historic and listed buildings have still been protected and new development has been in keeping with the character of Kingswood.

Objectives of the Neighbourhood Development Plan

The objectives of the Neighbourhood Development Plan as identified through engagement with the community are as follows:

- To protect the open, green space that divides Kingswood from Wotton-under-Edge, Hillesley, Wickwar, and Charfield.
- To maintain, conserve and enhance the natural environment in respect of open spaces, public views of the distinctive landscape and wild life.
- To preserve and promote the heritage contained within the parish.
- To support sustainable development that is in keeping with the scale and character of the parish
- To support sustainable development that is in line with the defined needs of the community and in particular enables the young and the elderly to continue to live in the parish.
- To ensure that alternatives to car use are available. To ensure that the needs and safety of pedestrians, particularly children and vulnerable groups are prioritised. To control vehicle parking accordingly.
- To support small business development and employment opportunities within the parish
- To support the rural and agricultural businesses in the parish
- To protect and improve the existing community, leisure and sport facilities for all age groups.
- To support and maintain the provision of a village school with spaces for all primary school age children living within the parish.

In order to make this a practicable proposition, it will be necessary to develop and then maintain an up-to-date evidence base of the needs and aspirations of the community in relation to all aspects of development.

Policies

SETTLEMENT DEVELOPMENT LIMITS BOUNDARY

Management of development within and beyond settlement limits

Kingswood is a rural parish and it is particularly important that local development is directed to the most sustainable locations and that sprawl is avoided. Maintaining appropriate distinction to the pattern of land use also recognises the intrinsic value of the countryside and sustains appropriate uses within it. The purpose of a settlement boundary is to help provide that direction.

Policy Justification

Kingswood comprises the only significant settlement within the Parish and it is therefore expected that the bulk of any development will be focused on the village itself rather than the surrounding open countryside and the outlying settlements of Nind, Monkham Thorn/New Mills borders and Chase Lane. The Kingswood Village Design Statement (December 2014) (Online Kingswood Neighbourhood Plan) identifies these settlements as separate Character Areas with an individual

identity and which cumulatively contribute to the settlement pattern across the parish. The comprehensive network of 'rights of way' connections is important in linking these locations and provides a range of key green infrastructure routes within the rural landscape, which also contributes to the identity of settlements across the parish.

Unlike Kingswood, these locations have no formal status with the settlement hierarchy of the emerging Stroud District Local Plan and occupy a position within the open countryside. Maintaining their separate identities, sense of openness and contribution to the wider landscape setting are important aspects in achieving the objectives of the Neighbourhood Development Plan as a whole.

Policy CP15 of the emerging Stroud District Local Plan (online Stroud District Council) provides the policy framework to protect the quality of the countryside (including its built and natural heritage) and the separate identity of individual settlements within it, including preventing coalescence. These

provisions include a number of specific principles that must be complied with for proposals to be considered acceptable.

It is appropriate that the village is able to manage and accommodate an appropriate level of growth in order to prosper. However, this must be balanced against the need to preserve its role as a rural settlement that does not encroach unduly on the open countryside that surrounds it.

Maintaining a pattern of development in keeping with the scale and character of the parish and supporting existing agricultural businesses and rural land uses are important objectives for the residents of Kingswood.

Successive iterations of the development plan for Stroud (online Stroud District Council) follow a strategy seeking to protect areas outside defined settlement boundaries from inappropriate development proposals.

Policy HN8 of the 2005 Stroud Local Plan (online Stroud District Council) is a permissive policy that seeks to ensure the permission for residential development will be granted for proposals within settlement boundaries, subject to complying with relevant criteria. Where specific growth was proposed, this was identified at specific allocations defined

on the policies map. Policy HN10 seeks to manage residential land uses beyond settlement boundaries, setting out that:

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

The emerging Stroud District Local Plan maintains this approach to the broad spatial strategy to manage development in the district. Outside of identified strategic sites, this seeks to ensure that development takes place in accordance with the settlement hierarchy set out within the Plan. Each identified settlement in the hierarchy is provided with a settlement boundary – also referred to as its “settlement development limits”. Kingswood is identified at the Third Tier of the hierarchy – as an accessible settlement with limited facilities.

Policy CP2 itself states (online Stroud District Council):

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

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

The extent of the Settlement Development Limits boundary is identified on the Policies Map for the Neighbourhood Plan and is considered to be of fundamental importance in achieving its overall objectives.

The evidence base for the Neighbourhood Plan recognises that there are a number of services and facilities functionally related to the main village located beyond but in close proximity to the settlement development limits boundary. Scope to review of the Settlement Development Limits Boundary in the future is supported where it would assist in meeting the wider objectives of the Neighbourhood Development Plan.

POLICY SL1: KINGSWOOD SETTLEMENT DEVELOPMENT LIMITS BOUNDARY

The development of the village of Kingswood shall be focused within the settlement development limits boundary as identified on the Proposals Map.

Development proposals will be supported within the settlement boundary subject to compliance with other policies in the development plan.

Development proposals outside the settlement limits boundary will not be permitted unless:

- they are in accordance with Stroud District Local Plan policies in respect of appropriate uses in the countryside;
- respect, support and enhance the existing connections across the parish in terms of rights of way and green infrastructure and their contribution to links with the countryside and identity of Kingswood village.

HERITAGE

Protection of Conservation Area, Listed Buildings and Archaeology

The Kingswood Conservation Area Statement (December 2014), (online Kingswood neighbourhood Plan) adopted by Stroud District Council Environment Committee as Supplementary Planning Advice, provides the key evidence base for heritage assets within the parish. There are 37 listed buildings within the parish of Kingswood (detailed in full within the Conservation Area Statement). The majority of these (29) are within the village's designated Conservation Area. Also described within the Conservation Area Statement are a number of non-designated (unlisted) assets which nevertheless reflect the key design characteristics and historical context of the area and contribute to its overall significance.

Kingswood's residents consider it of significance that the village has such areas of protection for its heritage. This principle extends beyond the designated Conservation Area and listed buildings. The village was formerly the site of a substantial Cistercian abbey believed to have been on the same scale as that at Tintern. The historical location of the main abbey buildings is uncertain and there is considerable community interest in archaeological investigations in any of the possible areas of the village before further development is undertaken there.

Similarly, excavations undertaken on the sites of recent housing developments have led archaeological experts to conclude that Kingswood was the site of a significant Roman-British settlement from the 2nd to the 4th Century, the later part of this period being of particular interest. The site of the main part of the settlement, which on the basis of this recent research is expected to have been centred on a Roman villa, has not yet been found.

The heritage of Kingswood village is significant and some of the listed buildings and structures are particular highlights, which alongside other buildings and properties lend to the character and enhance the significance of the Conservation Area as a whole. These include:

Abbey Gate-house and Adjoining Wall to East (Grade I listed)



The early 16th century gatehouse with a range of precinct wall on each side is all that remains of the Kingswood Abbey. The "Abbey Gateway" dominates the village and is frequently used as an icon to represent the village. It is maintained by English Heritage. There is an enclosed green by the Abbey Gateway.

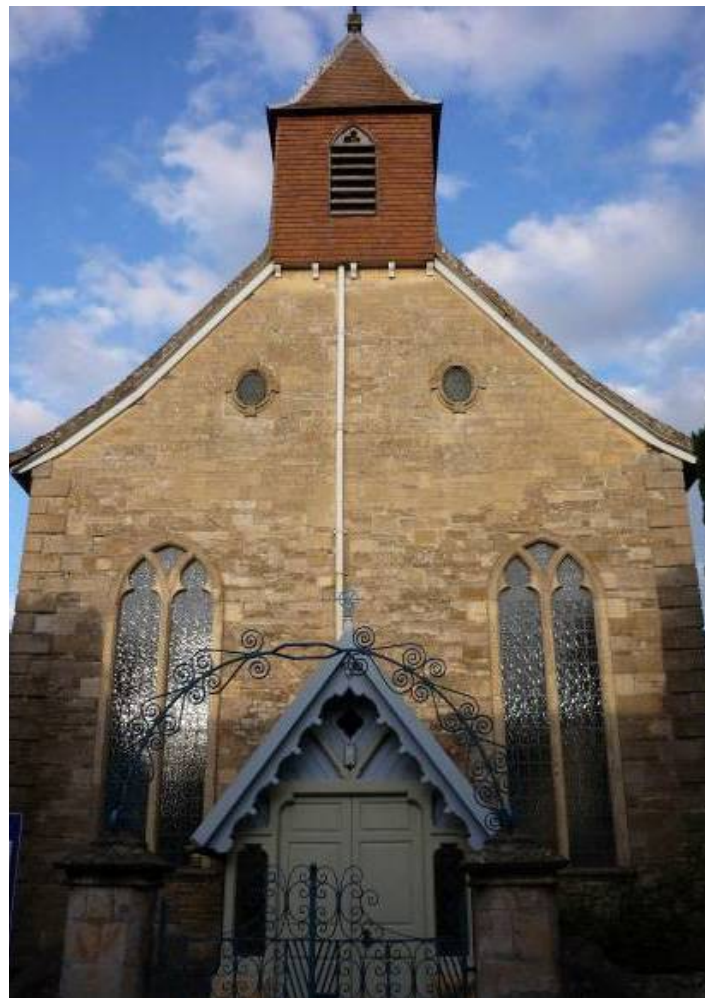
New Inn House and Railings (Grade II* listed), No. 7 Wotton Road



Number 7 Wotton Road though having a Georgian facade is, in fact, medieval and contemporary with the Abbey. It is a rare surviving example of an abbey guesthouse.

Church of St. Mary (Grade II listed)

This is the Anglican Church, which was built in 1723, and as such is a rare example since the Church of England undertook little church building in the early 18th century. It was restored in 1900 and contains a number of interesting architectural features which are described in the Conservation Area Statement.



Terraced Cottages on The Chipping



Facing directly onto the Village Green is a terrace of 3 storey cream rendered Weavers' Cottages. Buildings in this location are believed to originate back as far as the 15th Century (although the current properties date back to the 1700s it is believed). They form part of Kingswood's strong local heritage as a cloth mill village (there are many weavers' cottages and old mills still extant).

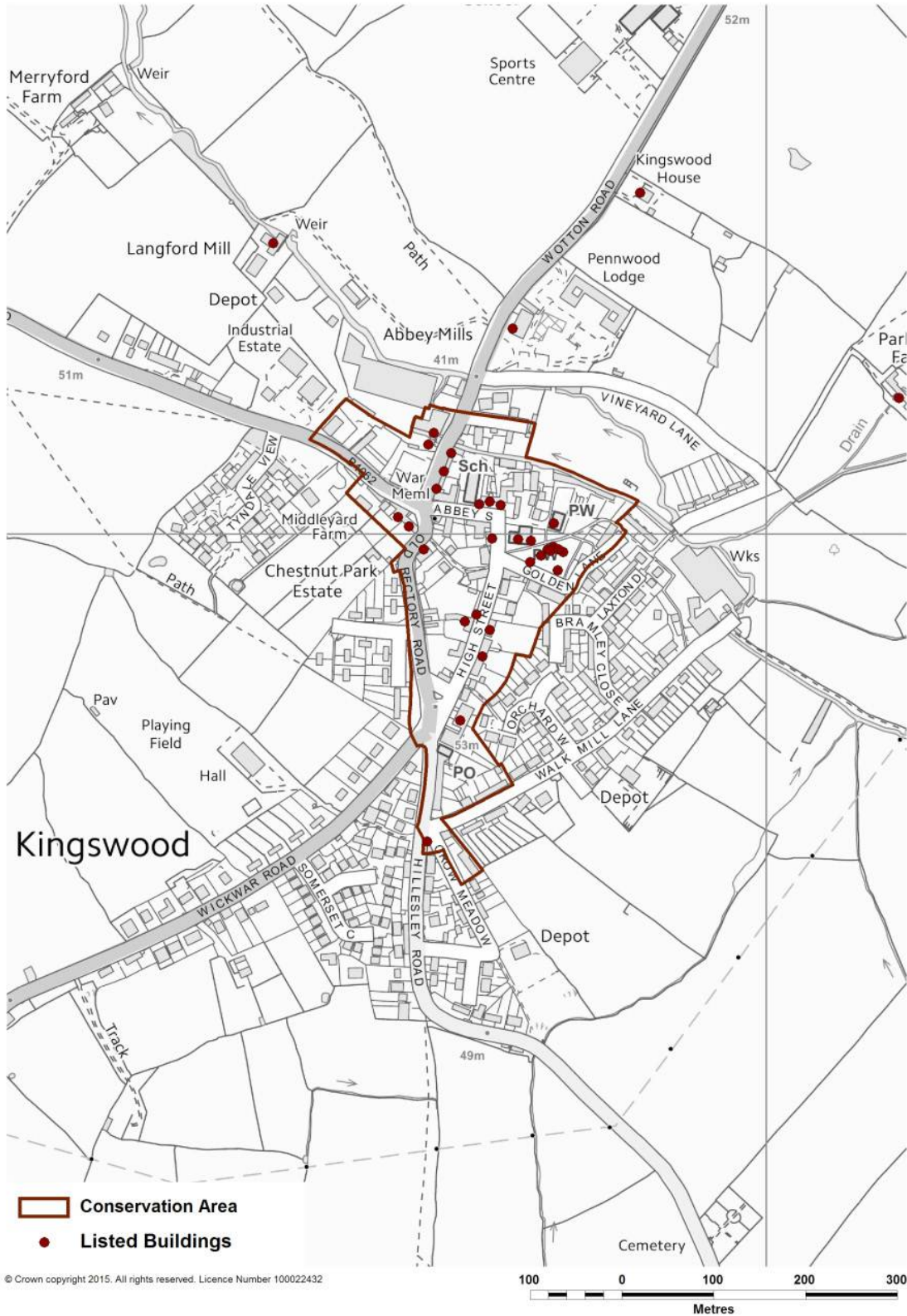
Boundary House, including Gate Piers and Wall (Grade II listed)



Boundary House (later renamed The Old Rectory) is, by some margin, the most architecturally important house in the village. Built in the mid 18th Century, the imposing front has three main storeys with a central pediment. It has merited an extensive description in Pevsner's "The Buildings of England".

The Conservation Area lies at the heart of the built settlement and contributes strongly to the distinctive character of Kingswood. Many well-frequented public and religious buildings lie within its boundaries leading to heightened issues in relation to modern use and infrastructure, most notably concerning the use and parking of cars in an area built prior to the car's existence. Getting the right balance here is essential to support the needs of modern life while conserving the distinctive, historic character.

Map of the Conservation Area



POLICY CA1: KINGSWOOD CONSERVATION AREA

Within the Kingswood Conservation Area and its setting, development proposals will be required to preserve or enhance the character and heritage assets of the area. Development proposals and extensions and alterations to existing buildings and structures will be expected to:

- be suitably designed for the context within which they are set; and
- ensure that the scale and massing of buildings relate sympathetically to the surrounding area;
- ensure the use of appropriate building materials to respect the context of the development concerned and its setting; and

- respect the historic layout of the area and its contribution to the setting and character of the Conservation Area in terms of access and legibility within the streetscene

All new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The issues within this policy should be positively addressed through the explanation and justification in the Design and Access Statement.

Proposals should have due regard to the relevant policies in the Kingswood Conservation Area Statement and the Kingswood Village Design Statement, which are both supplementary planning advice.

POLICY CA2: LISTED BUILDINGS

Planning permission will not be granted for development that would result in the loss of listed buildings, or unacceptable impact on their setting.

Archaeology

One of the key aspects in the settlement, and not just in the Conservation Area, is the Abbey. The exact position of the Abbey is not known, and wherever development occurs it is vital that archaeological surveys are undertaken, in accord with Gloucestershire Archaeology and local people to ascertain the archaeological record in those positions. One might reveal the original Abbey location, but such recording will give extra information toward that end. Recent archaeological surveys as a result of the developments at Tyndale View and Chestnut Park have provided evidence of both medieval buildings and a significant Roman Settlement. The exact location of the Roman Villa has not yet been established. However the comments and findings from investigations related to recent development proposals give great weight to the scope for further presently unidentified remains to be discovered.

POLICY CA3: ARCHAEOLOGY

Development proposals shall have due regard to archaeological evidence relating to the potential for unidentified archaeological remains, particularly in relation to Kingswood Abbey and possible Roman Villa settlements.

Applicants will be expected to engage with Gloucestershire Archaeology in respect of such matters.

HOUSING

The emerging Stroud District Local Plan places great importance on meeting housing needs for the district, including for affordable housing, as key priorities for the district. This is vital to ensuring that mixed and balanced places are delivered with the right range and mix of dwellings sizes and tenures. To help build sustainable communities, these must have good access to services and facilities that meet local needs.

Policy Justification – housing provision

Kingswood Parish is located within the “Wotton Cluster” as part of the place-making strategy for the Local Plan. No strategic development is directed to any of the Parishes falling within this cluster. The market town of Wotton-under-Edge comprises the main settlement in the cluster and is a “Local Service Centre” (2nd tier Settlement) within the settlement hierarchy.

The vision for Wotton-under-Edge (and the broader Wotton cluster) is to seek to boost local sustainability and vitality through maintaining and improving access to jobs and services rather than on directing significant growth to the area.

Along with North Nibley, Kingswood comprises a “Third Tier” settlement within the Settlement Hierarchy. Stroud District Council’s Core Policy CP3 states the following on third tier settlements: (online Stroud District Council)

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

The guiding principles for development at Kingswood (and North Nibley) set out that:

“Appropriate development will be supported to sustain Kingswood and North Nibley in their roles as Settlements with Limited Facilities; though lower-tier defined settlements will see minimal levels of development, except where it specifically addresses needs identified by communities through their Neighbourhood Plans (including affordable housing, community facilities, infrastructure, small businesses and/or home-working).”

This approach to development also looks to accord with other key priorities identified as guiding principles for the cluster. These include preserving the character and distinctiveness of local communities and villages and conserving and enhancing the high quality natural landscape, including the Cotswolds AONB and its setting.

At 1st April 2015, a total of 74 dwellings had been completed since the start of the Stroud Emerging Local Plan period (2006). Stroud District Council’s Settlement Role

and Function Study 2014 (online Stroud District Council) identifies that:

"Kingswood is a medium sized settlement, with a population of nearly 1,400. Since 2006, the number of dwellings in Kingwood has increased by 15%, the fastest (proportionate) growth rate of any settlement in this study and double the District-wide average (7%)."

These wider considerations highlight a number of competing issues that shape the quantum of housing that should be delivered over the plan period. Evidence suggests the following key points:

- Based on the latest information, Stroud is planning for sufficient dwellings to contribute towards delivering Stroud district's full and objectively assessed needs.
- Kingswood is not located within a part of the district expected to deliver strategic levels of development.
- There has been a significant level of housing development since 2006, but presently few opportunities within the existing pipeline to deliver sufficient affordable housing to meet most of the existing locally arising needs.
- The needs of an above-average population of younger people are recognised, particularly where this is preventing those such as first-time buyers accessing properties on the open market.
- Any new development should take account of households with specific needs and the need for older person's housing.

- Kingswood is considered to be a settlement of limited sustainability, which must serve to limit the amount of growth it can support.
- The overall quantum of development must not compromise the sustainability of Kingswood and its infrastructure, particularly its education and health services.
- Without a clear strategy for directing growth, Kingswood could be subject to a quantum of development that would fundamentally change the nature of a parish that is centred on a single village.

In accordance with the wider development plan, Policy H1 therefore supports the principle of directing no strategic growth to Kingswood at the present time but allows for this to be reviewed in the future. This provides a positive foundation to explore future growth opportunities if required along with flexibility for small-scale windfall development within the built-up area boundary, whilst recognising that development must not compromise the ability of the local infrastructure to support this. It specifically proposes a strategy to meet locally arising affordable housing needs at the earliest opportunity and keep these under future review.

POLICY H1: HOUSING PROVISION

The minimum housing requirement for Kingswood over the period 2006 to 2031 is set by the Stroud District Local Plan.

Infill development will be considered acceptable within the settlement development limits boundary, subject to the provisions of policy SL1 and other material planning considerations.

As an exception to this approach, the Neighbourhood Development Plan commits to support locally arising affordable housing needs within the parish being provided for in full. This should be through the delivery of a rural exception site.

This position will be kept under review and future allocations will be made if the proposed early review of the Stroud District Local Plan requires such

action and/or if such requirements are identified following a review of the Neighbourhood Development Plan which Kingswood Parish Council commits to undertake within five years of the Plan being made.

The provision of required local infrastructure will need to be planned and delivered alongside new housing development to ensure that local infrastructure is provided for and / or improved in relation to the size and scale of development proposed. This requirement will apply to all infrastructure, with consideration firstly being given to education provision, availability of community facilities, land drainage and the capacity of the highway network to accommodate development.

This will also include appropriate consideration of social and green infrastructure needs.

Delivery of Affordable Housing

The Kingswood Neighbourhood Development Plan attaches great importance to meeting the need for affordable housing arising within the parish in order to support and maintain a sustainable community and ensuring that all those with a connection to the location have an opportunity to remain within it. This accords with the emerging Stroud District Local Plan (online Stroud District Council), which is required to meet all needs for housing, including

affordable housing, in full. However, the Neighbourhood Development Plan seeks to make supplementary provisions to ensure that development comes forward and is provided for in the most sustainable manner and appropriate location

Policy Justification – affordable housing need

In May 2015 Kingswood Parish Council and Neighbourhood Development Plan Steering Group agreed to engage the services of Gloucestershire Rural

Community Council (GRCC), the Rural Housing Enabler (RHE), to carry out a local Housing Needs Survey (online Kingswood Neighbourhood Plan.)

The survey identifies that there are 13 households in need of affordable housing in Kingswood. This includes 8 households identifying a preference for affordable rented housing and 5 households seeking a shared ownership dwelling.

Policy HC4 of the Local Plan (Online Stroud District Council) identifies appropriate circumstances where local housing need may need to be met on rural "exception sites" on land outside but adjoining settlement development limits. Such sites will be supported where satisfactory evidence of a clear local need is presented and the land is not subject to any over-riding environmental or other material planning constraints preventing development.

In September 2015 a Housing Needs Survey was conducted by the same provider to identify the demand for affordable housing amongst employees at Renishaw New Mills and Renishaw Charfield Works. As well as identifying requirements for affordable housing, this reflects a desire amongst some employees to live more locally to their place of work and support more sustainable travel patterns. However, of those expressing an interest in affordable housing provision in Kingswood, a high proportion of respondents also considered that this need may be met elsewhere including in neighbouring Charfield and Wotton. It is therefore likely to be appropriate for any affordable housing development in Kingswood to look to meet a proportion of demand arising from employment at

Renishaw based on the latest evidence at the time proposals come forward.

At the time of preparing the Neighbourhood Development Plan there were no available sites for consideration as rural exceptions. Kingswood Parish Council is however committed to identifying such sites and will continue to engage with landowners in order to identify opportunities. As such, the Neighbourhood Development Plan does not identify any sites that could effectively be brought forward as 'rural exceptions'. If none is forthcoming over the five-year period from the date that the Neighbourhood Development Plan is made, then Kingswood Parish Council will review the position as part of a review of the Neighbourhood Development Plan.

In the intervening period, the Kingswood Neighbourhood Development Plan makes provisions through the policy framework to support meeting the affordable housing needs of the parish and commits to keep these under review.

POLICY H2: AFFORDABLE HOUSING

The Neighbourhood Plan will support delivery of the existing need for affordable housing of 13 dwellings within the parish on one rural exception site subject to the identification of a suitable site based on the following criteria:

- it is consistent with other policies within the development plan; and
- it has a safe access to the services and facilities within the village by pedestrians and cyclists; and
- it can provide an appropriate mix and type of dwellings and affordable housing tenures that is consistent with the preference expressed in the most up-to-date assessment of affordable housing needs;
- if market housing is required to ensure the deliverability of the rural exception site, then this should

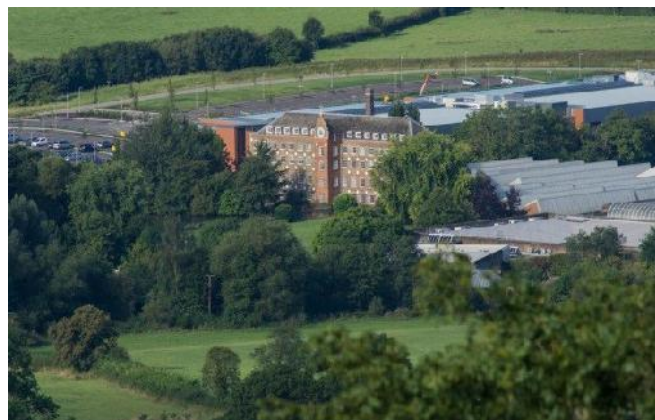
be the minimum level required to enable the development to proceed and must be supported by proportionate viability evidence.

As an exception, and subject to no overriding environmental or other planning constraints, the Neighbourhood Development Plan will support the local requirement for affordable housing need being delivered across a combination of sites.

Development proposals will be supported where the scale of development also looks to meet a proportion of the need for affordable housing amongst those employed locally (but currently living outside the parish), subject to appropriate evidence of these needs

This policy will be subject to a review of affordable housing needs arising in the parish undertaken as required to reflect any change in needs across Kingswood.

BUSINESS & EMPLOYMENT



Sustaining and Supporting Local Economic Opportunities in Kingswood

One of the main objectives of the NPPF is to build a strong, competitive economy. In more rural areas, this aim recognises the wider importance of supporting a prosperous rural economy to achieve the full range of sustainable development outcomes. It states that, “local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;
- promote the development and diversification of agricultural and other land-based rural businesses;
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.

This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and

- promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

The community of Kingswood – both residents and existing businesses – considers that the first and last of these objectives are particularly important. Equally though, there is an important balance that the Neighbourhood Plan seeks to achieve. Encouraging the growth of appropriate commercial activities that create jobs for local people may for many be achieved by more sustainable working practices – such as through home working and the need for improved access to high speed broadband – rather than the

provision of new facilities for businesses to occupy. It is also an important objective to ensure that any new residential development in the village supports the ability for those living locally to access employment opportunities within the parish.

The community also wishes to ensure that future patterns of commercial activity are compatible with the character of the local area – in terms of scale, intensity and the pattern of surrounding land uses. Activity creating the movement of heavy goods vehicle traffic must also be considered in terms of its impacts on the amenity of the village. This will be achieved by:

- protecting existing commercial premises from change of use where the existing businesses are of demonstrable benefit to the community (i.e. they create jobs which are capable of being accessed by the local workforce and/or they provide day-to-day services which are required by the local community);
- minimising the growth of commercial uses which increase commercial traffic movements through the village; and
- encouraging the delivery of high speed broadband to the parish (which also reflects the NPPF requirement to support high quality communications infrastructure).

Policy Justification

Kingswood has a significant business base relative to the population of the parish and it is important that this is protected. Away from Kingswood employment opportunities in many of the surrounding villages are more limited.

Core Policy CP11 of the emerging Stroud District Local Plan (online Stroud District Council) provides the main policy framework to maintain and support job generation. This recognises the need to safeguard the existing strengths of the District whilst recognising that to support the needs of a changing economy the regeneration of sites should be supported where this would help intensify the number of jobs provided, subject to satisfying relevant criteria. Policy EI1 carries forward safeguards for retaining “B-Class” uses on a number of key employment sites identified in the Stroud Local Plan (2005) including four sites in Kingswood: Renishaw New Mills (EK17); Renishaw Charfield Works (EK18); Abbey Mills Industrial Area (EK19); and Orchestra Works (EK20).

Diversification in terms of the rural economy and leisure and tourism sector is also recognised as an important component of economic growth.

These existing employment opportunities are an important alternative to the employment catchments in Gloucester and Bristol or beyond which also attract many existing residents. Whilst there are opportunities to commute by non-car modes, inevitably the majority of people working away from Kingswood will do so by car. The protection of local employment opportunities will not only provide greater prospects for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.

The Plan considered that it is important to protect the stock of commercial property in the parish. To do so, it is necessary to restrict the demolition or conversion

of existing commercial premises (A- and B-class uses) for non-commercial purposes. This will therefore only be permitted if it is clearly demonstrated that there is little prospect of the existing building or land being used for employment-generating purposes.

Although not directly related to Key Employment Sites in the Stroud District Local Plan Policy EI3 relating to small employment sites identifies that these will also be protected from loss to non-employment uses unless the applicant can demonstrate wholly exceptional circumstances. In order therefore to demonstrate that commercial land or property can be redeveloped for non-commercial uses, the land or buildings must not have been in active use for a significant period and it must be clear that there is little or no prospect of the premises or land being reoccupied by an employment-generating user in the future. To demonstrate this, a sustained marketing campaign, undertaken through an appropriate commercial agent should be provided with any application for change of use. This must show that all reasonable steps have been taken to market the property and that there has been no interest from a credible party.

POLICY BE1: PROTECTION OF EXISTING COMMERCIAL PREMISES OR LAND

There will be a strong presumption against the loss of commercial premises or land that provides employment or future potential employment opportunities. Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- the commercial premises or land in question has not been in active use for a sustained period; and
- the commercial premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses and as demonstrated through the results both of a full valuation report and a marketing campaign covering a reasonable period and the minimum necessary to demonstrate wholly exceptional circumstances supporting other uses; and
- Proposals for any alternative use are appropriate for the land in question, having regard to other policies in the development plan and any relevant constraints.

FACILITIES, INFRASTRUCTURE AND ASSETS OF COMMUNITY VALUE

The local community in Kingswood attaches great importance to the existing facilities, services and infrastructure which provide for the needs of the parish. This includes a broad range of resources including those already run and managed by the Parish Council (or other public bodies) as well as private businesses providing goods and services locally. Existing facilities also span a range of 'hard' and 'soft' infrastructure including physical buildings, open space and the groups within the community who use them.

This Neighbourhood Development Plan supports the Parish Council in continuing to keep under review the capacity of existing infrastructure and facilities and priorities that may be identified to protect and enhance their ongoing use. This recognises that some of the current requirements do not necessarily relate to the demand generated by new development, nor necessarily controlled by policies relating to the use of land. Nevertheless, achieving these is likely to relate to delivery of the objectives of the Neighbourhood Development Plan as a whole. This also relates to the need to expand existing facilities and secure additional land where necessary.

Key facilities to which existing priorities relate are:

- The Village Hall
- The Village Playing Field
- Tubbs Turf Multi-Sports Complex; and

- Wild Life Area and Great Crested New Mitigation at Chestnut Park (including allotments and community orchards)

A summary of some of the current priorities for these areas is given in the non-policy actions details for this topic and reflected in the policy for this topic.

In addition to the infrastructure priorities, the intensive and over-subscribed use of the playing field has identified the need to give serious consideration to the purchase and acquisition of additional land in close proximity to the existing facility in order to increase capacity. This has been actively explored by the Parish Council by making a purchase offer on the adjacent land.

The key priorities for the local community are referred to in a separate "Project List" which is reviewed regularly and secures formal resolution from the Parish Council for the items identified. This is an important separate document informing the delivery strategy for the Neighbourhood Plan. Future updates to the "Project List" will include identification of potential funding sources and funds required to support the management of existing or future facilities.

Development proposals will be supported where it can be demonstrated that they can appropriately contribute to current infrastructure priorities, including having regard to the requirement of the Community Infrastructure Levy Regulations (CIL Reg. 122). (online Stroud District Council)

In accordance with Policy CP6 of the emerging Stroud District Local Plan, this approved list of priorities should be used to inform regular updates of the Infrastructure Delivery Plan (and Local Transport Plan) for the district as a whole. Regard will also be had to these priorities when considering any monies delivered to the Council as part of the “meaningful proportion” following the introduction of Community Infrastructure Levy Charging.

Whilst no strategic development is proposed within this Neighbourhood Plan, significant weight is given to continue to monitor and review levels of demand and capacity for existing infrastructure provision. Evidence of any newly arising infrastructure need that may be best provided by and associated with the delivery of new development will be considered as part of subsequent reviews of the Kingswood Neighbourhood Development Plan.

The local community also recognises the strain that commercial pressures, issues in the wider economy and changing patterns of land use and community uptake can have upon existing services and facilities. The retention of key facilities is strongly supported and the community seeks to resist any development activity leading to a loss of whole assets or the utility of key resources such as open space. For this reason, the Neighbourhood Development Plan supports the identification of Assets of Community Value and future appropriate measures to secure their protection. Local Businesses providing services and facilities for the local community will also be considered for registration as Assets of Community Value. The community also attaches great importance to ensuring that any new facilities or open space delivered as part of new development are offered sufficient protection – in-particular the Great Crested Newt Mitigation, Allotments and Community Orchards linked to the development of Chestnut Park.

POLICY GSC1: PROVISION OF COMMUNITY FACILITIES AND RECREATION SPACE

The provision of additional community facilities at Kingswood Playing Field will be strongly supported, including:

- a graffiti wall
- a youth shelter
- further play equipment
- toilets for playing field users.

The extension of Kingswood Playing Field to support additional formal recreation will be strongly supported.

Improvements to and extension of Kingswood Village Hall to provide additional space for community activities will be strongly supported.

The provision of formal off-road parking for users of Tubbs Turf will be supported.

Improvements and new provision should seek to provide for the range of needs of all sectors of the community.

These priorities will be reviewed regularly in accordance with “Project List” updated and approved following formal resolution from the Parish Council.

POLICY GSC2: ASSETS OF COMMUNITY VALUE

The Kingswood Neighbourhood Development Plan supports the identification, nomination and appropriate protection for land and facilities recognised as Assets of Community Value

The Neighbourhood Plan will resist any change of use or loss of Assets of Community value, unless it can be clearly demonstrated that the asset is no longer financially viable or considered necessary or of value to the community or a suitable replacement can be provided elsewhere. Any replacement provision should meet or exceed the

existing benefit to the community of the current site, especially with regard to safety and accessibility.

Development proposals on land or facilities identified as Assets of Community Value will only be supported where this enhances the value of the asset or provides additional opportunities for residents to meet, socialise, exercise or learn.

Additional open land brought forward as amenity land to support new developments will be regarded in the same way as any existing community asset land identified in the parish.

ENVIRONMENT

Kingswood has seen substantial development in the second half of the 20th century with housing being mainly built on the east-side of the settlement filling the space formerly covered by orchards between High Street and Walk Mill Lane. Two recent developments have significantly expanded the village settlement into the countryside to the west-side. External to the village settlement is agricultural land in all directions.



View of Kingswood from Wotton showing new development on the right

Protection of natural habitats

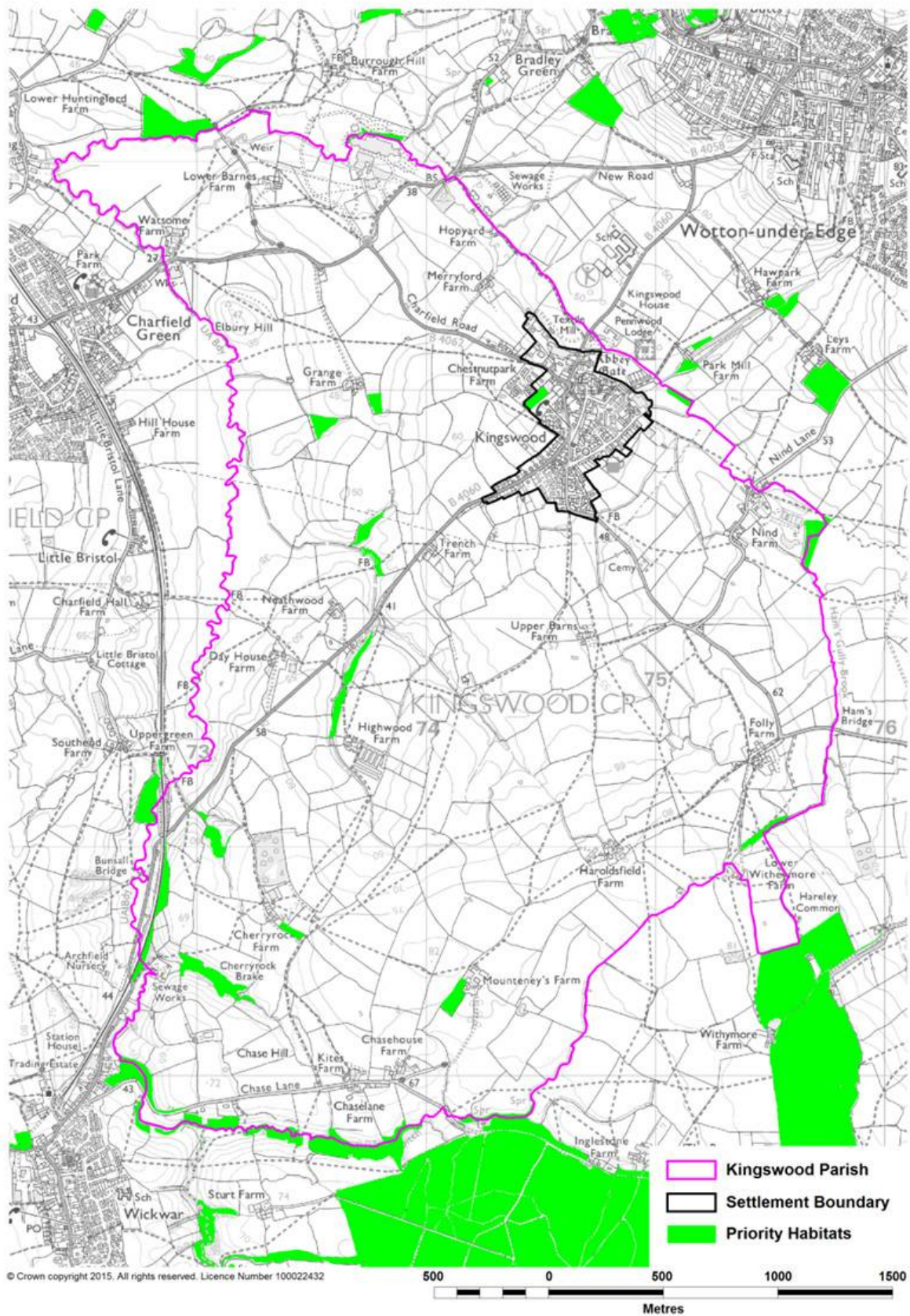
Kingswood is rich in wildlife, as one would expect from a rural setting. Hedgerows, ponds and running water provide ideal habitats within the parish.

The Kingswood Environmental Character Assessment (online Kingswood

Neighbourhood plan) was completed on behalf of the community in October 2014. This provides a detailed profile of key biodiversity assets across the Parish and is supporting evidence for this Neighbourhood Plan. It is the wish of the community that habitats are not lost due to development. It is therefore essential that proposed developments identify and mitigate against any loss or disruption.

The strategic objectives of the emerging Stroud District Local Plan (online Stroud District Council) recognise the need to limit adverse effects of habitats and wildlife as key aspects of the area's distinctive qualities. For the Local Plan as a whole, this involves focusing development on brownfield sites, as well as ensuring all new development offers opportunities to design-in habitat and wildlife areas.

Policy CP14 seeks high quality sustainable development that achieves appropriate opportunities for biodiversity enhancement contributing to a sense of place. Policy ES6 seeks to protect natural heritage by providing for biodiversity across the hierarchy of identified assets. As well as seeking to conserve the most important sites, all development should seek to conserve and enhance the natural environment; including for protected species, where sites are undesignated and where there is no statutory protection. Policy HC1 contains criteria which require that, in order to obtain support in this respect for residential development proposals, locally valued habitats that support wildlife are not lost or damaged.



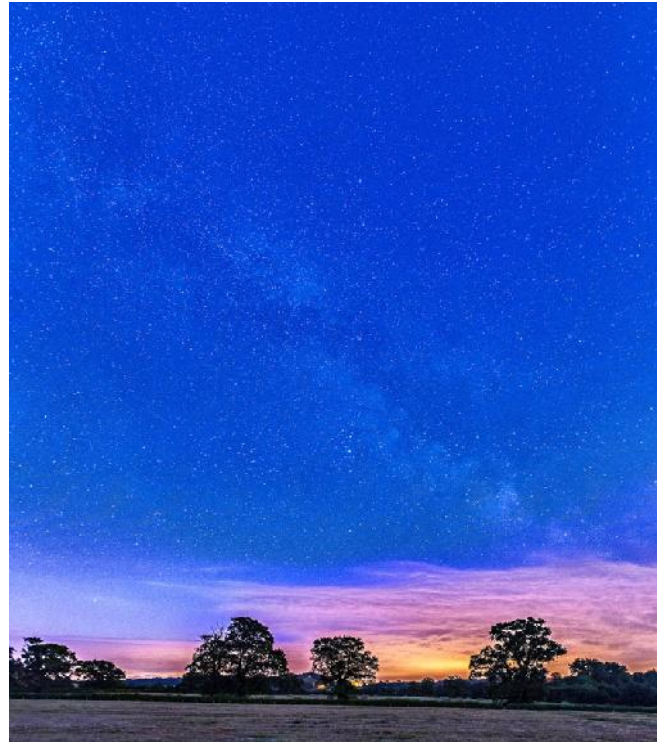
in order to attain support for residential development proposals .

It is therefore imperative that any potential harm arising from proposed development is, where possible, avoided. If it is not possible to avoid such harm, then it will be necessary to identify and ensure that appropriate mitigation strategies are put in place. If it is not possible to put in place the necessary mitigation, then development should not be permitted.

Kingswood supports an assemblage of wildlife typical of its rural nature and geographical position including species that are legally protected or recognised as being of conservation importance (See Appendix 1). A report titled *The State of the Natural Environment* (Gloucestershire Environment Partnership, 2011), mentions the re-introduced Red Kite, and also Otter, which have 'made a remarkable recovery during the past 15 years, from being virtually absent from the county to now being present on practically every river catchment'. Both these species have been recorded in Kingswood in recent years (See Appendix 1).

Of particular importance are the habitats associated with the brooks and streams that traverse the Parish with an established Water Vole population (Gloucestershire Wildlife Trust, 2014a), however high value wildlife habitats within the parish more generally are limited and declining.

Different habitats have different management requirements to maintain them and encourage wildlife. Site-specific Management Plans can be commissioned to meet the particular conservation goals for a given site and organisations such as Natural England and the RSPB produce



View of habitat in Kingswood

guidance for landowners on management of a range of particular natural habitat types (Natural England, 2014, RSPB, 2014). Some general management advice is being collated in a Kingswood Parish Council Guide, *Habitat Management for Wildlife*, which will be made available to landowners shortly.

Well-designed developments should be able to properly establish the location of habitats and the movement patterns of wildlife such that development does not impact on these. The relocation of any habitat should only be undertaken as a last resort when it is proven that a scheme cannot be designed to accommodate flora and fauna in their existing location (including consideration of whether a reduced quantum of development would provide a solution).

The village has seen a substantial amount of development beyond previous settlement development limits over recent years. Many of these have incorporated measures to preserve or relocate valuable flora and fauna, such as the ponds at the Chestnut Park development. However, the community views it as essential that such provision establishes a permanent relationship with surrounding habitats and green infrastructure and that they are not negatively impacted by further development. Mitigation that involves the movement of species via artificial habitats should not include double migration and development must not create islands out of previous mitigation sites.

Minimising the environmental impact of development

Policy Justification

Kingswood is not specifically situated in a landscape area of recognised value, although it does contribute to the setting of the Cotswolds AONB in terms of views into and out of the area. This does not mean that the community of Kingswood does not also appreciate the local value of the immediate landscape that it has. Whilst much of the land around Kingswood village has been well established for farming, there are examples of small-scale features that are particularly distinct within this landscape. These include mature trees, hedgerows and ponds. These are important aspects of the village's identity and its contribution to its wider setting.

This principle is supported by policies within the emerging Stroud District Local Plan (online Stroud District Council), including Policy ES8, which sets out the development causing unacceptable

POLICY E1: PROTECTION OF NATURAL HABITATS

Development proposals that would result in either the loss of or unacceptable harm to an existing area of natural habitat will not be permitted unless:

- proposed mitigation measures would result in an effective solution to ensure that the integrity of the habitat continues after the implementation of the development; or
- the development concerned identifies appropriate measures for the relocation of the existing habitat to an appropriate area confirmed by agreement from relevant consultation bodies and secures appropriate management arrangements both for the relocation and subsequent monitoring and aftercare; and
- development would not have any negative effects on areas of existing habitat established as part of mitigation following previous development in terms of their quality and the ability of species to migrate between these and sites elsewhere.

loss of trees, hedgerows or community orchards will not be permitted. Policy ES7 seeks to strengthen landscape type key characteristics and ensure that all proposals for development will be determined using the Stroud Landscape

Assessment (online Stroud District Council); the Kingswood Environmental Character Assessment (October 2014) (online Kingswood Neighbourhood Plan) provides additional evidence to inform this approach.

Such features should be retained as part of any development.

POLICY E2: MINIMISING THE ENVIRONMENTAL IMPACT OF DEVELOPMENT

Development will be expected to retain well-established features of the landscape, including mature trees, species-rich hedgerows and ponds.

If there is significant loss of trees and shrubs as part of development, then new provision will be expected elsewhere on the site.

Green infrastructure and development

It is considered important to seek to enhance the green infrastructure assets of the parish where possible. Policy ES6 of the emerging Stroud District Local Plan (online Stroud District Council) recognises the importance of understanding the connection between biodiversity assets, including taking account of the Gloucestershire Nature Map . Many (although not all) key features including priority habitats and areas subject to active wildlife management are on the edge of the parish, away from the main settlement.

It is therefore important that the green infrastructure assets of the parish are maximised and made properly accessible. Development proposals are encouraged to facilitate improved connectivity between wildlife areas and green spaces that are used by the community.

The green infrastructure provision comprises an important aspect of local landscape character contributing to the identity of individual settlements and the pattern of countryside and development across the parish as a whole. Priorities for the "Kingswood Vale" Character Area identified in the Landscape Character Assessment for Stroud District (2000) (online Stroud District Council) include "the implementation of appropriate landscape schemes for any development to maximise integration with the landscape pattern and minimise visibility from the AONB."

The form and function of these connections is highly valued by the local community and should be recognised as part of any new development proposals. This includes the existing relationship between built development and the countryside beyond, the relationship with locally important views and connections to the surrounding landscape.

As well as the rural environment, Green Infrastructure also includes the natural and manmade open spaces that exist within a predominantly built up environment. Within Kingswood this includes the Playing Field, The Chipping, graveyard, watercourses running through the village and private gardens. Green infrastructure provides connectivity for wildlife and a range of habitat quality. The promise of provision of a small number of allotments

has been secured through planning. The extent of this valuable resource, both for wildlife and people does not meet the demand within the community even before it is fully established.

The Parish Council manages a number of natural and amenity areas in the village and is due to adopt others. These include a mitigation area associated with the Great Crested Newt pond and remaining orchard strip on Tyndale View/Chestnut Park. The Parish Council seeks to manage these areas sensitively for wildlife in accordance with management plans and guidance from organisations including Natural England and Gloucestershire Wildlife Trust. Where management plans do not exist, general principles to protect and promote wildlife will be adopted in line with the leaflet Habitat Management for Wildlife, 2014.

POLICY E3: GREEN INFRASTRUCTURE AND DEVELOPMENT

Proposals that seek to improve the connectivity between wildlife areas and green spaces will be encouraged in order to enhance the green infrastructure of the parish and its contribution to landscape character and local identity.

Local Green Spaces

Under the NPPF (online Gov.uk), neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance

to the local community. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

The following areas have been identified by the community as being of value to them and in need of protection:

The Village Playing Field

The Playing Field, located to the south of the village centre off the Wickwar Road, provides an open space with open vistas to a wide sweep of the Cotswold escarpment that are enjoyed by people of all ages. The Playing Field consists of a play area as well as cricket square and football pitches. The playing field is surrounded by fields separated by hedges. The margin between mown grass and hedgerow is deliberately large to encourage wildlife. These wide strips of land were recently used by Gloucestershire Wildlife Trust for a species-identification training evening for local residents.



The Ash Path

The Ash Path follows the Ozleworth Brook towards Nind. It is a favourite place for dog walkers from both Kingswood and Wotton offering stunning views of Wotton and the Cotswold escarpment. The untouched beauty of this area has attracted a rich variety of wildlife including water voles. This footpath leads through open rural countryside to the Gloucestershire Wildlife Trust Nature Reserve at Nind and on to the neighbouring parishes of Hillesley and Tresham and Alderley. This path is an important link to the settlement of Nind.

The Chipping

The village centre has an open space where there is some un-regimented car parking by the village shop and pub that is opposite a grassed area. This is known as The Chipping. This area is used for community events and the annual carol singing by the community. It is an important community space and forms the central part of the village although designated as highway.



Nind Nature Reserve

Nind Nature reserve which has been identified as a Gloucestershire Wildlife Trust (GWT) Wetland Nature Reserve provides a haven for wild life, in-particular with the ability to support an increase in the population of water voles. Its active management is supported by the landowner alongside the involvement of the Environment Agency in seeking to protect and improve the quality of the river.



Tubbs Turf

Tubbs Turf is a multi-sports facility adjacent to Wotton Road and Charfield Road that contains a permanent tennis court and a further area that can provide a further tennis court, five-a-side football pitch or basket ball court, and table tennis. It is set in landscaped grounds which are open to all members of the community. There is a tennis pavilion with toilets and a kitchen facility. This area is used by the Primary School for PE and by members of Kingswood and the wider community.

Wildlife Areas, The Community Orchard and Allotments

These areas are currently being transferred to the Parish Council via a Section 106 agreement. These areas are expected to provide a valuable asset to the community in terms of protecting wildlife, maintaining the view toward Tyndale Monument and Wotton Hill which are an important backdrop to many community events. The intention is that the area is managed by the community and the parish council will be the owners of the land. The PC is working with Stroud Valley's Project on the management and maintenance of the land. It is intended to form a community group call "Wild about Kingswood" who will work in partnership with the parish council and Stroud Valleys Project. The intention is the land will be managed in a sensitive way to maintain and enhance the existing wild life population and conserve and enhance the hedgerows and planting. It is intended to carry out information and educational events on this site and to involve the school, community groups and individuals.



Wild Life Pond part of the GCN mitigation at Chestnut Park

The number of Local Green Space designations will be kept under review. The implementation of the Allotments, Community Orchard, GCN Mitigation and wildlife area will be monitored by the Parish Council. Where appropriate the community will consider further protections and may look to designate Local Green Spaces or other areas of open land of importance to the local population as Assets of Community Value in accordance with Policies GSC1 and GSC2.

POLICY E4: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

The following areas and as shown on the Proposals Map are designated as Local Green Spaces:

- The Village Playing Field
- The Chipping
- The Ash Path
- Nind Nature reserve
- Tubbs Turf

Proposals for built development on these Local Green Spaces will not be permitted unless the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of an identified Local Green Space.

Footpaths & Cyclepaths

Kingswood is fortunate in having in excess of 19 miles of Public Rights of Way. There are also seven footpaths leaving the village centre that are in good condition and well utilised locally. There are a number of locally important views from these footpaths that should be protected and maintained.

Many of these paths link the mills and the Abbey. There are 51 footpaths in the parish of Kingswood. All the paths are numbered and shown on the Public Rights Way Map appended to this; the footpaths are given a designation of CDK and a number.

In the 1980's the parish council produced a large map of the footpaths within Kingswood. This is mounted in the area near the Abbey Gateway. At the same time a leaflet was produced giving details of four walks within Kingswood.

There are a number of locally important views from these footpaths that should be protected and maintained. The 2010 Parish Plan identified the following views as significant: Views from The Ash Path Footpath CKD16; Views to the Tyndale Monument at North Nibley (these can be seen from footpaths CKD 12, CKD 6, CKD8, CKD 1, CKD 2, CKD 4 and CKD 5); and Views of the Abbey Gateway.



View to Cotswold Escarpment and Tyndale Monument from the playing field



View of the Tyndale Monument



View of Wotton Hill with new Chestnut Park in the foreground

There are extremely limited cycleways within Kingswood. The footpath linking Chestnut Park and Tyndale View was upgraded to a cycleway. However it is now a tarmac path rather than the green path that was there already. This has caused concern to the community. Future cycleways should be constructed of sympathetic material and create a green path rather than urbanising existing footpaths. The only other designated cycle path is at the Renishaw Roundabout where there are a few metres split between the roundabout's four exits, which are therefore isolated and not connected to any wider cycling infrastructure. The Sustrans Cycle route goes through Chase Lane, however, this route leads on to busy roads with a 50 mph speed limit and is not conducive to the promotion of safe

cycling. The NDP seeks to provide more safe access to pedestrians and cyclist on all its major routes in particular to both Kingswood Primary School, Katherine Lady Berkeley's School (KLB), Wotton (New Road) Skate Park, both Renishaw sites and the town of Wotton-under-Edge

Policy RL6 of the Stroud adopted Local Plan (online Stroud District Council) provides protection of public rights of way from adverse impacts on their route, function, character and recreational value. For Kingswood this also relates to footways within and leading into the village. Certain key destinations, including KLB School and Renishaw are outside the village so it is important that public rights of way and footways are retained and, where possible, enhanced to improve safe pedestrian linkages with these destinations.



View of the Escarpment from Hillesley Road



View of the Abbey Gateway

POLICY E5: PUBLIC RIGHTS OF WAY FOOTWAYS AND CYCLEPATHS

Any development must protect:

- the existing network of public rights of way and the locally identified views from them; and
- the existing footways serving the village of Kingswood and other key destinations, including KLB School and the Renishaw facility.

Existing public rights of way and footways should only be diverted where all alternatives options have been considered and cannot be delivered.

Development should protect existing provision for cyclists and where appropriate seek to enhance connectivity to the cycle networks whilst enhancing safety for cyclists.

LANDSCAPE CHARACTER

The parish of Kingswood is essentially rural. The view on entering the parish on the B4058 from the west is stunning and provides a panorama of rolling hills and green fields. These views are afforded at numerous locations throughout the parish. The countryside, the views and the feel of Kingswood is that of a traditional village and hamlets set in Gloucestershire countryside. The importance of the views on coming into and out of the parish was consistently pointed out in every consultation. Kingswood is valued as such a special place to live, because of the views, the importance ascribed to the surrounding countryside, and its relationship to the setting of the Cotswolds AONB.



Policy Justification – National and Local Policy Context

Protecting and enhancing valued landscapes is an important objective to which the planning system should contribute (NPPF Paragraph 109) with great weight given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty (NPPF Paragraph 115). To achieve this, national policy supports a criteria-based approach to judge the effect of any development proposals on landscape or biodiversity areas based on locally specific features. In order to ensure that protection is considered for all landscapes (in line with the European Landscape Convention) commensurate with their status, guidance recommends drawing distinctions between international, national and local designations (NPPF Paragraph 113). Appropriate weight should be given to their importance and contribution to key aspects e.g. biodiversity and wider ecological networks.

Policy CP4 of the emerging Stroud District Local Plan identifies recognition of existing landscape features as a key element in the consideration of place-making principles. This may form part of a wider relationship with a place's distinctive character and identity including aspects of the historic environment and specific heritage assets and as part of protecting and enhancing local biodiversity. Development proposals should take account of these features and other site-specific aspects such as topography and

orientation when seeking to protect and enhance a sense of place.

Policy CP15 of the development plan recognises the importance of the countryside to maintain the identity of settlements, their landscape setting and prevent coalescence and supports protection of these aspects where they contribute to the individual character of separate places. Policy CP14 relates to securing high quality design for specific proposals, but recognises that this cannot be achieved without ensuring that development contributes to the retention and enhancement of important landscape features alongside integration with appropriate landscaping and biodiversity and open space provision.

Policy ES10 – valuing the historic environment and assets - includes support for proposals that protect and enhance key views and vistas as part of enhancing the heritage significance and setting of the District’s assets and overall character. Assets identified which proposals should consider the protection, conservation and enhancement of include landscape features such as field patterns as well as archaeological remains and the character in the core of historic settlements.

Policy ES7 of the emerging Stroud District Local Plan makes specific provision for the protection of landscape character, in-particular any development within the Cotswolds AONB or on land which may affect its setting. Proposals in all areas should look to conserve or enhance the special features of different and distinctive landscape characteristics across the District. Existing natural features such as trees, hedgerows and watercourses which contribute to the landscape and its setting

should be capable of being protected or managed in order for development to be considered acceptable.

In setting the criteria to ensure appropriate protection of landscape character in Stroud District, the supporting text to Policy ES7 notes: “the principal pressure on the landscape arising from new development is erosion of the separate identity, character, visual and functional amenity of settlements and their setting, and impacts on the open countryside”

Policy Justification – Evidence Base

Relevant landscape characteristics affecting Kingswood are described in a number of evidence base studies produced to inform the statutory development plan across Stroud District. Reflecting Kingswood’s location just beyond the limits of the Cotswolds AONB, relevant interactions with and contributions to the setting of this wider important landscape are also considered as part of the character assessment of the AONB specifically. The key evidence comprises:

- Stroud District Council Landscape Assessment - Landscape Character Types, Supplementary Planning Guidance (November 2000)
- The Cotswolds AONB Landscape Character Assessment prepared by LDA Design (commissioned October 2002)
- Gloucestershire Landscape Character Assessment prepared for Gloucestershire County Council by LDA Design (2006)

The 2006 Landscape Character Assessment for Gloucestershire notes

its purpose to 'direct the management of landscape change and ensure the pattern of landscape character and local distinctiveness is celebrated, protected and enriched.

The unique landscape of Kingswood Parish recognised in these assessments identifies a number of Landscape Character Types including 'Unwooded Vale' and 'Kingswood Vale' and recognises the Landscape Character Area of 'Kingswood and Wick Vale'.

Characteristics of this landscape character area include:

- An irregular, sometimes broadly undulating landscape that becomes gentler in places, appearing almost flat.
- Transitional landscape from Cotswold Escarpment foothills to Severn Vale lowlands
- Mixed pasture and arable use with regular and irregular enclosure pattern
- Visually semi-enclosed to open with more open outward views to the south
- Surrounding escarpment and outliers form a backdrop to many views across the Vale.
- Relatively sparsely settled agrarian landscape with rural villages and scattered farms and dwellings
- Streams locally incised.

It is also instructive to note the contribution that the 'Unwooded Vale' Landscape Character Type makes to the Cotswolds AONB, as described in the Landscape Character Assessment

(2002) for this area. This is recognised as a transitional 'edge landscape' between the escarpment and its outliers, however, where appropriate "reference is made to the characteristics and features that occur within the wider adjacent vales in order to provide the context and linkage with the wider landscape type". For example, the relationship between significant landform features including Hanging Hill and the landscape bordering the urban edge of Kingswood is referenced.

Local Evidence:

This is supplemented by the analysis and interpretation of the landscape undertaken by the local community and the descriptions of local character provided in the Kingswood Village Design Statement and Kingswood Conservation Area Statement (Supplementary Planning Advice adopted by Stroud District Council December 2014).

Kingswood Village occupies the foreground of the expansive views from the Cotswold AONB and stretches of the Cotswold Way national walking trail, looking west towards the River Severn. The high quality views from the AONB contribute to the character of Kingswood. The escarpment stretches around Kingswood to the north and the east with the identified landscape of the Severn Vale.

Outside the main settlement of Kingswood Village, this is a rural, agricultural, landscape of scattered farmsteads and occasional old mill buildings with their associated watercourses, ponds etc.

The outlying settlement within the parish of Kingswood including Nind, Monkham Thorns, / Chase Borders / New

Mills and Chase Lane are described in detail in the Kingswood Village Design Statement (2014). This recognises that the characterisation and distinct identity of these places draws from and contributes to the wider landscape setting in terms of the relationship with surrounding countryside; rights of way and green infrastructure links; ecological networks; waterways and the relationship with the Cotswolds AONB.

Sporadic mature standard trees create distinct features in the landscape and within the settlement. Due to the village's position on the north-east boundary of the Parish, it is necessary to consider the Cotswold escarpment edge and slopes (Wotton-under-Edge Parish) which are important aspects of Kingswood's setting in the landscape.

The backdrop of the Cotswold escarpment and its unique character at this point provides the most important, visually striking aspect of the landscape. The views of the escarpment from the Parish, which include The Tyndale Monument at North Nibley, Jubilee Clump on Wotton Hill and far reaching views towards Tor Hill, are very recognisable and significant and provide local residents with a unique sense of place and an enviable connection with the landscape in which they live.

The importance of the views on coming into and out of the parish (and views of the village from the AONB) has been consistently highlighted in every consultation. The following most significant locally identified views were set out in the Kingswood Parish Plan (2010) and it is considered that they continue to reflect the identity and relationship with the surrounding landscape and therefore warrant protection and enhancement:

The Top 3 Views in Kingswood

View	%
Ash Path and Stream	52
Views to Nibley Monument	49
Abbey Gatehouse	44

Policy Approach

The community in the parish attaches great significance to these connections with the wider landscape character (including the relationship with the Cotswolds AONB) and distinctive features within the local landscape that contribute to the character of the area and the identity of its individual settlements. This is reflected in the network of green infrastructure across the parish; the desire to protect and manage key biodiversity assets; and the evidence of enjoyment of important views ascribed to features in the local and wider landscape reflected in existing Supplementary Planning Advice prepared by the community. The policy approach seeks to ensure that locally specific criteria are recognised and responded to in the consideration of any future development proposals.

POLICY LA1: PROTECTION OF LANDSCAPE CHARACTER AND LOCALLY IMPORTANT VIEWS

All development proposals should seek opportunities to conserve or enhance the local environment commensurate with their scale and location and in accordance with other policies within the development plan. Proposals should demonstrate that they have taken account of locally distinctive landscape features and landscape character types contributing to the identity of locations within the Parish.

Development proposals located outside the settlement development limits boundary, for which specific provision has not been made in the Neighbourhood Plan, must fully assess their impact on the landscape and secure appropriate mitigation where necessary.

Development will only be permitted if all the following criteria are met:

- Conserve and enhance the identified features and components of natural beauty;
- Reflect local topography and avoid any adverse impact of views into the development from other locations through changes to skyline, height or mass;

- Avoid the fragmentation of priority habitats and other areas of ecological importance locally and as part of wider ecological networks;
- Maintain the character, local distinctiveness, tranquillity, sense of place and setting of green infrastructure links and local green spaces;
- Contribute to maintaining the historic settlement pattern and mix;
- Prevent the coalescence of outlying settlements with Kingswood and maintain local identity and distinctiveness within the surrounding countryside;
- Protect and maintain the locally identified key views of the Ash Path, Abbey Gateway and Tynedale Monument at Nibley for the enjoyment of all users; and
- Maintain and enhance existing relationships at landscape transitions between built development and the surrounding countryside in terms of density, mass, scale and the pattern of landscaping and vegetation

Where relevant, proposals should have regard to their potential impact on the setting of the Cotswolds Area of Outstanding Natural Beauty.

FLOOD RISK AND DRAINAGE MANAGEMENT

Policy Justification

Policy ES4 of the Stroud development plan provides the broad framework for the comprehensive management of flood risk alongside seeking opportunities to manage and improve water resources, quality and wider ecological links. The local priorities in the Neighbourhood Plan provide further direction to this approach. Development will therefore have to ensure that it minimises the potential for all types of flooding event. This can be through a range of flood mitigation measures, both for the scheme as a whole and for individual buildings. As well as seeking to mitigate flood risk, the opportunity should be taken to enhance biodiversity where it is possible. Whilst no large-scale development is anticipated to come forward in the immediate term, the opportunity may arise to provide flood attenuation ponds. Not only do these address potential issues of rainwater run-off from development but they provide new habitats for species to colonise and potentially thrive in.

It is accepted that there may be more suitable alternatives to flood attenuation ponds in order to address their principal objective of minimising run-off. These include other forms of Sustainable Urban Drainage Systems (SUDS) or domestic rainwater management systems for smaller developments. However, if there is an opportunity to provide a flood attenuation pond as a form of SUDS then their provision as a means of providing additional benefits, will be supported.

Additionally, it is not acceptable for new development to require measures that could worsen flooding impacts elsewhere, such as the loss of open watercourses. The creation of new culverts will not be viewed favourably as it is consistently observed that developments which do so serve to increase the prospects of localised flooding.

Local Evidence

According to the Strategic Flood Risk Assessment (SFRA) for Stroud, all areas currently proposed for development are generally within Flood Zone 1, at low risk of flooding from rivers or sea (less than 0.1% probability). However, there are watercourses that transect the parish in the form of brooks and streams. The main watercourse within Kingswood village is the Ozleworth Brook. There are a number of properties adjacent to the Ozleworth Brook (at the lowest part of the village) that experience significant flooding. This usually occurs after periods of prolonged heavy rain and is the result of a combination of overspill from mains sewers and surface water drains and water from adjacent ground flooded by the brook.

The ground conditions across the parish are predominantly clay. The main route for surface water drainage is currently overland flow following the land topography, which falls from northwest to southeast. Where ditches exist, these act as temporary storage devices or flow routes to larger storage areas (such as ponds) or

to sewers. Otherwise, the main flow routes appear to be roads and pathways.

The assessment and management of surface water runoff will be paramount to ensuring that new developments, and all the adjacent land and properties, are safeguarded against flooding now and in the future.

The Water Framework Directive (WFD) aims to prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters. Planning authorities have a duty under the WFD to take account of the River Basin Management Plans (RBMPs) and can help deliver WFD objectives.

Kingswood Parish is traversed by numerous drainage ditches and ponds, which also act as wildlife habitat. Historically, these ditches have not been consistently well maintained and/or been removed/ culverted so the overall capacity of the ditch system to attenuate overland flow has been reduced.

One of the key residual risks that remain after implementation of any flood protection measures is the continued effectiveness of these measures over the lifetime of the development. This is particularly important for SUDs, drainage ditches and ponds.

Channel maintenance works should be carried out with due regard to watercourse ecology as well as the environmental setting and with least impact on users of the river. Where possible, this should have regard to the non-policy actions for drainage and maintenance contained in this Neighbourhood Plan.

Policy Approach

Any development increasing the risk of flooding across the parish will be resisted and positive actions to reduce flooding across the parish will be welcomed. For example, where there are existing culverts and development creates the opportunity to open these up, then proposing to do so will likely result in reduced risks of localised flooding, which will therefore be viewed favourably.

POLICY FR1: MINIMISING THE IMPACT OF FLOODING FROM DEVELOPMENT

Development in areas of flood risk as identified by the environment agency flood risk maps will not be permitted, also having regard to the Strategic Flood Risk Assessment for Stroud District and the need for preparation of a Flood Risk Assessment where required.

Development proposals will be expected to be designed and constructed to minimise the overall level of flood risk within the parish. Proposals will incorporate Sustainable Drainage Measures (SuDs) where appropriate and in accordance with National Standards for these.

Development requiring Flood Risk Assessment and provision for SuDS will:

- provide for the most appropriate surface water drainage (including the use of ponds, swales and bio swales or other forms of Sustainable Drainage Systems (SuDS));
- provide measures that promote positive ditch management and retain open ditch systems for drainage where it is possible to do so. Positive actions to open up and improve existing ditch systems will be viewed favourably.

- open existing culverts where practicable; and
- retain and encourage biodiversity
- identify and manage residual risks over the lifetime of the development. This is usually in the form of a detailed management and maintenance plan. This plan shall be available upon completion of the development and secure long-term management including provision for any future change in responsibilities

Development will not be permitted in flood attenuation areas where that development would reduce the ability of these areas to alleviate flooding.

Proposals that would create new culverts (unless essential to the provision of access to water systems) will not be permitted.

Proposals that would result in the loss of open watercourses will not be permitted.

Any new development must have adequate receiving surface water drainage, i.e. drains, culverts and definable water courses, under Environment Agency and Local Authority control.

Development incorporating SUDs features shall be designed to have adequate safety arrangements in order to prevent risk of accidents to children.

TRANSPORT, ROAD SAFETY AND ACCESS FOR ALL

Policy Background

The statutory development plan for the Stroud District area provides the underlying framework to ensure safe and accessible transport provision for all users and to secure upgrades and improvements where necessary to the transport environment.

This is also informed by national policy, including that provided by the National Planning Policy Framework, which provides guidance for determining development proposals and to ensure that opportunities for sustainable transport are taken up. By inference, the presumption in favour of sustainable development as set out in the NPPF also requires sustainable travel modes to be optimised in any new development proposal, and for the full opportunity to encourage a choice of travel mode to be properly explained and justified through any individual application proposal.

Paragraph 35 of the NPPF provides important strategic context for plan-making in relation to transport. It highlights the need to protect and exploit opportunities for the use of sustainable transport. In considering the location and design of development, regard should be had to achieving key outcomes including:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

Successive iterations of the development plan for Stroud have sought to secure sustainable transport outcomes and development that is acceptable in highways terms. Saved policies from the adopted Stroud Local Plan included GE5 (ensuring safety for all users and securing appropriate mitigation); TR1 (concentrating complementary land uses and using design to make maximum use of sustainable transport); and TR2 (ensuring safe and convenient access for pedestrians and vehicle parking standards).

The essence of these provisions is carried forward within the emerging Stroud District Local Plan, which is at an advanced stage of preparation. These intentions are reflected in over-arching strategic policy CP14, which looks to secure a high quality of development and specifically to provide safe and attractive access for all users and to locate significant development at locations near to essential services and good transport links. Policy ES3 particularly seeks to restrict development where it would have a detrimental impact on highway safety as a component of

maintaining a high quality of life. The strategy of the emerging Stroud District Local Plan directs no strategic growth to Kingswood in line with this overall approach.

Delivery Policy EI12 looks to enhance the accessibility of sites and promotes the use of travel plans and relevant parking standards as important components of securing the Plan's wider objectives. In-particular, Travel Plans are required for all major development or where there is likely to be a significant impact on the local transport network, to be determined by discussion with relevant Highways Officers. Any departure from the Council's parking standards will require accompanying evidence alongside any application; particular regard will be made to the potential detrimental impact of increased on-street parking, including at town centre locations and near mixed land uses.

Paragraph 39 of the NPPF sets out that if setting local parking standards for residential or non-residential development, the following should be taken into account:

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

In summary, the transport policies set out in the NPPF (para 29-41), when reviewed

as a whole, point to the optimisation of sustainable travel modes as an important consideration in the acceptability of development. Whilst the 'severity' test still applies in terms of the level of impact that a particular development a scheme may trigger, the 'planning balance' should also take account of whether a development is capable of accommodating sustainable transport solutions and whether the opportunity to stimulate non-car trips (e.g. walking or cycling to school, local trips to schools) is realistic within any particular application scenario.

Furthermore transport implications of a development cannot be considered in isolation and therefore the visual, amenity, landscape and 'placemaking' consequences of a transport approach (e.g. excessive parking demand) is a material planning consideration.

Policy Justification and Evidence Base

The Stroud District Council Settlement Role and Function Study (2014) highlights a number of important considerations in terms of access to sustainable transport and transport movements across the parish.

Kingswood is identified as having an above average proportion of residents travelling in excess of 60km to work, and therefore makes a lesser contribution to objectives of concentrating development and reducing the need to travel. Fewer residents than average commute within Stroud District; or within close proximity (2-5km) to the parish. Access to facilities elsewhere is described as "fair" whilst the village has a relatively low concentration of facilities, particularly strategic facilities such as a bank or doctor's surgery.

There is a high level of car ownership in this rural parish, with reliance on the car for out-commuting and access to services and facilities in the surrounding area.

Local Evidence

Traffic and transport issues have increasingly become a major feature which shares the Kingswood we see today and has an impact on residents' lives today. Many of the traffic issues facing Kingswood go beyond the boundaries of the parish, such as with the proximity of the M5 and the strategic bus network. The Neighbourhood Plan comes with no large capital fund for implementing the infrastructure changes that people wish to see. Instead the policies relate, primarily, to how new developments should take traffic and transport into account when new developments are being planned and what is reasonable to put in place in mitigation, in line with the CIL para 122.

It should be noted that the same evidence base will be used consistently in relation to Local Transport Plan representations and also in response to specific development proposals. Where policies make reference to development contributions for specific locations and scheme solutions it is considered that these are compliant with CIL para 122 on the basis that:

- The schemes have a direct linkage to the car and non-car user needs of the development
- That mode shift to sustainable modes will be limited for the development because of the pre-existing barriers to walking and cycling use

- That the wider placemaking, landscape quality, health/wellbeing and amenity factors are material in these circumstances
- That without the necessary investment in sustainable transport the level of car ownership/use will exceed the levels predicted by the developer (as demonstrated consistently by the evidence base)
- That a retrofit solution is needed on the existing village fabric to be able to accommodate net traffic increases and/or impacts on pedestrian accessibility.

In the light of the above, development contributions towards off-site measures needed to stimulate sustainable travel use for local trips is justifiable, especially involving routes to the village centre and primary/secondary schools. Use of green infrastructure links and public rights of way are also particularly important in this strategy and whilst PROWs are afforded statutory protection in their own right, in the Kingswood situation these linkages are even more critical in terms of encouraging walking for leisure and amenity journeys.

For this reason the diagnostic exercises carried out on 'transport' have focused specifically on the pedestrian environment as this will provide a strong barometer as to how changes in the visual fabric of village will impact upon residents.

Scale of recent developments

As discussed previously in the Neighbourhood Plan, the scale of development in Kingswood has been exceptionally high in comparison to the rest of Stroud District. Recent increased

development in Kingswood has occurred with little to no road infrastructure improvements.

Pedestrian connectivity

A clear characteristic of Kingswood village is the pedestrian linkages, which weave between the residential streets, where close connections are made possible between most parts of the village, encouraging a sense of a tight knit local fabric (please refer to the Village Design Statement). The network of 'cut through' footpaths is a design feature that must be upheld in any new development. Active frontages are desired for these and well-lit paving should be achieved in order to maximise the use of these by all members of the community.

There are some key gaps in the pavement provision, such as on Hillesley Road, and access to the cemetery, key crossing points which lack formal crossing, as well as smaller but significant gaps in dropped kerb access which has impact on disabled people/pushchair users.

A problem highlighted during consultation, and in particular by school children, is that there is pedestrian / vehicle conflict in the village centre at The Chipping and at Tubbs Turf where crossing the road for vulnerable users is difficult. A strong need has been identified through consultation for a designated pedestrian crossing on Wotton Road close to its junction with Charfield Road and Abbey Street, in order to cross the road safely. This route is well used by students walking to KLB, and also this road is crossed by the Primary School to access Tubbs Turf and the facilities there. Due to the convergence of 4 roads at this point (Wotton, Charfield, Old Rectory and Abbey

Street) it is difficult to read the traffic and fears around safety are high particularly amongst this vulnerable group and their parents/carers.

In summary:

- The village has a strong design feature of interlinking network of paths within the village and into the countryside. The preservation and enhancement of these green infrastructure links are particularly important
- There is pedestrian/ vehicle conflict in the village centre at The Chipping and at Tubbs Turf where crossing the road for vulnerable users is difficult. This is a problem identified by school children during consultation
- There are some key gaps in the pavement provision such as on Hillesley Road and access to the cemetery, key crossing points which lack formal crossing, as well as smaller but significant gaps in dropped kerb access which has impact on disabled/ pushchair users.
- Issues with pavement parking also impacts upon the safety of pedestrians

Cycling

- There is none to minimal cycling infrastructure in the majority of Kingswood. Chase Lane is part of the National Cycle Network but the cycling access from the village to Chase Lane is poor and dangerous

Public transport

- There are very limited public bus connections from the village to larger centres. These are limited at peak times and not possible outside the peak. There is one taxi operator based within the village.

Car usage

- There is a high level of car ownership in this rural parish, with reliance on the car for out-commuting and access to services and facilities in the surrounding area. This leads to problems of sustainability, congestion, parking and pollution as well as the negative visual impact of cars on the historic conservation area and overall character of the village. Both the high car ownership and overall increases in car traffic are beyond the capability of the original road design and layout, especially in the centre of the village
- There has been a significant increase in car ownership and commuting amongst the 'newer' developments
- Increased out-commuting is based mainly on single occupancy car travel
- Traffic flow is generally reasonable but peak congestion occurs on the main junctions. The Wotton Road pinch point is also exacerbated in term time due to the number of buses, being used to bring in children from outside the parish and which run through the village.

Road network connectivity

- Nearby villages are in close proximity but due to road speeds and lack of safe cycling there is not a realistic option for travel by means other than car, The highways road network within Kingswood parish concentrates through the village centre, where the 4 feeder roads converge in the village centre to join Old Rectory Road.

The key routes in the area comprise:

Charfield Road (B 4062) heading to the North West provides the main route towards the B 4058 and the Renishaw Roundabout (site of employment)

B 4058 Through the Renishaw roundabout; the neighbouring parish of Charfield (with associated facilities); the administrative boundary between Gloucestershire and South Gloucestershire; and access to the M5 motorway.

Wotton Road (B 4060) heads North East towards KLB School, and the neighbouring parish of Wotton under Edge (and associated facilities)

Hillesley Road to the South East is the most rural in character of the 4 feeder roads, towards the small village of Hillesley, and also the Cemetery

Nind Lane – Links Hillesley Road to Wortley and the south eastern corner of Wotton under Edge. The popular public footpath between Kingswood village and Wortley that follows the river crosses here.

Wickwar Road (B 4060) heads south west towards the neighbouring parish of Wickwar. This road carries a height/weight restriction. The village hall and playing field are located south of the village centre and accessed off this road

Chase Lane passes through the southern boundary of the parish, routing between Wickwar and Hawkesbury Upton. This is part of the (on-road) National Cycle Network.

Old Rectory Road The convergence of the major roads discussed above through the village centre. The major village services are found on or very close to this road (the pub, the Spar Shop and post office, the gym and the village hall close by)

Localised physical limitations experienced by motorists in the village are:

- Pinch points along Wotton Road
- Charfield Road junction and narrowings

Car Parking:

There is a high demand for parking by Kingswood residents. The 2011 census data showed a parish average of 1.8 vehicles per dwelling. The door-to-door sample survey undertaken with Kingswood residents showed an average ownership of 1.9 vehicles per dwelling.

The feature of high car ownership is reflective of the lack of viable public transport options (limited services operate to limited destinations), with a high level of out commuting particularly to the M4 and South Gloucestershire/Bristol. On- road

parking resulting from new developments has displaced a number of cars onto the existing road network. Narrow roads and overcapacity do lead to parking on verges or pavements in some areas. Parking in inappropriate locations leads to difficult access by vehicles and pedestrians and detracts from the character of the local area

Concerns highlighted by the community indicate the some of the recent new development within the village has seen poor planning and insufficient provision for residents' parking which has led to a significant amount of on-road parking which impacts on the lives of the residents living in this area and adjacent proximity.

The local community is keen to ensure that the number of parking spaces created at new developments must be reflective of the evidence that KPC has gathered in preparing the Neighbourhood Plan. In order to avoid exacerbating current parking issues provision for off-road parking is sought in all new residential development. There is also inadequate village centre parking leading to a high proportion of on- road parking which has an adverse impact on the conservation area.

Key issues relating to existing car parking activity at facilities within the parish are set out in the non-policy actions section of this Neighbourhood Plan in relation to transport issues. These should also be considered where they directly relate to proposals for new development for the reasons given earlier consideration a 'car first' approach to travel as opposed to a 'sustainable transport first' approach as advocated by the NPPF.

Pinch points exacerbated by parking are most problematic at Wotton Road where the road narrows to a single-file bottleneck between the Kingswood Lodge and Pennwood Lodge care homes and the Tubbs Turf facility. The incidence of on street parking extends the intended length of the single file stretch of road, to a length, which hampers the flow of vehicles. General pavement parking can be problematic in that this can prevent passage by pedestrians and wheelchair users on the pavement.

Specifically, the new development at Chestnut Park has seen poor planning for residents parking which has led to a significant amount of on-road parking which impacts on the lives of the residents living in this area and adjacent proximity. This has left legacy issues for the village but also key 'lessons; learnt in terms of the relationship between housing layout, parking ratios, car ownership and the viability of sustainable transport alternatives.

Policies

Pedestrian Accessibility

This Neighbourhood Plan places the needs of pedestrians at the top of the user hierarchy. Strategic enhancements of routes to and within the village envelope should be secured through S106, the Local Transport Plan for Stroud District and other sources of funding. Developments are not being asked to provide them in entirety, but given the need for pedestrian accessibility and permeability throughout this village, scalable contributions are considered both appropriate and justifiable given the wider planning context and impact on the character of the village.

POLICY T1: DEVELOPER CONTRIBUTIONS TO ENHANCING PEDESTRIAN CONNECTIVITY

Developers will be expected to contribute towards the cost of pedestrian connections between their sites and key services and destinations in the village. These contributions will be in line with the size and scale of the development and its predicted traffic impact. Contribution will be proportionate and appropriate in line with the CIL regulations.

The primary improvements identified are:

- a. An accessible public footpath should be implemented between the nursing homes on Wotton Road to connect these to the village centre.
- b. Pedestrian crossing should be implemented at Wotton Road/ Tubbs Turf junction
- c. Pedestrian crossing to be implemented at Wickwar Road / Old Rectory Road
- d. Widening and segregating of the footpath on Wotton Road from Kingswood village centre to KLB

There are two nursing homes on Wotton Road and to support the accessibility of these sites no further adverse traffic impact should be generated through the “pinch point” area leading northwards from the village. This will benefit not only the residents and families of those visiting the care home but other residents using this side of the street

A strong need has been identified through consultation for a designated pedestrian crossing at the Tubbs Turf/Wotton Road junction, in order to cross the road safely. This route is well used by students walking to KLB, and also this road is crossed by the Primary School to access Tubbs Turf and the facilities there. Due to the convergence of 4 roads at this point (Wotton, Charfield, Old Rectory and Abbey Street) it is difficult to read the traffic and fears around safety are high here

A strong need has emerged through consultation for a crossing at the Old Rectory Road/Wickwar Road junction, in order to cross the road safely. This is a busy node with the shop, pub, gymnasium on The Chipping, a pedestrian footpath to Chestnut Park, and the Village Hall access.

The existing path between Wotton under Edge and KLB offers a path that is buffered by grass. This buffering of the path from the road should be extended from KLB into Kingswood, and receive a widening to allow for a sharing of the path with cyclists simultaneously. Again this will benefit any children moving into new developments within the village and enable this short journey to be made on foot or cycle as opposed to car use due to safety perceptions.

POLICY T2: CYCLE PARKING

- a. Secure cycle parking should be made available at The Chipping
- b. Secure cycle parking will be made available in any new development

POLICY T3: CYCLEPATH PROVISION

- a. Existing footpaths will be reviewed to re-evaluate routes where bicycles are not currently permitted but may be able to be accommodated.
- b. Wotton Road will receive a cycle path by extending the width of the footpath. A shared pedestrian and cycle path with a safety buffer of grass, between the village centre and Wotton-under-Edge.
- c. New development will provide cycle paths for connectivity to the village services. These paths will be of an appropriate design and building material in keeping with the village, be cycle friendly; no styles will be in place, (which limits access not only for cyclists but also other wheeled access such as wheelchairs, those less mobile and push chairs).

POLICY T3: CYCLEPATH PROVISION (CONT.)

- d. Painted cycle lanes and design speed reductions from Kingswood village to Wotton under Edge will be implemented
- e. Painted cycle lanes and design speed reductions from Kingswood village to Charfield will be implemented

NB. The boundary of the parish means that this NDP cannot influence the entirety of the route into Wotton under Edge. However this NDP is supportive of a footpath and cycle lane into Wotton on Wotton Road, and developer contributions would be approved towards this end.

This NDP places cycling as the second priority after pedestrians in the road user hierarchy. The cycling infrastructure provision within Kingswood parish will be supported to achieve active travel for local journeys and the provision of secure, accessible cycle parking both within new developments and at key community destinations (i.e. The Chipping) will be essential to uplift the level of cycling in the village for local trips.

POLICY T4: BUS SERVICES

The NDP supports proposals for further provision of bus services to the parish. New developments will be expected to demonstrate what levels of demand may arise from their proposals and to put in place measures for bus access as part of their travel plans. Proposals for services to key destinations of Yate/ Bristol/ Gloucester/Cam and Dursley station and the local network of villages are particularly welcomed.

Bus Services are infrequent through Kingswood village. The table below shows the level of provision through Kingswood village, excluding school services.

Service	Destinations	Frequency (weekday)	Frequency (weekends)
84	Yate – Wotton-under-Edge	Every 60-90 mins daytime	Every 60 -90 (Sat)
87	Thornbury - Dursley	Every 2 hours	Every 2 hours (Sat)
201	Thornbury – Wotton - Gloucester	Once a day	Once a day (Sat)
288	Wotton local hopper	Once a day	N/A

Therefore, the bus is rarely considered a viable option and use of maxi-taxi or other creative community transport options should be considered by developers in their submissions.

POLICY T5: RAIL DEVELOPMENT

This NDP supports any action to reopen Charfield Station with an associated connecting bus/taxi feeder arrangements for Kingswood village.

The nearest stations are at Yate to the south and Cam and Dursley to the north. There is a demand from residents which would support the reopening of Charfield Station. The station itself is beyond the scope of this NDP however this is an action supported in principle by this NDP and which would require improved bus connections (linked to Policy T5).

POLICY T6: COMMUNITY TRANSPORT AND TAXI USE

A 'maxi-taxi' style service to provide access locally to core services will be supported for the use of Kingswood residents (and those beyond). Developers will be expected to evidence consideration of these options in any transport assessment. travel plan prepared for their application site.

Due to the rural nature of Kingswood, community transport and maxi-taxi services represent a solution that may be more fitting to serve the local needs of residents, where public bus services cannot meet the specific trip requirement and, or are not commercially viable.

POLICY T7: TRAFFIC MANAGEMENT – MANAGING IMPACT OF NEW DEVELOPMENT

- a. New Development should not adversely impact on traffic congestion in the village centre or at key junctions within the village or wider plan area, achieved through appropriate mitigation as necessary; the cumulative impact on traffic flows on the strategic and local highway network, including the roads within and leading to the village centre, will not be severe. Developers must take into consideration the findings of the KPC 2015 traffic survey as baseline figures for development
- b. New Development will not adversely impact on the character of the village through the impact of increased traffic through the village centre or through increased parking levels
- c. New Development should not adversely impact on the walkability/accessibility of the village for all users, including those with protected characteristics. They will not conflict with the user hierarchy with places pedestrian users at the top, particularly at the village centre or at key junctions within the village.

In the interests of the environment and the safety and wellbeing of residents, this NDP encourages a modal shift towards prioritising walking, cycling and public transport use, and the minimisation of car use. However it is acknowledged that due to the rural nature of the village, and limited public transport, car use is near essential for living in this area. The following policies seek to ensure that car use within the village is balanced with the need for a safe environment with the historic character.

The village centre is a defined conservation area and the sense of place and identity should not be undermined by the vehicular impact, both parked and in transit.

The impact of traffic associated with development leading to an increase in cars on the roads is not to have a negative impact on the lives of all users. Developers will be expected to consider both NPPF and NP checklists (produced by KPC) in the pre-application and application submission material and also to evaluate the impact in line with the Equality Act Section 149 in terms of impact on all members of society.

This will include (but not be limited to) the elderly, young children, women, disabled people etc) and be required to make reference to the Equalities assessment already provided as part of the evidence base.

POLICY T8: TRAFFIC SPEED AND SAFETY

This policy addresses the needs for appropriate speed limits and management to include both within new developments and on key routes through the village, which developments will rely upon for access.

- a. **Traffic speeds within new developments:** New residential developments shall include an easily understandable street hierarchy with a design speed of not more than 20mph for roads outside main access routes, unless there are overriding reasons for accepting higher speeds. It must also enable their use by refuse, emergency and delivery vehicles. In order to achieve this, the use of alternative strategies is encouraged, including speed-

activated signage, change in surface material. Traffic calming and other measures should be designed to permit safe passage by cyclists.

- b. **Design speeds within the parish:** Speed reduction should be achieved through altering the design speeds of Wotton Road, Charfield Road and Wickwar Roads which feed into Kingswood village.
- c. **Traffic speeds within Kingswood Village centre:** The development of an appropriate village centre traffic management/pedestrian priority scheme to enhance the identity of the village centre, and where appropriate a design speed of 20mph will be supported. Developers will be expected to contribute towards the costs of any traffic management scheme outlined by this policy.

Development proposals should take account of the extensive evidence base in relation to speeds and accidents, ensuring that development layouts and linking routes observe the design issues and constraints identified within the NDP transport evidence

Where new developments result in traffic generation, it must be demonstrated by the applicant that vulnerable road user groups

and those covered by the Equality Act, are not adversely affected. Where necessary retrofit measures will be needed on the existing road layout to achieve the 20 mph design speed, to provide the necessary protection for accessing local schools, and enable sustainable transport principles and measures to be properly demonstrated by the development.

POLICY T9: PARKING PROVISION IN NEW DEVELOPMENTS

The impact of inappropriate parking in the local area on character and accessibility should be reduced, by ensuring appropriate provision and by reducing the overall demand for parking in new developments.

- a. All new developments should provide adequate parking for the residents, with regard to design, local character, car ownership levels and available public transport provision. In Kingswood parish, this will require 2 off street parking spaces per dwelling (as per Gloucestershire's Manual for Streets)
- b. Developers will normally be expected to provide 0.5 visitor car spaces per dwelling in addition to the above unless they can show that the demand is likely to be materially different
- c. It must be demonstrated that there will be no significant impact on the parking in the surrounding area and that vehicles will not routinely be parked on public roads and mounting pavements.
- d. Manoeuvring space within the development in accordance with the Highway Authority's standards.

POLICY T10: PARKING AT THE CHIPPING AND IMMEDIATELY ADJACENT ROADS

Where new development is likely to result in additional parking demand within designated sensitive areas of the village retrofit measures will be sought to ensure that the scheme result in a "no detriment" impact in the existing parking situation, and where feasible, will enhance the parking arrangements in line with the overarching placemaking objectives of the NDP.

- a. Any new development must take measures to significantly reduce the need to drive to and park at The Chipping through improving the provision of walking and cycling options associated with the site
- b. A number of parking spaces must be retained at The Chipping in order to support the viability of the businesses operating at this site, and allow access for disabled users.
- c. The most appropriate methods of parking control for Kingswood village should positively reflect the design character of the village
- d. Specific measures to reduce pavement parking in the vicinity of the village centre should also be included where the impact of additional traffic shows this to be a risk

There is a high demand for parking by Kingswood residents. The 2011 Census data showed a parish average of 1.8 vehicles per dwelling. The door-to-door sample survey undertaken with Kingswood residents showed an average ownership of 1.9 vehicles per dwelling. The feature of high car ownership is reflective of the lack of viable public transport options (limited services operate to limited destinations), with a high level of out commuting particularly to the M4 and South Gloucestershire/Bristol. On- road parking resulting from new developments has displaced a number of cars onto the existing road network. Narrow roads and overcapacity do lead to parking on verges or pavements in some areas. Parking in inappropriate locations leads to difficult access by vehicles and pedestrians and

detracts from the character of the local area

Key trip attractors in the village centre are the shop, the Gym, the pub and the village hall. We seek to minimise the journeys to these amenities made by car, whilst at the same time ensuring that there is no detrimental impact on the success of these businesses – it is apparent that many 'stop off' journeys are made on the way to/from work at the village shop.

Parts of Kingswood village have issues with the lack of parking availability, and safety hazards caused by the positioning of on-road and on-pavement parking. The parking related problems are at:

- Village Centre (The Chipping)
- Hillesley Road/The Chipping

- Wotton Road by Tubbs Turf
- General pavement parking and lack of pull in spaces leading to congestion and pinch points.

There is a current informal parking area outside the shop/pub/gym. This is a convenient parking area as it is adjacent to the main amenities and facilities in the village. However, the parking is often poorly managed with no marked bays; parking encroaches onto the Hillesley Road junction.

The parallel parking on Hillesley Road is such that there is limited space for pull ins and traffic can back up onto the junction whilst awaiting a safe opportunity to pass through in single file.

new applications come in for alterations (e.g. increasing a car park, changing bed capacity of a residential complex). Given the sensitivity of housing numbers and transport impact, the NDP would require a travel plan for any development over 20 residential units, which is lower than the current County Council threshold, as well as for any employment –based development

The reason for this requirement is that the “sustainable transport first” approach must be properly assessed and documented within pre-application and planning application submissions, so that the actual level of traffic impact can be properly assessed. This is to avoid cumulative impact of a series of smaller developments exceeding their predicted trip levels.

POLICY T4.4: SMARTER TRAVEL

Travel Plans will be promoted at key trip generator sites and smaller sites where transport and movement patterns are deemed to be a key issue. To reflect the scale of village and the proportionate impact of any new development the following principles will apply to new developments:

- Travel Plans should be developed for the major trip attractors in

Kingswood Parish, including but not limited to KLB School and Renishaw

- Site specific travel plans will be adopted and maintained by each individual establishment.
- Through the planning process, KPC will seek pro-rata developer contributions to the maintenance of travel plans, and implement priority measures in line with the NPPF

In line with the NPPF approach which supports a ‘sustainable transport first’ approach to new development, new housing and commercial development will be subject to travel plan requirements. This will also apply to nursing homes/health location and to schools as and when

Non-policy Actions & Priorities

Priorities for Community Facilities Infrastructure

The village hall and its car park are located at the playing field. It was paid for by community fund-raising which leveraged grants from Gloucestershire Rural Community Council. It was built in two main phases in respectively 1976 and 1981. Kingswood Parish Council is the Custodian Trustee of the hall, which is a registered charity and is managed by a Management Committee of representative members of the

various groups within the village and a number of separately elected members. Kingswood Parish Council owns and manages the playing field.

The pitches for Kingswood Association Football Club and the square for Kingswood Village Cricket Club are both located at the playing field along with a floodlit training area for the football club, a junior football pitch and substantial play facilities for a wide age-range of children (much of the latter having being funded by the local community). Additionally, the playing field is hired by many groups





Kingswood Village Cricket Club

throughout the year including several cycle events, which hire both the field and the village hall. The Annual Village Show day is held at the playing field and village hall each year and is hosted by Kingswood Village Association. Playgroup and toddlers use both the playing field and the village hall. The local primary school also holds its annual sports day at the playing field.

In 2014 Gloucestershire Youth and Community worked in conjunction with the parish council and ran weekly Outreach youth events at the playing field.

Tubbs Turf

Tubbs Turf is a multi-sports complex and garden located at the heart of the village between Wotton Road and Charfield Road at the junction with the village War Memorial. It is a registered charity and is run and maintained by volunteers. It consists of a tennis court, outdoor table tennis table and multi-sports court that can be used for 5-a-side football, basketball, netball or tennis. A recreational facility on this site started life before World

War 2 as the social 'club' for the workers at the Tubbs Lewis & Co. Ltd. factory, and comprised two shale tennis courts. The new facility was established at the start of the new millennium, being financed by community fund-raising, sponsorship and grants. The modern tennis courts are open for bookings by members of the tennis club only and there is a small membership fee. The remaining areas are free for use by all.



Multi-Sports Court in foreground with permanent Tennis Court beyond

Wild Life Area and Great Crested Newt Mitigation

As part of the Section 106 Agreement connected to the Tyndale View (2008) and Chestnut Park (2011) developments, the community will eventually have a Community Orchard, Allotments and Wild Life Space with ponds for the required Great Crested Newt Mitigation. The community has already begun to enjoy the wildlife space with a pond dipping exercise. This area is adjacent to the playing field and creates a natural extension of the community area.

Issues

Playing field

The playing field is coming under increasing strain due to its size and amount of use. The football team and cricket club have to co-ordinate their fixtures to ensure that both teams can play without impact on the other. This can be difficult when there is a bad winter as the cricket club are then asked to delay the start to their home games to accommodate the delayed football fixtures.

The playing field does not have access to a toilet facility. This particularly caused issues with the outreach youth work carried out in summer 2014. To rectify this KPC paid for a Portaloo to provide this facility. This was well used by not just the youth outreach group but all users of the playing field particularly the families using the play equipment.

Previous consultations carried out in 2007 and informal consultations indicated that the youth of the village would like the following:

- Somewhere to be away from the younger children such as a Youth Shelter.
- A graffiti wall
- A basketball hoop
- A marked out running track
- Youth activities (music and sports based)

The intensive and over-subscribed use of the playing field has identified the need to give serious consideration to the purchase and acquisition of additional land in close proximity to the existing facility in order to increase capacity.

The Village Hall

The village hall is used by many village groups and for functions such as wedding receptions, christening and birthday parties and funeral wakes by members of the community. Please refer to the Kingswood Parish Council Review of Community Facilities at the Playing field and Village Hall November 2014 (online Kingswood Neighbourhood Plan)

Due to the layout of the village hall and the legislation in connection with children's activities it can sometimes be a problem accommodating all groups. This could have an impact on the long-term sustainability of the village hall and also an impact on Kingswood School.

The underlying problem is a lack of overall space combined with the current space not being designed for the level and nature of the current use, for example leading to shared access to the kitchen.

During the summer of 2014 KPC together with Stroud District Council ran an outreach Youth Club on the Playing field only. The village hall did not have the capacity or the facilities to accommodate it. This resulted in a poor take up by village youths, as it did not have a defined purpose or an indoor place to run activities. This was especially true when the weather was not good.

Currently Kingswood Playgroup and Toddlers use the hall during the daytime from Monday to Friday. This has an impact on other organisations using the hall due to restricted access to the kitchen. The groups affected are WI, Jubilee Club and Nia Dance. These groups are predominately attended by older members of the community.

The out-of-school club "Dragonflies" established in connection with Kingswood Primary School further exemplifies the issue. Dragonflies was set up and initially operated in the Village Hall to address a need raised by the school. The school did not have this facility for out of school provision and found the lack of it was a barrier to recruiting pupils. Parents want access before and after work to childcare facilities. Kingswood has good access to the M4 and M5. This has resulted in people living in Kingswood but working in Bristol, Cheltenham, Gloucestershire, Bath and further afield, which requires them to leave for work early and return late. 'Dragonflies' was therefore set up to address a sustainability need for Kingswood Primary School. Whilst the Village Hall Management Committee is trying to accommodate all groups to ensure that all remain using the village hall, there is also a consideration of the appropriateness of the out of school club being run at the same

time as a function such as a funeral wake. The out of school club has now moved and is operating in Kingswood School. This is a significant loss of income for the village hall.

The population of Kingswood has increased due to two housing developments at Tyndale View and Chestnut Park this is putting pressure on the community facilities and putting a strain on the continued social sustainability of Kingswood.

The NDP Steering Group engagement with the community and key organisations regarding the future options for the community space in Kingswood identified some preferred outcomes, as follows:

- Extend and refurbish the village hall
- Provide toilets for the playing field
- Solar panels on the village hall roof
- Open up more space at The Chipping
- Provide off road parking at Tubbs Turf

Transport, Road Safety and Access for All

Some of the elements highlighted by the community in the transport evidence base do not specifically relate to outcomes that can be achieved only through development or the control of land use at this stage but remain important priorities. These may be secured by working with other bodies and providers or as part of a future review of infrastructure and development requirements in order to direct any future funding sources. It is however essential that the same evidence base also feeds into the Local Transport Plan Review process and other formal consultation into which KPC can input.

Where appropriate and justified in line with the statutory tests for infrastructure contributions, monies secured as a result of planning obligations for new development or any monies delivered through the Community Infrastructure Levy in the future may be secured to deliver these priorities. Where the transport evidence has pointed to a clear policy objective that can be linked to a development and/or the need for a 'retrofit' scheme to mitigate its transport impact, these have been set out in the main policies. For other aspirations and 'pan-village' benefits these have been set out below in more detail:

1. Upgrades to wider cycling infrastructure

There is very little cycle-specific infrastructure in Kingswood village or on surrounding roads, as evidenced by the active travel audit carried out by the NDP team. The Renishaw Roundabout on Charfield Road has some cycle segregation present but this is site specific and limited in its impact.

This infrastructure is very isolated however, and the NDP seeks to extend the provision of this to as much of the parish roads as possible. The road speeds of the main feeder roads are high between 40-50mph, with poor visibility and no traffic segregation.

There is however the Avon Cycleway which passes with the parish boundary on Chase Lane to the south of the parish. This route will assist in developing a cycling culture is able to grow over the plan period, and thereby able to access the benefits that the asset of the Avon cycle within the parish.

Support to achieve this is provided for the following:

- Existing footpaths will be reviewed to re-evaluate routes where bicycles are not currently permitted but may be able to be accommodated.

- Promoting Wotton Road to receive a cycle path by extending the width of the footpath. A shared pedestrian and cycle path with a safety buffer of grass, between the village centre and Wotton-under-Edge.
- Ensure that any new cycle paths for connectivity to the village services are of an appropriate design and will be cycle friendly - with no styles in place, (which limits access not only for cyclists but also other wheeled access such as wheelchairs, those less mobile and push chairs).
- Seek provision and implementation of painted cycle lanes and design speed reductions from Kingswood village to Charfield and Wotton under Edge
- Deliver improved cycle parking at locations across the village prioritising

NB. The boundary of the parish means that this NDP cannot influence the entirety of the route into Wotton under Edge. However this NDP is supportive of a footpath and cycle lane into Wotton on Wotton Road, and developer contributions would be supported towards this end.

2. Reduction in speed limits

A large amount of consultation responses involved concerns around speeding. This has an impact of the choices made around walking and cycling, as the perception of danger prevents sustainable travel choices being made. This is particularly important around travel to school.

The Parish Council and this Neighbourhood Development Plan supports the following specific speed proposals, in line with the data collection already conducted (Community SpeedWatch) and subject to approvals from Gloucestershire County Council.:

Speed limits and speed reduction measures will be encouraged on the Wotton, Charfield and Wickwar Roads adopting the following limits, by speed limit alteration or by design speed.

- Village centre and approach roads reduced to 20mph
- Wider village envelope from settlement boundary limits maintained at 30mph
- Charfield Road reduced to 40mph from 50mph.
- Wickwar Road reduced to 40mph from National speed limit.

- Wotton Road maintained at 30mph with 20mph school zone
- Hillesley Road reduce to 30mph outside of boundary from National Speed Limit to 40

NB. To be assessed and implemented where practical.

The development of an appropriate village centre traffic management/pedestrian priority scheme to enhance the identity of the village centre, and where appropriate a design speed of 20mph will be supported. Developments providing appropriate contributions towards any such schemes will be supported.

3. Delivery of improved pedestrian footways and pedestrian crossing facilities in some locations and where not directly related to the impact of new development.

This Neighbourhood Plan places the needs of pedestrians at the top of the user hierarchy. Strategic enhancements of routes to and within the village envelope should be secured through S106, the Local Transport Plan for Stroud District and other sources of funding

The primary improvements to be achieved are:

- a. An accessible public footpath should be implemented between the nursing homes on Wotton Road to connect these to the village centre.*

There are two nursing homes on Wotton Road and to support the accessibility of these. This will benefit not only the residents and families of

those visiting the care home but other residents using this side of the street.

- b. Pedestrian crossing should be implemented at Wotton Road/Tubbs Turf*

A strong need has been identified through consultation for a designated pedestrian crossing at this junction, in order to cross the road safely. This route is well used by students walking to KLB, and also this road is crossed by the Primary School to access Tubbs Turf and the facilities there. Due to the convergence of 4 roads at this point (Wotton, Charfield, Old Rectory and Abbey Street) it is difficult to read the traffic and fears around safety are high here.

- c. Pedestrian crossing to be implemented at Wickwar/Old Rectory Road*

A strong need has emerged through consultation for a crossing at this junction, in order to cross the road safely. This is a busy road with the shops the Chipping, a pedestrian footpath to Chestnut Park, and the Village Hall access.

- d. Widening and segregating of the footpath on Wotton Road from Kingswood village centre to KLB*

The OK path between Wotton under Edge and KLB offers a path that is buffered by grass. This buffering of the path from the road should be extended from KLB into Kingswood, and receive a widening to allow for a sharing of the path with cyclists simultaneously.

e. *Hillesley Road extending to the Cemetery*

There is no footpath to the cemetery and only space for 2 cars to park in the drive. Improved accessibility will be achieved through a package of measures and support is to be established to explore: Speed limit reduction along Hillesley Road; Creating a larger parking facility at the Cemetery; and identification and investigation of further access solutions for pedestrian access

Improvements in pedestrian footpaths or off-road choices are desired along Wotton Road extending to Wotton and Charfield Road extending to Charfield and will also be supported.

4. Travel Plans and Smarter Travel

The Parish Council recognises and supports the ability of existing facilities in the parish as well as any development to contribute towards behaviour change and more sustainable travel patterns. In-line with these priorities:

- Support is given for the development of Travel Plans for the major trip attractors in Kingswood Parish, including but not limited to:
 - KLB school
 - Renishaw Works

Site specific travel plans should be adopted and maintained by each individual establishment and the outcomes monitored.

- The Parish Council will seek to inform the preparation, submission and maintenance of Travel Plans secured as part of any new development and implement priority measures in line with the NPPF.

5. Public transport

Bus Services are infrequent through Kingswood village. The table below shows the level of provision through Kingswood village, excluding school services:

Service	Destinations	Frequency (weekday)	Frequency (weekends)
84	Yate – Wotton-under-Edge	Every 60-90 mins daytime	Every 60 -90 (Sat)
87	Thornbury - Dursley	Every 2 hours	Every 2 hours (Sat)
201	Thornbury – Wotton - Gloucester	Once a day	Once a day (Sat)
288	Wotton local hopper	Once a day	N/A

Therefore, the bus is rarely considered a viable option. Further bus destinations and frequencies are desired by the residents of Kingswood. Key destinations are Yate/ Bristol/ Gloucester/Cam and Dursley station and the local network of villages.

Due to the rural nature of Kingswood, community transport is a solution that may be more fitting to serve the local needs of residents where public service does not meet the demand.

The nearest railway stations to Kingswood are at Yate and Cam and Dursley to the North There is a demand from residents which would support the reopening of Charfield Station. This is beyond the scope of this NDP however this is an action supported in principle by this NDP.

- **Bus services** - This NDP supports proposals for further provision of bus services to the parish. Proposals for services to key destinations of Yate/ Bristol/ Gloucester/Cam and Dursley station and the local network of villages are particularly welcomed. Developments providing appropriate contributions towards such schemes will be supported.
- **Community transport** (including a 'maxi-taxi' style) service to provide access locally will be supported for the use of Kingswood residents (and those beyond). Developments providing appropriate contributions towards such schemes will be supported.

6. Provision and Management of Parking Facilities

Key trip attractors in the village centre are the shop, the Gym, the pub and the village hall. We seek to minimise the journeys to these amenities made by car, whilst at the same time ensuring that there is no detrimental impact on these businesses success – it is apparent that many 'stop off' journeys are made on the way to/from work at the village shop.

Parts of Kingswood village have issues with the lack of parking availability, and safety hazards caused by the positioning of on-road and on-pavement parking. The historic layout of roads within the main village, particularly within the Conservation Area also provides the surrounding context for some of these issues. The parking related problems are at:

- Village Centre (The Chipping)
- Hillesley Road/The Chipping

- Wotton Road by Tubbs Turf
- General pavement parking and lack of pull in spaces leading to congestion and pinch points.

There is a current informal parking area outside the shop/pub/gym. This is a convenient parking area as it is adjacent to the main amenities and facilities in the village. However, the parking is often poorly managed with no marked bays; parking encroaches onto the Hillesley Road junction. The parallel parking on Hillesley Road is such that there is limited space for pull-ins and traffic can back up onto the junction whilst awaiting a safe opportunity to pass through in single file.

It is identified that parking issues such as on-pavement parking that restricts users' access is an enforcement issue and as such beyond the scope of a planning control document.

Support for the retention and provision of an appropriate number of parking spaces must be retained at The Chipping in order to support the viability of the businesses operating at this site, and allow access for disabled users.

Where the design of pavements cannot prevent illegal parking, this NDP is supportive of the most appropriate measures that will enforce better parking behavior.

New development proposals that can provide measures to significantly reduce the need to drive to and park at The Chipping through improving the provision of walking and cycling options associated with the site will be supported.

Drainage and Maintenance of Water Resources and Watercourses

The local community supports the most effective long-term management of the existing watercourses and resources within the parish and will seek the achievement of this based on the following actions:

Implementation of Management

Incorporation of the management and maintenance priorities associated with flood risk and water resource management within the annual maintenance programmes of either the district or parish council as appropriate; and

To secure and monitor any formal agreements for changeover of responsibilities and require that as a minimum these ensure that maintenance is carried out in accordance with the plan to mitigate future flood risk.

Any formal agreements for changeover of responsibilities should require this as a minimum to ensure that maintenance is carried out in accordance with the plan to mitigate future flood risk.

Rights and Responsibilities of Riparian Owners

Provide support and clear guidance on best practice to riparian owners within the parish to implement measures for the most effective management of water extraction, channel maintenance and efforts to secure water quality.

Guidance for Channel Maintenance

Channel maintenance works should be carried out with due regard to watercourse ecology as well as the environmental setting. This means that the need to clear the channel of unwanted obstructions should be set against the potential ecological effects, so that a balanced and proportionate solution is found.

In general, maintenance work on a watercourse should be carried out when it is least likely to impact on other uses of the river. This means avoiding the summer season on recreational waterways for example.

Wholesale clearance of a long reach of channel in one go should be avoided. Clearing out short reaches of channel with gaps in between, or only clearing

one bank and half the channel width, are options that reduce the environmental impact. As far as practicable, cut vegetation should be removed from the channel so that it does not float downstream and cause a nuisance to other river-users or block a culvert or trash screen.

Rights and responsibilities of Riparian Owners within Kingswood Parish

Anyone who intends to construct works in a watercourse must seek land drainage consent from the appropriate risk management authority. This applies to weirs, culverts, sluices and any works that could have an impact on the flow or water level in the watercourse. Likewise, anyone wishing to take water from a watercourse (for irrigation, for example) must first obtain an abstraction licence from the responsible risk management authority:

- For main rivers, this is the Environment Agency.
- All other watercourses are generally the responsibility of the local council or the Internal Drainage Board (in an IDB area).

Culverting a watercourse shall not be acceptable unless there is no other viable option. Similarly, the construction of additional weirs along watercourses is generally discouraged because of the potential impact on fish migration.

Riparian owners have certain rights and responsibilities regarding use of the watercourse. There is no duty in common law for a landowner to improve the drainage capacity of a watercourse,

but there is a responsibility to maintain the bed and banks and any trees and shrubs growing on the banks. The riparian landowners must also keep the channel clear of debris, including the removal of material that does not originate from their land.

A riparian landowner has the right to receive water in its natural quantity and quality, although it is often difficult to define what is meant by 'natural' in this context. By the same token, a riparian landowner has the responsibility to pass on flow without obstruction, pollution or diversion affecting the rights of others.

Sluice and weir operation is a key factor in managing water levels. It is crucial that an integrated approach to their management is adopted to enable control of water levels for the benefit of the watercourse and any adjacent floodplain and to reflect the many different functions of the watercourse. Currently, many of structures along watercourses are in private ownership and operators currently have no clear guidance on best practice. As a consequence, a number of privately owned structures are not being appropriately operated or maintained leading to inappropriate water level management.

During peak rainfall and when water levels are high, the operation of any water level control structure shall seek the permission of the responsible risk management authority (as defined above) to enable a managed response to reducing peak water levels across the catchment. This should minimise the risk of potential flooding downstream of the structures.

Appendix 1

Profile of the Community

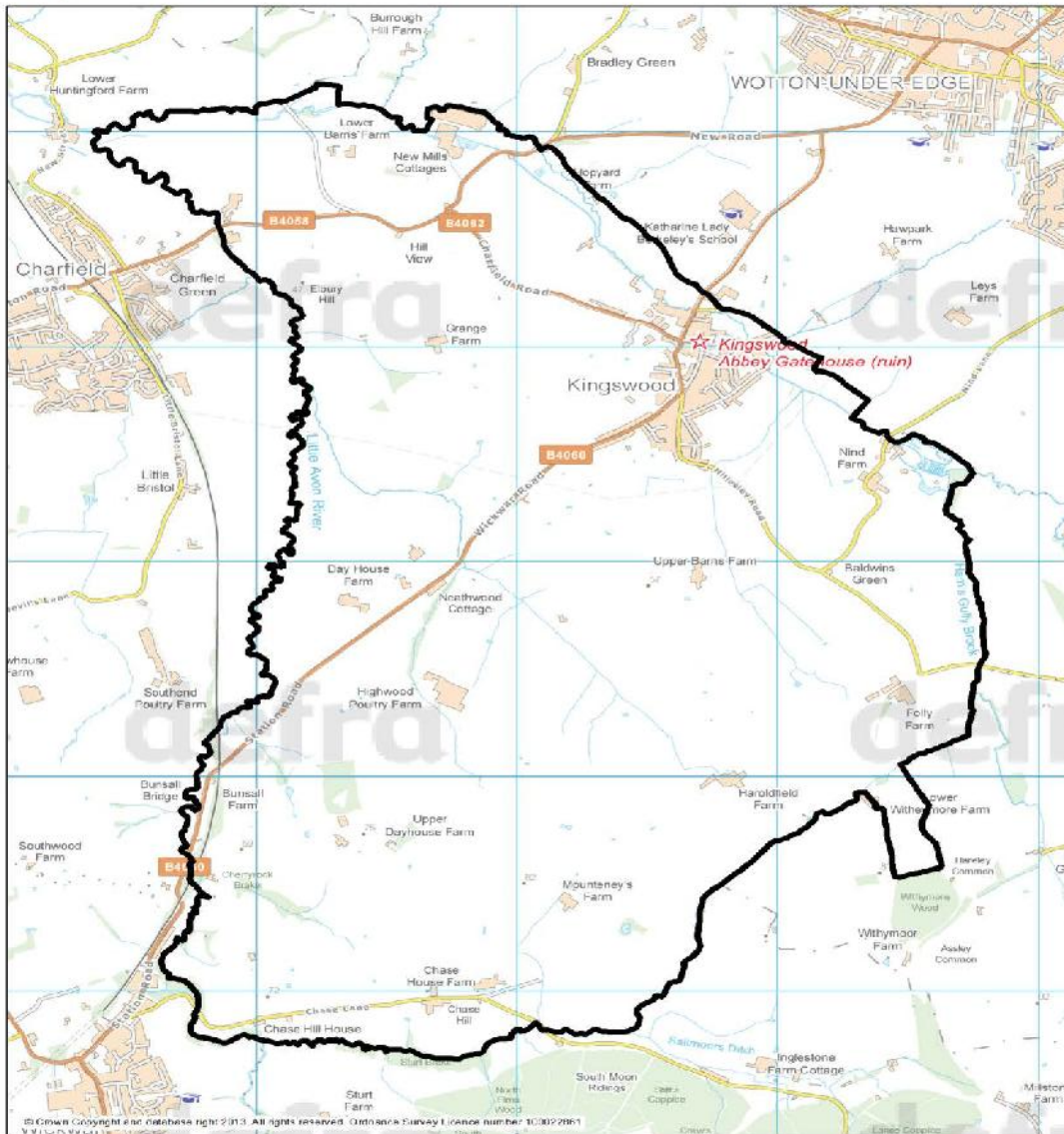
All statistics have been sourced from rural community profile for Kingswood parish as part of the Action with Communities in Rural England (ACRE) Rural Evidence project October 2013 online Neighbourhood Plan).

The Parish of Kingswood is in the Local Authority of Stroud, in the area served by Gloucestershire Rural Community Council.

To create this profile, OCSI have developed datasets for all rural communities in England, including parishes, towns and villages. **OCSI** have accessed the Office for National Statistics (ONS) definitions of parishes and urban areas; the data for Kingswood is based on this ONS definition which is shown in the map on the following page (due to the differences in definition, there may be small differences between the data provided in this profile and data published in the Census Parish Profiles).

See map below

Kingswood Parish



Source: 2011 Census Output Area boundaries; Crown Copyright. Crown Copyright material is reproduced with the permission of the controller of HMSO. Produced by Oxford Consultants for Social Inclusion, www.ocsai.uk, April 2013

Population



Fig 1 Break down of population Community Profile for Kingswood (Parish) ©ACRE, OCSI 2013

Fig 1 Break down of population Community Profile for Kingswood (Parish) ©ACRE, OCSI 2013



Fig 2 Source Census 2011 (table KS102EW)

In 2001 Kingswood had a population of 1295 this is an increase of 104 people equating to an 8% increase. See fig 3 show the level of inward and outward migration by age. In the same period there has been an increase of 31 houses equating to a 6% increase in households.

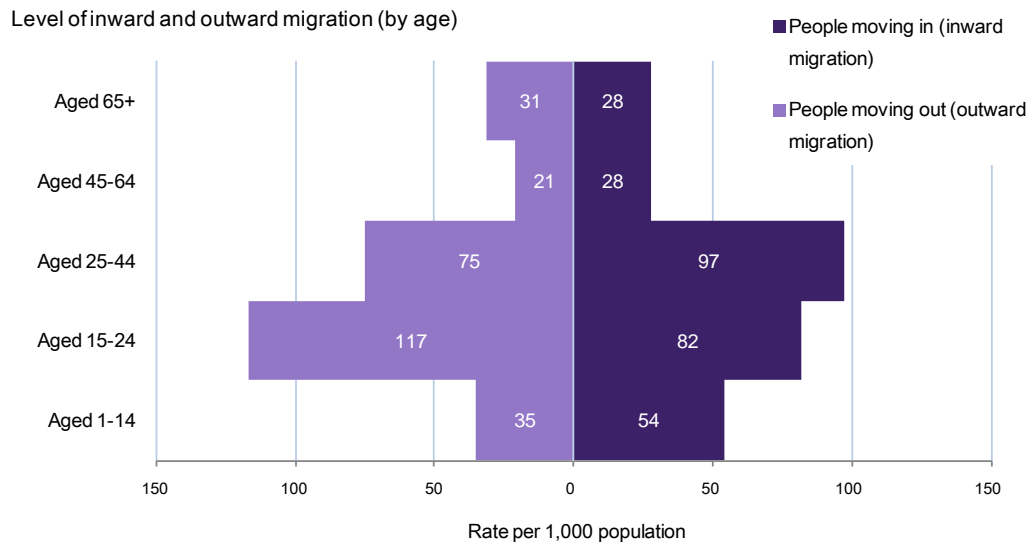


Fig 3 level of inward and outward migration by age

	2001	%	2011	&
Under 16	279	21.52	307	22
16-65	824	63.58	853	61.14
Over 65	193	14.98	235	16.85
	1296		1395	

Source 2001 and 2011 Census

Fig 4

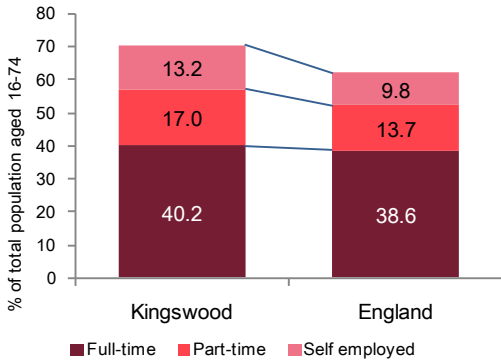
In 2011 the breakdown of age distribution stayed broadly the same over this period. Between 2001 and 2011 there has been approximately a 2% increase in the population aged under 16 and over 65.

Employment

Work



People in employment, by employment status



The figures indicate that resident in Kingswood in relation to employment are higher for all categories of employment in particular those who are self-employed.

Occupation Category	Count	Percentage of 705	Percentage of England
Managerial occupations	95	13.1%	11.5%
Professional (or associate) occupations	250	34.8%	30.3%
Administrative or secretarial occupations	75	10.7%	11.5%
Skilled trades occupations	95	13.1%	11.4%
Elementary occupations	50	7.2%	11.1%

There is a higher than national average of people in Kingswood working in a professional or managerial capacity. Correspondingly there is a lower than national average residents of Kingswood working in elementary occupations. This is consistent with the number of residents who have a level 4 degree qualification. The pattern of economic activity confirms that Kingswood has an active population in employment although it has a lower work age population than the Gloucestershire and nationally. It also has a higher proportion of young people 0-15 than both Gloucestershire and nationally. This indicates that Kingswood is a prosperous vibrant community.

The three largest employment sectors that residents from Kingswood are employed in or as follows

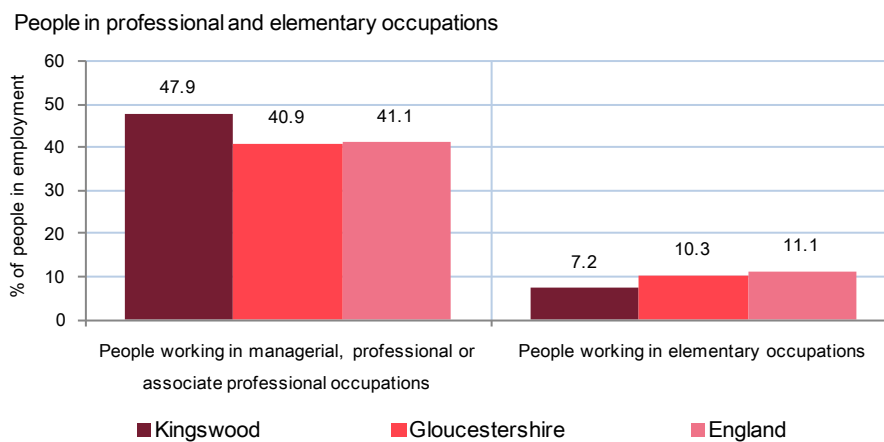
Largest employment sector	Second largest employment sector	Third largest employment sector
Retail	Education	Manufacturing
100 employees (14% of 705 of people in employment)	95 employees (13% of 705 of people in employment)	85 employees (12% of 705 of people in employment)

Geographical setting

The parish of Kingswood is situated approximately half-way between Bristol and Gloucester. It is at the most southerly point of Stroud District. Roughly triangular in shape the present parish covers 2,350 acres, approximately 9.5 square kilometres (3.7 square miles). The land is undulating, based on Lower Lias Clay. The height is on average about 50 metres above sea level.

Due to its locations and good motorway links with Bristol and South Gloucestershire Kingswood many of the needs of the parish are met by these counties. Wotton-under-Edge is the nearest town which is 1km away.

Local Infrastructure



Employment

List of Businesses

Company	Location
Renishaw	Charfield Border B4058
Renishaw	New Mills B4058
Abbey Plumbing	Abbey Mills Estate
Spice Factory	Abbey Mills Estate
Al's Cycles	Abbey Mills Estate
F&G	Abbey Mills Estate
Manor Printing	Abbey Mills Estate
Langford Mill	Langford Mill Charfield Road and Wotton Road
All Types Roofing	High Street
B&F Gym	The Chipping
Spar Shop and Post Office	The Chipping
The Dinnewicks Pub	The Chipping
Hairdressers	Wickwar Road
Goldings Haulage	Wickwar Road
Bensons Haulage	Weavers Close
W.S.Franks Garage	Weavers Close
Soils	Walkmill Lane
DCL Printers	Walkmill lane
Kingswood Garage	Wotton Road
Charfield Barns – (Watsome Farm)	B4058

Table 3

Renishaw an international engineering company has located its head office in the parish at New Mills. The site lies to the north-west of the village on the B4058 road. The company has converted the large former mill building known as New Mills into its head office. A large new building has just been erected to the side. It has another building on the parish border with Charfield. Renishaw is one of the identified employment sites within Stroud and employ over 1200 people at the two sites within the parish

In the main village, at Abbey Mills, there is a small industrial site which includes a printing firm, plumbing supplies and a factory which is housed in the old mill Abbey Mills building. At the bottom end of this site is the former Langford Mill, now housing administrative offices. To the east of the village are two small haulage companies, Goldings on Wickwar Road and Bensons at Weavers Close, Soils, and a printing company, DCL are located on Walkmill lane. Due to the mix of residential, agricultural and employment in the parish a large volume of traffic is generated at peak times of the day - See appendices 5, 6, 7 & 8 in the Supplementary information. The mixture of industrial units alongside residential has a huge impact on the parish and needs to be taken into account in the design of any future development or changes that take place. The use of mill buildings for commercial and employment makes a good use of the historic buildings and helps to retain a link to the historic character of the village.



DCL Printing Walkmill Lane



The Car Clinic Wotton Road

There are two care homes adjacent to each other, one within the parish and one located on the border and one which straddles the border with Wotton but is classified as within Wotton-under-Edge. There is no footpath linking the nursing homes to the main village and community facilities.

The table below indicates the reliance of the population travelling to their place of employment and not being employed in the local area. Due to the limitations of public transport in the parish, people rely on a vehicle to get to work - See table 4. Any future development needs to look at sustainable transport options. It needs to take into account the reliance on vehicles and ensure that adequate parking is made for any new development and also that there is no impact on the existing area.

All people age 16-74 in employment in area

Distance Travelled to work KM	People
Works mainly from home	128
Less than 2km	281
2 km - 5 km	196
5 km -10km	339
10 km -20km	380
20 km -30 km	185
30km-40km	41
40km -60km	33
60KM	26
Total	1609

Table 4: Source Online National Statistics updated 2005

38% of respondents to the 2010 Parish Plan commute over 10 miles to work. Any future development would need to take the reliance on the car into account and ensure improvements are made to the highways infrastructure.

Farms

Farm	Location	Main Business
Folly Farm	Hillesley Road	Dairy and Bed&Breakfast
Haroldsfield	Hillesley Road	Dairy
Day House Farm	Wickwar Road	Dairy
Withymoore Farm	Hillesley Road	Beef and Sheep
Upper Barns Farm	Hillesley Road	Beef and Sheep
Cherryrock Farm	Wickwar Road	Beef and Sheep
Mounteneys Farm	Chase Lane	Beef and Sheep
Chase Lane Farm	Chase Lane	Beef and Sheep
Nind Farm	Nind Lane	Beef
Lower Barns Farm	Monkham Thorns Charfield Road	Beef
Grange Farm	Monkham Thorns Charfield Road	Beef and Corn
Merryford Farm	Charfield Road	Corn and Grass
Watsome Farm	Charfield Road B4058	Corn and business units

Table 2: List of Farms

The location of the farms has an impact on the highway infrastructure for the parish. The roads need to be wide enough to accommodate the farm vehicles.

Health care

The nearest doctor's surgeries to the parish are located at Wotton-under-Edge and are a 5 minute drive from the village.

Chipping Surgery, 2.1 km from the centre of the village, is located at Symn Lane Wotton. It has 8,431 patients of which 1,055 are from Kingswood. It offers a range of services. There is a small car park and it has disabled access.

The Culverhay Surgery is located 2.6km from the centre of the village on Culverhay on the easterly side of Wotton-under-Edge. It has 6,200 patients of which 450 are from Kingswood. It offers a range of services and has a small car park.

Both surgeries can be accessed by a bus service. The bus service runs every 60-90 minutes during the day but there would be no connecting services for evening surgery. Wotton-under-Edge is uphill from Kingswood and it would not be easy for elderly, disabled or parents with young children to access the surgeries on foot.

Both surgeries offer a range of services which include Antenatal Clinics, Contraception Advice, Minor operations, Ear syringing, Dressings, Injections, COPD and Asthma Clinics, NHS Health Checks, Teenage Walk in Clinic, Diabetes care, Phlebotomy service, flu injections, ECG 24 hour blood pressure checks, Stopping smoking clinics.

Pharmacy

Both surgeries have a dispensing pharmacy but patients can only access this service if they live 2 Km or more from the surgery. There is a dispensing chemist in Wotton. Repeat prescriptions can be delivered to the Spar shop in Kingswood.

Hospitals

The parish is served by the following hospitals;

- The North Bristol Trust at Southmead 27.2km
- Gloucestershire Royal in Gloucester,
- The Royal Bristol Children's Hospital in Upper Maudlin Street Bristol
- The Vale Hospital at Dursley.

There is no direct bus service to any of these hospitals.

Emergency Services

Ambulance Service

The nearest ambulance station is at Falfield which is in South Gloucestershire and is 5.2 miles from Kingswood.

Wotton Fire Service provides a First Response service for Category 1 incidents. This is provided by 2 fire fighters in a vehicle provided by South West Ambulance Service (SWAS). In the 12 months to September 2015 they responded to 31 calls.

Fire Station

There is a fire station at Wotton-under-Edge which is run by retained fire-fighters. There are 11 Fire-fighters who provide 24 hour cover and has 1 Fire appliance. This team provides the service for the whole of the parish. The Fire Service located in Yate, South Gloucestershire provides back up if the Wotton Team are engaged in an incident. The personnel are also trained First Aid Responders and respond to emergency ambulance calls ahead of the ambulance .They have a Defibrillator.

Police

Kingswood is covered by Gloucestershire Policing team and is served by the Wotton team who are based at Dursley. There is no Police station in Wotton but the Police have an unmanned Police Information Point (PIP) at Wotton Library. The current level of Policing is a Police Sergeant, a Police Constable and two PCSO's. The Police also have a Defibrillator.

Education

Kingswood Primary School

This is located in a Victorian building on Abbey Street within the Conservation Area. The school has a declared capacity for 120 pupils from reception class to Year 6 (age 11). Children are

taught in class rooms which hold two year groups. There are currently vacancies in all year groups. Although the school building is a fantastic Victorian building it is not always easy to provide all the facilities required for modern day teaching. The Chair of Governors in 2014 identified the following capital works that would be required to enhance and bring the school up to date.

- Mezzanine Floors in the Infant Classrooms
- Creating an ICT suite with updated IT equipment
- Outside Learning Resources for the playground and Forest School
- New playground Equipment
- New classroom Furniture
- New lunchtime tables and Chairs and new storage sheds

Letter to Stroud District Council September 2014

The school has been extended over time to accommodate an increase in children. This has led to limited playground facilities. The school has no facilities for outdoor PE or games and has to use the adjacent Tubbs Turf facility. This necessitates the children crossing the busy Wotton Road where there is only a very limited pavement and no pedestrian crossing facilities.

Currently all the children at Kingswood School are residents of the parish of Kingswood. Members of the community have raised concerns in connection with overcrowding and the fact that children from Kingswood have been turned down for spaces at the school as it is and has been running at capacity in some year groups. Members of the community have raised concerns that some children have been turned down for place at the school. One notable case was the third generation of children from one family who were turned down for a space (this was subsequently overturned at appeal) There is concern that the amount of development and subsequent increase in children from within Kingswood and the neighbouring South Gloucestershire parish of Charfield has not yet been fully realised yet. No financial contribution has been made by recent development to the school. Other schools within the local cluster are Blue Coat Wotton, British School, Wotton, and the schools at Hillesley, Charfield and Wickwar. It is understood that all schools with the exception of Hillesley are very close to their capacity. Children not able to get a place at Kingswood Primary would be offered a place at any of the above schools. However this is not considered to be socially or environmentally sustainable. All the schools are located too far for the children to be able to walk to. It would also be problematic if children from one family have to attend different primary school. If children were displaced away from their village school it would break down the social ties that form at school and at home.

Concerns have also been raised on the entrance criteria that children nearest to the school get priority. In Kingswood this has led to children who have lived in the village since birth being turned down in favour of children from a new development who have only just moved to the village. This does not promote good social cohesion.

As all the children live within the parish most children walk to school. Parents have raised concerns over the busy roads and the problems with crossing them to access the school. There are currently no pedestrian crossings or effective safety measures in place to help with the children accessing the school

The NDP vision is for a new school for Kingswood. Land to provide this facility has not been identified so far. The NDP will review this matter again on the first review within 5 years. The NDP will seek that all development should recognise the recent growth in Kingswood and Charfield and address the infrastructure concerns in particular with provision at Kingswood School and safe access to PE facilities and safe access in attending the school.

Playgroup and Toddlers

Kingswood has a Playgroup and Toddlers Club that operates from the Village Hall. The group hire the hall but do not have a dedicated facility which can lead to problems not least the problem of storage.

Out of School Club

'Dragonflies' was set up in 2013 as a need was identified for this facility. The club started out at the village hall and now operates out of the school. They also do not have their own dedicated facilities. Whichever location the club is at causes issues with safe access, either from formerly getting the children from the village hall to the school or now from getting the children from the school to the playing field. There are no pedestrian crossings within Kingswood and this leads to safety concerns when moving groups of children between the two locations.

Shops

Kingswood has a Spar Shop with an inshop Post Office located on the Chipping. This is open 7 days a week and offers a range of food, drink and newspapers. The Post Office provides an important function to those working from home and who need to post out their merchandise. The Post Office also dispenses cash and has a facility to enable people to pay in cheques. This is particularly important as the banking facility within Wotton-under-Edge is now limited as the branches of Barclays (from end of 2015) and Nat West have now closed. The only bank available within Wotton is Lloyds Bank.

The shop also provides an important facility for the collection of prescriptions. Any reduction in the facilities for the shop or post office would cause problems to members of the community. In particular this would affect the older and more vulnerable members of the community and those who do not have access to a car.

Pub

Kingswood has Wadworth's owned Dinneywicks Inn. This serves both food and drink and has a garden and a boules court.

The Gym

Kingswood has a gym and fitness class facility located at the Chipping. This is used by the people of Kingswood and the wider community. It is open 7 days a week and is very popular.

Parking

All of the above businesses are located next to one another on The Chipping. This is an uncontrolled highway area that is used for parking by both the businesses and the residents of neighbouring properties. Due to the success of the local businesses, parking at this location has become an issue. Concerns have been raised for the safety of pedestrians trying to access the area. The community and the NDP are very supportive of the businesses but recognise that the parking issue needs to be addressed to ensure pedestrian safety and to ensure the continued economic sustainability of the business. Concerns have been raised that people are not using the shop or the pub if they are not able to park.

As Kingswood has limited public transport and a high reliance on private transport it is also important to recognise the needs of the resident in this area to park. The houses adjacent are terraced and do not provide off road parking. Therefore residents have historically used this area to park.

Concerns have also been raised that there is no disabled parking facility to enable disabled members of the community to access the facilities safely. As the shop offers important banking and a prescription facility this issue needs to be addressed to ensure that vulnerable members of the community can access these important facilities.

Farming

Kingswood has a large number of farms within the parish: most of these have to access the centre of the village with their large agricultural vehicles. Consideration needs to be given to the safe access of the farm vehicles without compromising pedestrians and the safety of other road users. Particular concern has been noted over the size of the vehicles in relation to the narrow roads and the problems this causes to oncoming traffic and pedestrians who find it difficult to progress without being vulnerable. The NDP supports policies that will allow all road users to coexist safely.

Cemetery

Kingswood Cemetery is located outside the village settlement on Hillesley Road. The Cemetery is the responsibility of Kingswood Parish Council who maintained the facility. There is no footpath linking the village with the cemetery and limited parking with only two spaces being provided. Currently there is no water available at the cemetery which has caused a number of complaints from visitors to the cemetery.

Appendix 2: HISTORY OF KINGSWOOD

Recent archaeological surveys of development sites have shown evidence of Romano-British activity over a period from the late 2nd century to the 4th century, that are consistent with the presence of a settlement in the locality, although this has not been located at the sites surveyed. The area appears to have been covered by dense woodland during Anglo-Saxon times and the recorded history of Kingswood as a place of settlement dates back to the foundation of the Abbey by the Cistercian Order of monks around the middle of the twelfth century. There is historical evidence that from this time, until 1845, Kingswood belonged to Wiltshire, in effect forming a detached island surrounded by Gloucestershire, and that it was seen as a place of safety. Wool formed a hugely important part of the abbey economy and the monks established numerous monastic farms (granges) and mills in the surrounding area.

After the dissolution of the Abbey by King Henry VIII, Kingswood became something of a backwater. Building materials and ornaments from the Abbey were incorporated into other buildings in the village at the time. The Abbey's Lady Chapel was retained for use as the parish church for almost two hundred years before being replaced, in 1723, by St. Mary's Church, which was built on the abbey graveyard and incorporates some artefacts taken from the Lady Chapel. Previously, in 1662, the Rector of Kingswood was one of the two thousand clergy who left the established church in protest at the legislation compelling obedience to the Church of England: a meeting house for religious dissenters was established in 1668, leading eventually, in 1821, to the building of the present-day congregational church as an Independent Church.

Until turnpike roads were laid through the village in about 1827, the roads in the district were generally appalling and most journeys could only be undertaken on foot or horseback. Wotton Road was laid to give a more direct route from Wotton-under-Edge to Kingswood, replacing a route along Vineyard Lane and Nind Lane, and was continued through Kingswood to Wickwar, superseding the ancient green road, "The Trench" which meandered to Chase Lane at the parish boundary. "Back Lane", a footpath between the rectory (now Boundary House) and Walnut Villa (the former rectory) was widened and became "Rectory Road" (now Old Rectory Road, since the rectory was moved to the High Street in 1961). Further turnpike roads were laid shortly after, one to Hillesley to provide a route to the Bath Road (now the A46), and another connecting with the old Charfield to Wotton road near New Mill. This latter created the village crossroads, which remains to the present day.

A public water supply was laid on in 1876 and streetlights using oil were erected in about 1881 and later changed to gas then electricity. Mains electricity came to the village in 1932/3 although some houses had already benefited from electricity supplied from

privately-obtained accumulators. Probably reflecting one of the reasons for siting the Abbey in Kingswood, many properties had a good supply of water from wells and there was a public water stand outside the Abbey Gatehouse.

For centuries, work that was available locally focused on mills and farming though it was not unusual in days before motorised transport for villagers to walk, and later cycle, many miles to work in surrounding towns such as Dursley or at the docks in Sharpness. Within living memory the village retained many shops and services and although these have largely disappeared from the High Street for example, there is still significant employment in the industrial and technological centres within the parish, notably based on the old mill locations.

At the end of the 19th century there were still remarkably few buildings in the village, largely comprising large, individual houses or terraces of cottages for farm labourers and home-weavers. Many of the former are listed as of Special Architectural or Historical Interest, while many of the terraced cottages form part of the designated Conservation Area. In the 20th century the village accommodated several new developments. Council houses were built in Wickwar Road (1927), Walk Mill Lane (1933) and Vineyard Lane (1939) to address the housing shortage after the First World War. Further house building was undertaken by the Council on Chestnut Park over the period 1948-1954.

With increased prosperity and the availability of private cars, many people prefer to live in the country and drive to work in nearby cities, or in the steadily growing number of industrial and technological sites in the surrounding area. This has led to the rapid expansion of the village through private housing developments since the late 1960s, particularly once ready access to the motorway system was afforded by the opening of the nearby Junction 14 on the M5. The multiple housing developments have occurred largely on land that was previously occupied by orchards, allotments or large gardens, although the largest development, Somerset Close, was carried out on the former site of a haulage business. Alongside these multiple housing developments, a significant number of individual houses have been built as infill between existing properties, often using brownfield sites. The two most recent large housing developments that have occurred in the village represent a significant departure from this historical pattern of development, involving the exploitation of sites that were previously used for agriculture and lying outside the settlement boundary.

The Kingswood community has a long tradition of enthusiastic participation in a wide variety of clubs and organisations. For more than 60 years, events run by these clubs and organisations have centred on the Playing Field, especially after the first phase of the new Village Hall was opened there in 1976. The seven-acre Playing Field was bought by public subscription using money collected for “The Welcome Home Fund” towards the end of the

Second World War, aided by a generous donation from a local business, Tubbs Lewis. 25 years later, the community again raised the significant funds required to leverage financial grants from community-support organisations for the building of the Village Hall in two phases. The design and construction method of the first “community hall” phase were chosen so that much of the construction work could be carried out by volunteers. The community also raised the necessary funding which, when combined with sponsorship and grants from a number of businesses, organisations and local government, enabled the development in 2000 of the Tubbs Turf Facility in the historical centre of the village. This facility comprises an all-weather multi-sport pitch, tennis court, landscaped gardens and seating, with access for the disabled.

Kingswood saw the typical rivalry in the provision of education between the Church of England and the “Dissenters” during much of the 19th century, leading to the establishment of the buildings that are now known respectively as the Upper and Lower Schoolrooms. Following the successive Education Acts towards the end of the century, the schools were integrated into a single school that was located in a new building that was opened in 1892 on Abbey Street, in the heart of what is now the Conservation Area. Kingswood Primary School remains located in substantially the same Victorian building to the present day although a major refurbishment and interior redesign was carried out in 1997 to maximise pupil capacity on what is a tightly constrained site.

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Glossary

Unfortunately the complexity and technical nature of the planning system can be a barrier to people becoming involved, particularly the use of acronyms and confusing terminology. In order to provide some assistance, we have included a glossary of key technical terms below. The Planning Portal on the web also provides a comprehensive list of planning terms and definitions.

Key Terms

Adoption - the final confirmation of a development plan or local development document status by a local planning authority (LPA).

Accessibility - handiness: the quality or extent of being at hand when needed.

Accessible Natural Greenspace Standards (ANGst) – are a set of national benchmarks for ensuring access to a variety of greenspaces near to where people live.

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

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

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

Ancient and Semi Natural Woodland (ASNW) - ancient woodland is land that has had a continuous woodland cover since at least 1600 AD, and may be ancient semi-natural woodland (ASNW), which retains a native tree and shrub cover that has not been planted, although it may have been managed by coppicing or felling and allowed to regenerate naturally; or plantation on ancient woodland sites where the original tree cover has been felled and replaced by planting, often with conifers, and usually over the last century. The location of ancient woodlands over 2 ha in area is recorded in the National Inventory of Ancient Woodlands, which is maintained by Natural England.

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

Authority Monitoring Report (AMR) - a report on how the Council is performing in terms of the Local Plan. Includes monitoring implementation and performance of policies following changes brought in by the Local Planning Regulations 2012.

It replaces the Annual Monitoring Report. Local planning authorities are no longer required to send an Annual Monitoring Report to the Secretary of State and instead monitoring should be a continuous process.

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

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

Article 4 Direction - a direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Aquifer – underground layers of water-bearing permeable rock or drift deposits from which groundwater can be extracted for human use may be extracted by means of wells or boreholes. Aquifer designations reflect the importance of aquifers in terms of

groundwater as a resource (drinking water supply) but also their role in supporting surface water flows and wetland ecosystems.

Biodiversity - the range of life forms which constitute the living world, on land, in water and in the air, the habitats in which they live and the relationship between them.

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

BREEAM - sets the standard for best practice in sustainable building design, construction and operation and has become one of the most comprehensive and widely recognised measures of a building's environmental performance. It encourages designers, clients and others to think about low carbon and low impact design, minimising the energy demands created by a building before considering energy efficiency and low carbon technologies.

Brownfield Land - previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. (does not include agricultural buildings). See also previously developed land (PDL). Brownfield sites may require remedial works prior to redevelopment becoming possible.

Built Environment – comprises human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space from neighbourhoods to cities. It can often include their supporting infrastructure, such as water supply, or energy networks. The built environment is a material, spatial and cultural product of humans that combine physical elements and energy in forms for living, working and playing on a day-to-day basis.

Bulky Goods – are durable goods (see below) that are too large and/or heavy to be taken away by shoppers and usually have to be delivered (e.g. furniture/ fridges/freezers/cookers/building materials).

Census - a ten year population count carried out by the Office for National Statistics (ONS). The 2011 Census is the most recent and accurate population count.

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

Change Of Use - the use of a building or other land for a different purpose. In considering a change of use it is normally necessary to establish whether the change is 'material' and whether by virtue of the provisions of the Town and

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

Climate Change - climate change refers to the build up of man-made gases in the atmosphere that traps the sun's heat, causing changes in weather patterns on a global scale. The effects include changes in rainfall patterns, sea level rise, potential droughts, habitat loss, and heat stress.

Code for Sustainable Homes (CfSH) - is an environmental assessment method for rating and certifying the performance of new homes in England, Wales and Northern Ireland. It is a national standard for use in the design and construction of new homes with a view to encouraging continuous improvement in sustainable home building.

Community and Cultural Facilities – services available to residents in the immediate area that provide for the day-to-day health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Includes village halls, post offices, doctors and dentists' surgeries, recycling facilities, libraries and places of worship.

Community Infrastructure Levy (CIL) - levy on development to fund infrastructure to support housing and economic growth.

Commuted Payment/Sum – either a payment made by a developer to the local planning authority (usually secured by means of a planning obligation/s106 legal agreement) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer, or a one off payment by a developer to another body to enable it to adopt a facility.

Comparison Goods – household or personal items which are more expensive and (often) larger than convenience goods and are usually purchased after comparing alternative models/types/styles and price of item (e.g. clothes, furniture, electrical appliances). Such goods generally are used for some time.

Community Strategy - a long-term vision for improving the quality of people's lives, with the aim of improving economic, social and environmental well being of the area and contribute to the achievement of sustainable development. Local authorities are required by the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their

areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

Conditions - clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable a development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area – is an area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

Conservation Area Statements - the central consideration in designating a conservation area is primarily the relationship between buildings, and the spaces between them, rather than the individual buildings. An historic street pattern, village green, archaeological features, along with walls, railings, paving, street furniture and trees and hedges can all be important to the place's character. The Conservation Area Statement is prepared to assist with the management of the Conservation Area. It identifies the features that give the area its special character and appearance, provides best-practice advice and contains management proposals. It is a material consideration when considering planning proposals.

Construction Environmental Management Plan – sets out the framework and requirements for the management of environmental impacts associated with the construction phase of the project

Contaminated Land - defined in section 78A of the Environmental Protection Act 1990 as 'any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that -

(a) significant harm is being caused or there is a significant possibility of such harm being caused; or

(b) pollution of controlled waters is being, or is likely to be, caused'.

Convenience Goods – items bought for everyday needs and can include food and other groceries, newspapers, drink and tobacco and chemist's goods. Generally such goods are used or consumed over a relatively short period of time.

Cotswold Canals Project - a project to restore and connect two waterways –

the 29 mile (46 km) Thames & Severn Canal and the 7 mile (13 km) Stroudwater Navigation. When restored, the Cotswold Canals will form a continuous waterway from Saul Junction on the Gloucester & Sharpness Canal to the River Thames at Lechlade.

Curtilage – the area of land associated with a building. The curtilage of a dwellinghouse is normally its garden and the curtilage of a commercial building is its ancillary open areas such as for parking / services and landscaping.

Department of Communities and Local Government (DCLG) – the Department for Communities and Local Government (DCLG) is the UK Government department for communities and local government in England. It was established

in May 2006 and is the successor to the Office of the Deputy Prime Minister, established in 2001.

Design & Access Statements (DAS) - a short report accompanying and supporting a planning application. A DAS should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are the amount, layout, scale, landscaping and appearance of the development. They explain the design thinking behind a planning application. For example, they should show that the person applying for permission (the applicant) has thought carefully about how everyone, including disabled people, older people and very young children, will be able to use the places they want to build.

Design Statements - a document that describes the distinctive characteristics of the locality, and provides design guidance to shape the form and character of new development.

Design Code or Framework - a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such a masterplan or a design and development framework for a site or area.

Development – defined in planning law as ‘the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land’ (see also Permitted Development).

Development Brief – outlines the type of development preferred on a site and is often used on sites to encourage development. On large sites the brief may set out very general development principles and on smaller sites it may specify uses, massing of buildings and any particular uses essential to securing planning permission.

Development Consent Obligation -see S106 Agreements (S106).

Development Consent Order - applicants promoting nationally significant infrastructure projects in the fields of energy, transport, water and waste will apply for a 'development consent order' rather than for planning permission under the Planning Act. A development consent order, when issued, combines the grant of planning permission with a range of other consents that in other circumstances

have to be applied for separately, such as listed building consent. All applications for development consent orders will be made to the Infrastructure Planning Commission (IPC).

Development Limits - the 'line' that distinguishes between those parts of a settlement where development is acceptable in principle and those parts outside the settlement where more restrictive policies towards development apply. Settlement development limits are designated for the settlements set out in the hierarchy.

Development Management – is the process through which the local planning authority determines whether applications for consent should be granted (often subject to conditions or a legal agreement) or refused. It also involves the planning enforcement function and giving advice on planning matters.

Development Management Policies – criteria-based policies which are used to ensure that development proposals meet planning objectives.

Development Plan – document setting out the local planning authority's policies and proposals for the development and use of land and buildings in their area. It is the starting point for the determination of planning applications. Local plans and neighbourhood plans form part of the development plan.

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

District Heating Systems - are a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating. The heat is often obtained from a cogeneration plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.

Durable Goods - those bought on an infrequent basis (e.g. clothes, furniture, electrical goods, DIY equipment).

Ecological Statement / Assessment - Ecological statements and assessments allow suitably qualified people to monitor the current and changing conditions of any ecological resources on a site from which the importance, quantity and movement of

those resources can be judged without bias. Usually it comprises a phase 1 habitat survey that maps an area under consideration based on the habitats present. It is a tool to inform on the need for further survey; as a baseline to record an area's current state; or to help in the impact assessment of a development. Such a survey improves the understanding about the structure and function of the biodiversity on a site in order that any such wildlife interest can be protected or enhanced. Such information allows any developments to be fully assessed prior to a planning decision being made.

Early Engagement - a very early stage for consultation and community involvement, when interested parties can comment on aspects of the local authority's spatial planning, from this input the first Issues and Options consultation are formulated.

Employment Land - land used, with planning permission, or allocated in a development plan for employment uses.

Enabling Development – is development which enables the Council to secure a planning benefit which would not otherwise be immediately forthcoming.

Environmental Impact Assessment (EIA) – A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Evidence Base – is the information and data gathered by local authorities to justify the “soundness” of the policy approach, including physical, economic, and social characteristics of an area.

Exception Test – is used to ensure that any development permitted in flood risk areas is in exceptional circumstances only. It is in addition to the initial Sequential Test that accords with NPPF.

Flood Risk Assessment – is an assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Frontage - the ground floor public front of a building usually facing onto a street or pedestrianised area.

Geographical Information Systems (GIS) – A computer software system to record, store, process, and analyse overlays of information linked to geographic areas.

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

Greenhouse Gas (GHG) - is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.

Green Infrastructure (GI) - is a network of high quality green spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens.

Greenfield Land – is land (or a defined site) usually farmland, that has not previously been developed.

Ground Water Source Protection Zones – is an integral part of land surface zoning within the Environment Agency’s Policy and Practice for the Protection of Groundwater. Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. Groundwater sources include wells, boreholes and springs used for public drinking water supply. The zones show the risk of contamination from any activities that might cause pollution in the area and in general the closer the activity, the greater the risk.

Gypsies & Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds of their own or their families or dependants educational or health needs or old age have ceased or travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.

Gypsy & Traveller Accommodation Assessment (GTAA) – is a document that identifies the accommodation requirements of Gypsies and Travellers.

Habitat Action Plan (HAP) – is a target programme of management measures aimed at maintaining/restoring a specific habitat.

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

Health Impact Assessment - a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population

Housing Needs Survey or Housing Needs Assessment (HNA) – an assessment of housing needs in the local area. This plays a crucial role in underpinning the planning policies relating to affordable housing and housing location.

Infill Development – small scale development filling a gap within an otherwise built up frontage.

Infrastructure – the network of services to which it is usual for most buildings to be connected. It includes physical services serving the particular development (e.g. gas, electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc.

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

Key Wildlife Site – a Gloucestershire wildlife habitat identified and designated as being of particular local interest or importance but is not of sufficient national merit to be declared as an SSSI.

Key Employment Site – is a Stroud District Local Plan designation for sites that will be retained for B Class Uses. (See also Use Classes Order).

Landscape Character Assessment - identifies areas with similar features or qualities, mapping and classifying them and describing their character. It is based on an understanding of landscape character and of the natural, historic and aesthetic factors that combine to create local distinctiveness.

Legal Agreement – see Section 106 Agreements (S106).

Legibility - The umbrella term given to signage, routeing, and finding your way round a development, space or settlement.

Lifetime Communities - the main components that make up a lifetime community include:

- x supporting residents to develop lifetime neighbourhoods – especially resident empowerment
- x access
- x services and amenities
- x built and natural environments

- x social networks/well-being
- x housing

This involves public sector, private sector, voluntary and community organisations working in such a way that residents of any age are enabled.

Lifetime Accommodation - Wherever we live as we grow older – whether in ordinary housing or specialist housing – our homes have a powerful influence on our capacity to remain independent, socially involved and enjoy a good quality of life. The importance of house designs that work well for all people in their lifetime is emphasised.

Listed Building – a building of special historical and/or architectural interest considered worthy of special protection and included and described in the statutory list of such buildings.

Local Development Order - allows local planning authorities to introduce local permitted development rights.

Local Enterprise Partnership (LEP) – A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Partnership (LNP) – A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Nature Reserve – is an area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

Local Strategic Partnership (LSP) – are partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.

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

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

Local Transport Plan (LTP) – is a five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Major Development – in respect of residential is 10 or more dwellings or a site area of 0.5 hectares or more. For other uses- the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more.

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

Masterplan - in broad terms, it describes how an area will be developed. Its scope can range from strategic planning at a regional scale to small scale groups of buildings. Commonly, it is a plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. It is based upon an understanding of place and it is intended to provide a structured approach to creating a clear and consistent framework for development. Whereas a development plan sets out the scale and type of development, and the key characteristics of a locality, a masterplan is generally employed where there is a greater degree of certainty regarding the development of a specific site, and is linked to social and economic analysis and a delivery strategy. Although a masterplan may specify more detailed governing principles such as building heights, spaces, movement, landscape type and predominant uses, it does not necessarily preclude a degree of flexibility in designs within the plan.

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

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

Monitoring – a regular collection and analysis of relevant information in order to assess the outcome and effectiveness of policies and proposals and to identify whether they need to be reviewed or altered.

National Planning Policy Framework (NPPF) - this sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

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

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

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



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

Neighbourhood Plans - Parish councils can use neighbourhood planning powers to establish general planning policies for the development and use of land in a neighbourhood. Neighbourhood plans form part of the development plan.

Non-Conforming Uses - established industrial/commercial uses which cause a particular nuisance to neighbours (through either the activities undertaken or the amount or type of traffic generated).

Original building - dwelling as it was built, or as it existed on the 1st July 1948.

Park And Ride - a motorist leaving vehicles at a car park, typically at the edge of a town, and making the journey to the centre by a connecting bus or rail service. The term is also used for facilities to encourage this.

Passive Solar Energy - energy provided by a simple architectural design to capture and store the sun's heat. An example is a south facing window in a dwelling.

Permaculture - The development of agricultural ecosystems intended to be sustainable and self-sufficient.

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Phase 1 Habitat Survey - is designed to map an area under consideration based on the habitats present. In a Phase 1 habitat survey, habitats are assigned a type in accordance with guidance set down by the Joint Nature Conservation Committee (JNCC); primarily this refers to the landscape structure and vegetation present. Whilst a Phase 1 habitat survey is exceedingly useful, an extended Phase 1 habitat survey is often preferred. This provides further information on a site, above that specified by JNCC, and allows the survey results to be of use in the context required, for example the assessment of a proposed development. An extended survey might include more detailed information on hedgerows, a botanical species list, and a further appraisal of the areas as habitat for legally protected species.

Photovoltaic Cells - technological component of solar panels that capture energy from the sun and transform it into electricity for use in homes and businesses

Pitch / plot - area of land on a site / development generally home to one licensee household. Can be varying sizes and have varying caravan occupancy levels. Can also be referred to as a plot or yard, particularly in relation to Travelling Showpeople.

Planning Obligations – A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

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

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

Previously Developed Land (PDL) – is defined as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:

- x land that is or has been occupied by agricultural or forestry buildings;
- x land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- x land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and

- x land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

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

Policies Map - an obligatory component of a local plan (formerly referred to as a Proposals Map) showing the location of proposals in the plan on an Ordnance Survey base map.

Protected Species - any species (of wildlife etc) which, because of its rarity or threatened status is protected by statutory legislation.

Public Realm - any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

Ramsar Sites - a term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance, especially as waterfowl habitat.

Regional Spatial Strategy (RSS) - the Regional Spatial Strategy for the South West has been revoked. However, it was a strategy for how the region should look in the future. Identified the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, minerals and waste treatment and disposal.

Registered Providers - independent housing organisations, including trusts, co-operatives and companies, registered under the Housing Act 1996.

Register Of Historic Parks & Gardens - a non-statutory list of parks and gardens of special historic interest maintained by English Heritage.

Renewable Energy and Low Carbon Energy – Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

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

Regionally Important Geological & Geomorphological Sites (RIGS) - commonly referred to by their acronym RIGS are locally designated sites of local, national and regional importance for geodiversity (geology and geomorphology) in the United Kingdom. RIGS may be designated for their value to science, and to geological heritage in general, and may include cultural, educational, historical and aesthetic resources.

Rural Exception Sites - The following issues should be addressed in a legal agreement for Rural Exception Sites: What the named Owner and any RSL or other Affordable Housing Provider undertakes to provide to meet Council policies. That all of the units will be used in perpetuity for the purposes of providing affordable housing. That the Affordable Housing Units will be occupied by persons meeting the eligibility criteria. To enter into a nomination agreement with the Council. To ensure that the scheme is occupied by people with a strong local connection to the Parish or if units remain unallocated after three months the adjoining parishes and after five months the whole District. To construct the Affordable Housing Units to the standard required by the Housing Corporation, if grant funded, and the Council. Where any units are to be made available for shared ownership leasing, the occupiers shall not be permitted to staircase above 80% of the value of such units at the date upon which the right to staircase is exercised unless the rural repurchase version of the shared ownership lease is utilised.

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

Scheduled Ancient Monument – ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State.

Section 106 Agreements (S106) - allow a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue (often to fund necessary improvements elsewhere).

Semi-natural & natural green space - this type of open space includes woodlands, urban forestry, scrubland, grasslands (e.g. commons and meadows), wetlands, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity within settlements. The approach is to provide easily accessible, natural and semi-natural green space for communities which, as well as its intrinsic value for biodiversity, also provides a range of other ecosystem functions and benefits.

Sequential Approach/Test - a planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Sequential Test (Flooding) - a test carried out in accordance with NPPF to demonstrate that certain land is appropriate to develop as has less flood risk, after alternative sites have been ruled out.

Settlement Hierarchy - a settlement hierarchy ranks settlements according to their size, function and their range of services and facilities. When coupled with an understanding of the possible capacity for growth, this enables decisions to be taken about the most appropriate planning strategy for each settlement.

Shoreline Management Plan (SMP) - A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI) - site or area designated as being of national importance because of its wildlife plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status.

Soundness - to be considered sound, a Development Plan Document must be positively prepared, justified, effective and consistent with national policy.

Spatial Planning - brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function geographically.

Spatial Strategy - a 'spatial' vision and strategy specific to the area.

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

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

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

Strategic Environmental Assessment (SEA) - a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use which have a significant effect on the environment.'

Strategic Flood Risk Assessment (SFRA) - provides information about flood risk throughout the area of the local planning authority (LPA), either individually or combined with neighbouring LPAs. The SFRA will consider the effects of climate change on river and coastal flooding, identify the risk from other sources of flooding, and consider appropriate policies for development in or adjacent to flood risk areas. Stroud District has published level 1 and level 2 SFRA's.

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

Strategic Housing Market Assessment (SHMA) - an assessment of housing need and demand within a housing market area.

Statement of community involvement (SCI) - sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions.

Supplementary Planning Document (SPD) - additional advice issued by the local planning authority to explain how policies will be implemented. It is a material consideration when adopted and is subject to community and stakeholder consultation. It must be linked to policies or proposals in the Local Plan but are not part of the development plan.

Supplementary Planning Guidance (SPG) - additional advice issued by the local planning authority to explain how policies will be implemented. Replaced by Supplementary Planning Documents (SPD) following the review of the planning system in 2004.

Sustainability Appraisal (SA) - an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable Development – is development which meets the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF states sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

Sustainable Drainage System (SuDS) – efficient drainage system which seeks to minimise wastage of water including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

Sustainable Transport – are all forms of transport which minimise emissions of carbon dioxide and pollutants. It can refer to public transport, car sharing, walking and cycling as well as technology such as electric and hybrid cars and biodiesel.

Sustainable Transport Modes - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Sustrans - is a charity which promotes sustainable transport. The charity is currently working on a number of practical projects to encourage people to walk, cycle and use public transport, to give people the choice of "travelling in ways that benefit their health and the environment.

Town Centre - Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres

but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Nodes - identified locations that provide greater integration of land uses with transportation requirements, particularly focusing on public transport networks.

Travel Plan – an assessment which may be required in connection with major development proposals which look at how people are likely to access the development and its effects on travel patterns. It will also look at how any undesirable consequences that should be mitigated. It should consider how access on foot, by cycle or public transport can be promoted and how demand for car parking can be minimised.

Travelling Showpeople - members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their families or dependants more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

Tree Preservation Order (TPO) - statutory protection for individual trees, groups, areas or woodlands. Any works to preserved trees require the consent of the local planning authority.

Urban Design – understanding the relationship between different buildings; between buildings and the streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with another part; and the pattern of movement and activity which is thereby established.

Urban Fringe - the boundary between built up areas and the open countryside.

Urban Regeneration – is a process for enhancing the quality of life in urban areas through improvements in the vitality and viability of its activities and the quality of its environment together with a reduction in the disparities between areas and groups within the urban community.

Use Classes Order – is a statute that groups uses into various categories and which specifically states that permission is not required to change from one use to another within the same class:

A1 -Shops;

A2 - Financial and Professional Services;

A3 - Restaurants and Cafes; A4 - Drinking Establishments; A5 - Hot Food Takeaway;

B1 - Business;

B2 - General Industrial;

B8 - Storage and Distribution;

C1 - Hotels;

C2 - Residential Institution;

C3 - Dwelling Houses;

C4 - Houses in Multiple Occupation;

D1 - Non-residential Institutions;

D2 - Assembly and Leisure.

Sui Generis - Certain uses that do not fall within any use class.

Viability - an objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, whilst ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project. Essentially it is the ability to attract investment and business.

Vitality - in the context of planning, vitality refers to the capacity of a place to grow or develop its likeliness and level of economic activity.

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

Wildlife Corridor - Areas of habitat connecting wildlife populations.

Windfall Sites – Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Zero Carbon Non - Residential Buildings - Non residential or 'non-domestic' buildings in the UK account for 17% of our carbon emissions. It is vital therefore that new non domestic buildings achieve high sustainability standards, and offer efficient, comfortable and healthy spaces for their occupants. The Government has therefore set a target that all new non domestic buildings to be zero carbon by 2019.

Kingswood

Neighbourhood Development Plan

Consultation Draft | 12 October 2015