

Submission Draft

Standish Neighbourhood Development Plan 2040

October 2021

**Standish
Parish
Council**



TABLE OF CONTENTS

HOW THIS DOCUMENT IS SET OUT	3
NEIGHBOURHOOD PLANNING	5
THE STANDISH PARISH PLAN	5
A VISION FOR STANDISH	6
THE PLAN AREA	8
HISTORY AND CONTEXT	10
COMMUNITY PROFILE	16
PLANNING POLICY CONTEXT	18
STANDISH DEVELOPMENT FRAMEWORK	21
STRATEGIC DEVELOPMENT SITES	29
SUSTAINABLE TRANSPORT	35
SITE ALLOCATION AT STAGHOLT FARM	46

This document was prepared by Standish Parish Council, the NDP Steering Group and Dr Andrea Pellegram MRTPI



Andrea Pellegram Ltd.

Standish Neighbourhood Development Plan: Foreword

The production of a Neighbourhood Development Plan has been an aspiration of Standish Parish Council for some years, so it is a particular pleasure for me that we have now reached a stage where I am able to introduce this Plan to you.

The Standish Neighbourhood Development Plan takes the opportunity offered by The Localism Act 2011 to create a statutory plan which will shape and protect Standish over the next 15 years.

The word “Development” is a difficult and controversial one. For many, it is not something they want to see in our community. Yet a certain amount of development is inevitable. The form it takes may be good, bad or indifferent. The purpose of this document, developed by Standish residents, with robust and detailed professional planning support and with community involvement, is to influence decisions about development in Standish so that it remains a beautiful place, with enhanced and sustainable opportunities for those who wish to live and work here.

This Plan aims to ensure that development within the parish will contribute to what residents most value about Standish: a strong neighbourly community living in a tranquil rural setting with good access to local services. It contains aspirations for greater sustainability in housing; travel and transport; and services. All planning applications through to 2040 will have to pay regard and conform to this Plan.

The Plan is based on public consultation within the parish and was prepared by the Standish Neighbourhood Plan Steering Group: a group of eleven volunteers including parish councillors and residents. The Steering Group owes a debt of gratitude to our planning consultant, Dr Andrea Pellegram, without whose guidance, advice and support the Plan would not have come to fruition. We are also grateful to landscape consultants, Illman Young, who have backed up the Plan with a detailed Landscape Appraisal.

On behalf of Standish Parish Council, I would like to thank all the members of the Neighbourhood Development Plan Steering Group for their hard work and commitment in formulating the Plan. **Sue Hartley**

Chair, Standish Parish Council

October 2021

HOW THIS DOCUMENT IS SET OUT

1. This document is set out in parts:

- The Neighbourhood Development Plan (NDP) itself (this document) is the main policy document and provides policy and supporting text that will guide development in Standish until 2040.
- There are five evidence papers that review the available evidence and Development Plan policies to justify the approach in the NDP.
 - Planning Policy Context
 - Standish Development Framework
 - Sustainable Transport
 - Stagholt Farm Site Allocation
 - Standish Parish Landscape Appraisal
- The October 2021 Submission Draft SNDP is accompanied by:
 - A Habitats Regulation Assessment
 - A Strategic Environmental Assessment
 - Basic Conditions Statement
 - Consultation Statement

NEIGHBOURHOOD PLANNING

1. Neighbourhood planning was introduced under the Localism Act 2011 to give communities the right to shape and develop their areas. This Neighbourhood Development Plan (NDP) has been created in accordance with the Town and Country Planning Act 1990, the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012.
2. The Standish community has been very active in seeking to shape its environment and has produced a substantial body of evidence that has been used in support of the NDP.
3. This Neighbourhood Development Plan is for Standish Parish in Gloucestershire and covers the period to 2040.

THE STANDISH PARISH PLAN

4. In 2009, the community produced a Parish Plan which contained a series of recommendations that are highlighted in Box 1.

Box 1: Issues raised in the 2009 Parish Plan with a review of progress to date

IMPROVE SAFETY ON B4008

This was the highest priority issue for residents. Drivers on the B4008 drive faster than road conditions allow and there have been many accidents. Residents fear for their safety.

In support of the Parish Plan, the Parish Council undertook extensive local consultation on residents' views of the B4008. This included several public meetings where the issues were discussed. The Parish Council campaigned for improvements to safety including through the local press and pulled together multi-agency partners to facilitate a resolution.

A traffic calming scheme with gates, red markings etc was fully implemented as a result. However, the Parish Council did not succeed in getting a reduced speed limit to 40mph as requested by residents. Though accidents appear to have reduced, they continue to happen.

More recently, a questionnaire to every household, (which had a 70% response rate - 78 returned questionnaires), showed that 69 responders thought the B4008 was extremely, very or moderately dangerous; and 51 responders supported spending up to £60k to improve traffic calming measures.

A Freedom of Information request revealed the traffic on the B4008 has increased by 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day.

CYCLEPATH, BRIDLEWAY AND PEDESTRIAN PATH ALONG B4008

The recent questionnaire showed significant concern over safety for cyclists, pedestrians and horse riders on the B4008, and 61 responders rated improvements to safety for this group as very to

moderately important. Many of the individual comments were around safety, particularly for children and cyclists. There was overwhelming support for proposed measures to improve safety (e.g. 67 people supported improving the existing pavement to make it safe for cyclists, riders and walkers).

BETTER NEIGHBOURHOOD WATCH

Over the years, many residents have been the victims of property crime. The Neighbourhood Watch pyramid network is no longer functional. In 2019, the Parish Council made efforts to recruit a Neighbourhood Watch Coordinator, without success. However, the level of crime in Standish is relatively low - mostly theft, littering and driving offences.

STANDISH WOODS

There was concern that the woods were under threat from motorbikes and cyclists. The Parish Council has been working with the landowners, the National Trust, who have done some work to address the problem such as installing horse stiles that prevent access by motorised vehicles.

5. Many of the issues identified in 2009 persist, particularly the concerns about traffic on the B4008 and the concern for the environment. Most of the issues raised in the Parish Plan are relevant to the NDP, particularly those around safety of the B4008, the need for improved facilities for non-motorised and sustainable modes of transport, and the need for access to Standish Woods in a manner that does not damage them.

A VISION FOR STANDISH

6. On 15 November 2018, the Standish Community came together again in a meeting to consider how to take the Parish Plan forward and its success encouraged the Parish to embark on the NDP journey. In that meeting, the community considered afresh what issues it felt were important. The discussion centred around the potential new site allocations in the Emerging Local Plan and how future development would affect their rural community. A SWOT (Strengths/Weaknesses/Opportunities/Threats) exercise was undertaken and a Vision for 2036¹ was agreed. Details of the SWOT analysis can be found in the Consultation Statement. The Vision is replicated in Box 2. The relationship between the vision and the policies is illustrated in Box 3.

¹ At the time that this event took place, the review of the Stroud Local Plan was to 2036. This was subsequently changed to 2040 and the SNDP period has been extended accordingly. For the purposes of the Vision, this change is not considered material and no changes to the Vision were therefore made.

Box 2: Vision for Standish in 2040**IN 2040, STANDISH WILL BE A PLACE WHERE:**

- Standish has retained its separate identity from Stonehouse
- The rural identity of the parish and its tranquil rural character as a green lung for nearby urban areas is retained
- Public rights of way are safe and accessible and there are safe and pleasant multi-user sustainable transport routes
- New housing is carbon neutral with higher standards than other development
- There is access to a good range of community infrastructure
- Most homes are on standard sewers, on mains water and have access to Broadband
- In any new large housing scheme, there is a new village centre that serves the whole community
- Light and noise pollution is minimised
- Black Bridge does not become a road that would lead to rat running to the B4008

Box 3: This NDP seeks to deliver the Vision's aspirations under four policy headings

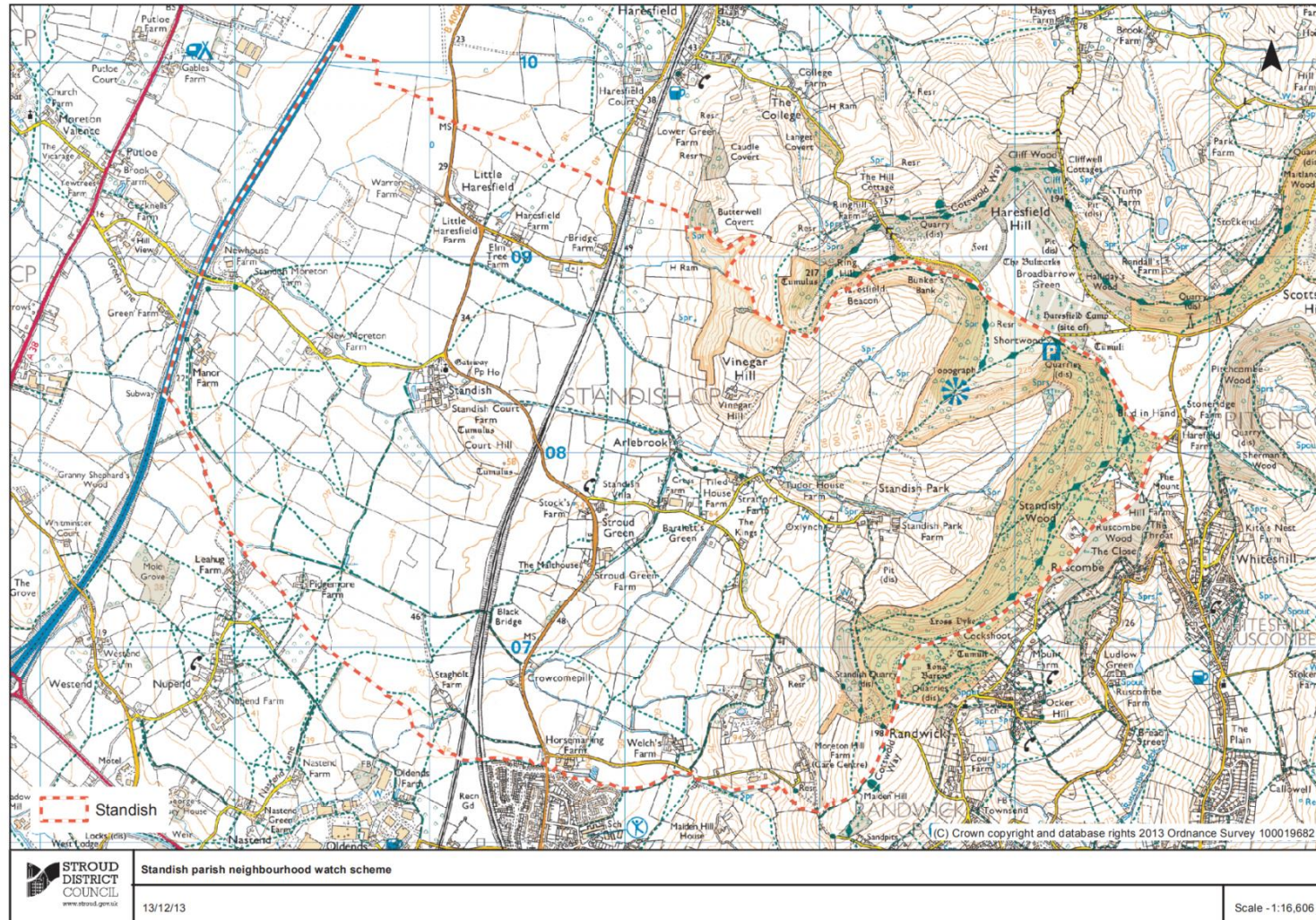
Development Framework	Strategic Development	Sustainable Transport	Housing Allocation
<p>The rural identity of the parish and its tranquil rural character will be retained</p> <p>Standish will have retained its separate identity from Stonehouse</p> <p>Flooding will be minimised in new development whilst</p>	<p>New housing is carbon neutral wherever possible</p> <p>There will be access to a good range of community infrastructure</p> <p>Most homes will be on standard sewers, on mains water and will have access to faster</p>	<p>Public rights of way are safe and accessible and there are safe and pleasant multi-user sustainable transport routes</p> <p>The Parish does not feel severed by the railway line</p>	<p>New housing is carbon neutral with higher standards than other development</p> <p>There will be access to a good range of community infrastructure</p> <p>All homes will have access to faster</p>

<p>seeking to capitalise on opportunities to reduce flood risk to existing developments. The use of effective water management regimes such as Natural Flood Management (NFM) and the retention of natural areas adjacent to watercourses will be supported. Residential development may not be supported in Flood Zone 3.</p>	<p>Broadband</p> <p>There will be a new village centre that will serve the whole community</p> <p>Light pollution is controlled</p> <p>Black Bridge does not become a road that would lead to rat running to the B4008 and noise and light pollution in rural areas</p>		<p>Broadband</p> <p>New development will not add to flood risk. Light pollution is controlled</p> <p>Black Bridge does not become a road that would lead to rat running to the B4008 and noise and light pollution in rural areas</p>
--	--	--	--

THE PLAN AREA

- Under the provisions of the Localism Act 2011 and Part 2 of The Neighbourhood Planning (General) Regulations 2012, the parish of Standish in the District of Stroud and the County of Gloucestershire was designated as a Neighbourhood Area and Standish Parish Council was recognised as the relevant body for the designated area with regards to the provisions of the Regulations. This designation was conferred by resolution of the District Council's Environment Committee on the 4th February 2014. The area covered by the designation is shown on the map submitted to Stroud District Council under Article 5(1)(a) of the above Regulations (**Figure 1**).

Figure 1: Standish Neighbourhood Plan Area



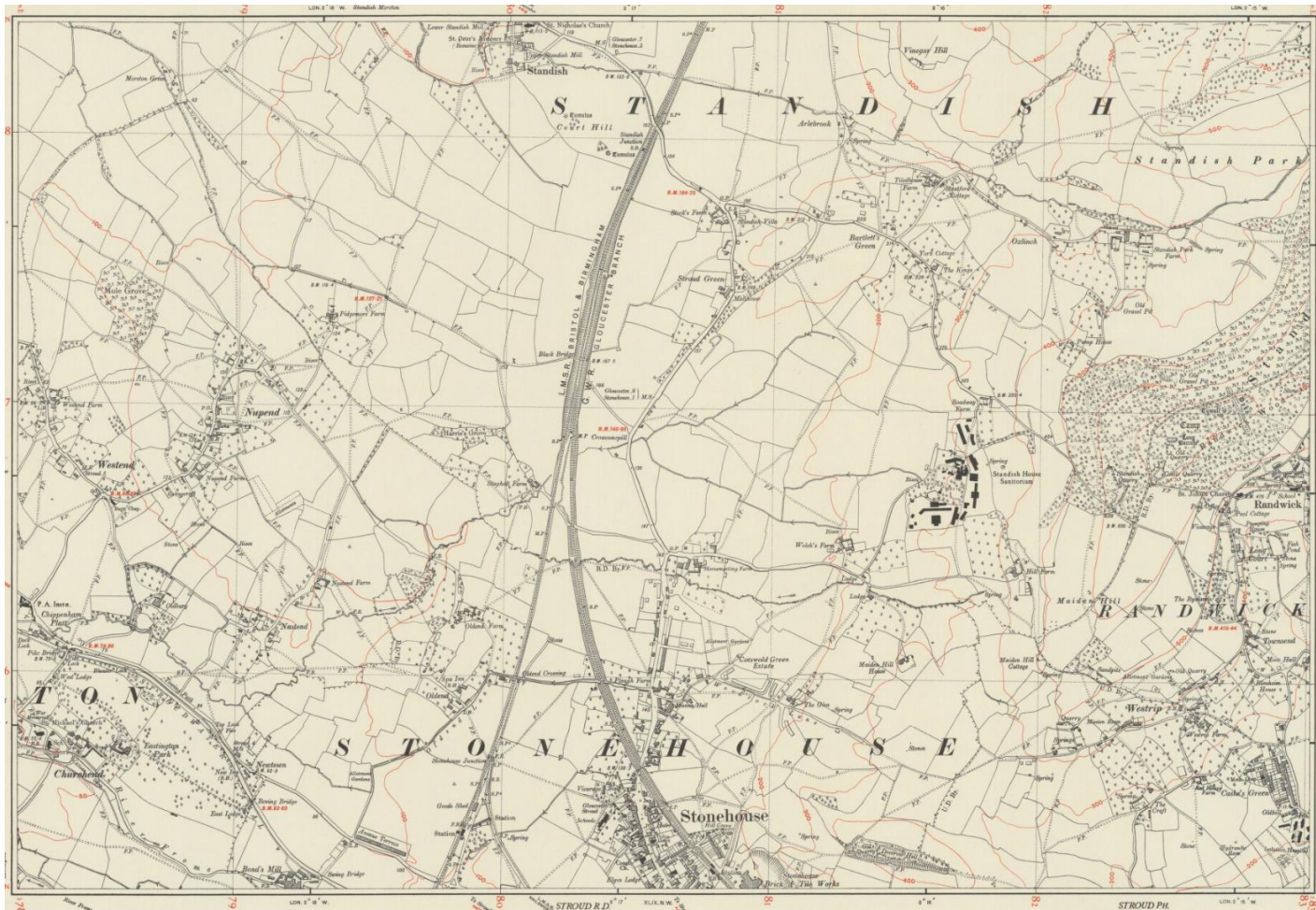
HISTORY AND CONTEXT

8. The Standish settlement is a collection of small hamlets, including Stroud Green, Little Haresfield, and Standish, which are locally perceived to be one community. The hamlets within Standish Parish are spread out approximately over 2 miles at the foot of the Cotswold escarpment and overlooking the River Severn. With only around 140 households, Standish is a very small community. However, it has quite a good balance of age groups amongst its inhabitants, with diverse occupations amongst the non-farmers, and it is expected to double in size in the next 2-3 years, as homes on the Standish Hospital site are completed and occupied,
9. The village has no shop or pub, school or post office. The church and village hall are geographically in the heart of the village. Sadly, daily contact and inter-communication is infrequent as the parish is large and housing is scattered throughout, with few safe non-motorised routes.
10. Despite being close to urban settlements, this lovely rural area is relatively unspoilt, being adjacent to National Trust woodland and an AONB. From its higher ground there are panoramic views over the Severn Valley.
11. Samuel Rudder, in his book 'The New History of Gloucestershire' (1774), writes that in 821AD Beornulph, King of Mercia, gave fifteen hides (a variable area of land) in Standish-under-Ezinbury to the church of St. Peter's (Gloucester Cathedral). It then passed to Eldred, Archbishop of York. Sir Henry Winston (ancestor of Sir Winston Churchill) was lord of the manor in 1608. Sir Ralph Dutton held it at the beginning of the 18th century. James Dutton was created Lord Sherborne in 1784.
12. The Sherborne lands in Standish passed through the family until Edward, who died in 1919 when they passed to his brother, The Reverend Frederick, who died in 1920, within six months of inheriting the estate. This meant there were two death duties to be paid.
13. Lord Sherborne's Standish estate was the first land accepted by the government in lieu of death duties. The woods were passed to the National Trust, Standish House (which had been used as a Red Cross hospital during and after the Great War) passed to the Joint Committee of the Council and, eventually, to the National Health Service, and the land went to Gloucestershire County Council to provide smallholdings for ex-servicemen. The larger farms were split up and new houses built, hence there are a number of red brick houses bearing the date 1922/3.
14. The boundaries of Standish have changed many times over the years and the area, at times, included Whiteshill, Epney, Colethrop, Pitchcombe, Whitminster, Moreton Valence and Randwick. The present boundary was drawn up in 1882-5, that is until the motorway came through and cut off the land to the A38, which went to Moreton Valence.
15. There was an old coach road in Standish. This went from Nupend to the Malt House, which was a Coaching Inn, across the main road at Stroud Green and into Oxlynch Lane passing Box Cottage on the left and Ivy Cross farm on the right, then down to Arlebrook Cottages and on to Haresfield. At this time the railway did not exist.

16. A story told to Yvonne and Derrick Young by Bert Smith, gamekeeper, of York House (now renamed Homeward) told of how local men met on Sundays at the old coaching inn (Malt House) for cock-fighting and drinking cider and having their hair cut. Cock fighting was against the law – the local policeman caught them on several occasions and they were warned!
17. The old school at Oxlynch, in the Parish of Randwick, was a one room school on a bank opposite Standish Park Cottages. It had steps leading up off the lane to the school. The ruins could still be seen in the 1940s.
18. Houses did not have water, and it had to be carried from a spring or well. There was a spring opposite The Kings in Roddy Lane. Gowan Brae, also called The Mission, had a well. In 1955 a stand pipe was put in place near the post box by Mr Gabb from the local farm, and people collected their water from there.
19. Social events included: Malt House Garden Fete with races for children on Stroud Green; a Cricket Club team; Young Wives group, W.I.; Girl Guides at the Vicarage; a Choir (men, women and children) based at the Church; whist drives; and dances at Standish Hospital.
20. At least 16 cottages have been lost. They were mainly located near the old village on Standish Lane:
 - Granny Rocks across fields below the old mill
 - 2 cottages lost when motorway was built
 - 1 opposite Devonia
 - 5 in Standish Lane
 - 2 thatched cottages at Oxlynch corner in 1970/80s
 - 1 cottage, Roddy Lane on bank opposite the Leaze
21. Further up Roddy Lane there was a path across the field leading to the Pump House from Roadway Farm, with three cottages on the right. They had a bedroom, landing and outhouse—a 1 room family home. In the 1940s only the lower parts were left. One cottage, called the haunted cottage, was on the road leading to Standish Park, past the quarry on the right in the woods.
22. Standish also had a number of small businesses that have ceased to exist:
 - Flour and fulling mills – Over Oxlynch Mill, Upper Mill, Lower Mill
 - Sweet Shop – Pike House
 - Shop at Standish Hospital, which was a thriving hospital and sanitorium
 - Shop at Little Haresfield, opposite the Vicarage

- until the mid-1990s, a farm shop at Stroud Green Farm, selling fruit, vegetables, milk and home-made cider.
23. At present, there are a number of small businesses trading in the parish. The Malt House on the B4008 at Stroud Green - once a pub, then the office for GCC's Rural Estates Department, is now the base for the Arboricultural Society. Other businesses based in Standish include a number of farms, agricultural and gardening services, a log delivery business, a care home for the elderly, a first aid training company, a meals on wheels-type food delivery service and an osteopath.
24. In 1938, Stonehouse and Standish were both largely rural in character. **Figure 2** shows the interrelationship between the settlements. Note the many orchards present at the time – only small remnants remain of this rural feature that once characterised the parish. The field patterns largely persist today and in Standish, there has been little development. However, Stonehouse has grown significantly from a rural parish to the second largest settlement in Stroud District.
25. When the railway was built, people walked across the fields to Haresfield Halt and caught the train to Gloucester. People walked or cycled up Roddy Lane and down into Randwick, or Cashes Green, and on to Stroud. Lorries carrying tree trunks from the woods to the sawmills trundled down Roddy Lane. (This route was still used by vehicles, including the post van, until about 20 years ago). Standish Lane was used to travel towards Bristol and Gloucester, as it was the main Bristol Road. In 1943, there were only 3 car owners in Standish. Between 1950-60 there was a total of 4 car accidents.

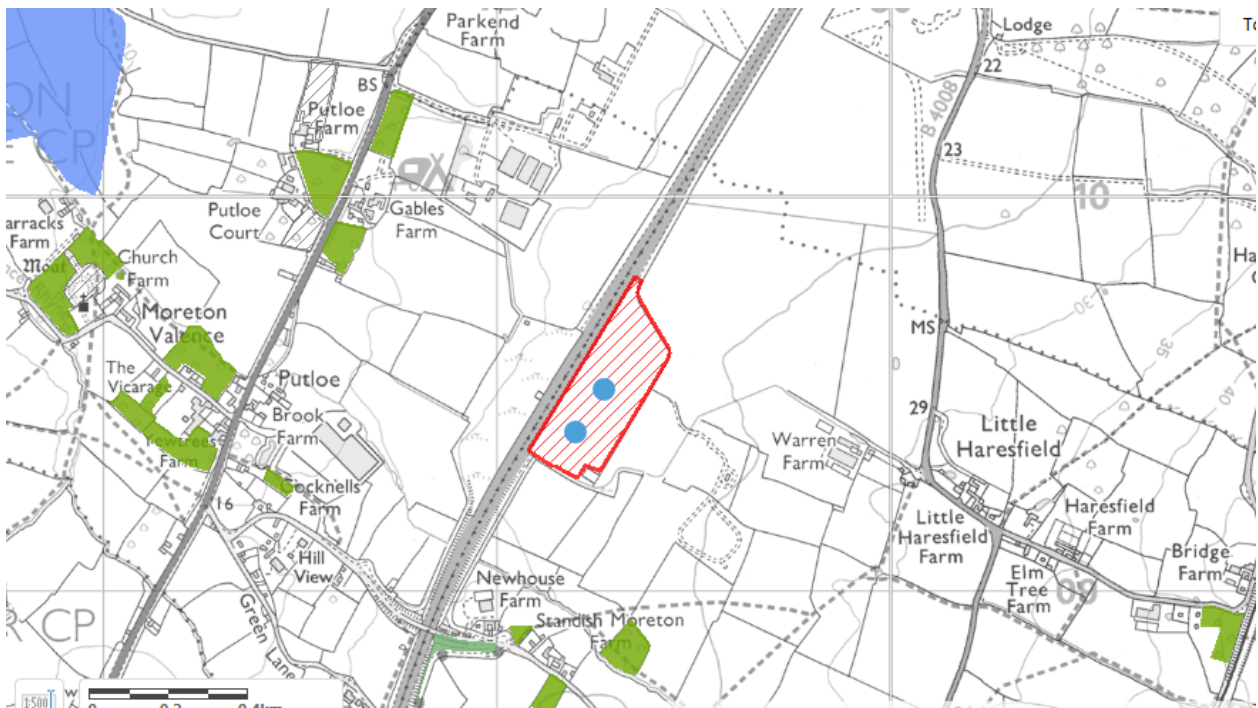
Figure 2: Standish Parish in 1938



Source: National Library of Scotland, Gloucestershire XLI.SW (includes: Eastington; Standish; Stonehouse; Stroud.) Revised: 1938 Published: ca. 1949

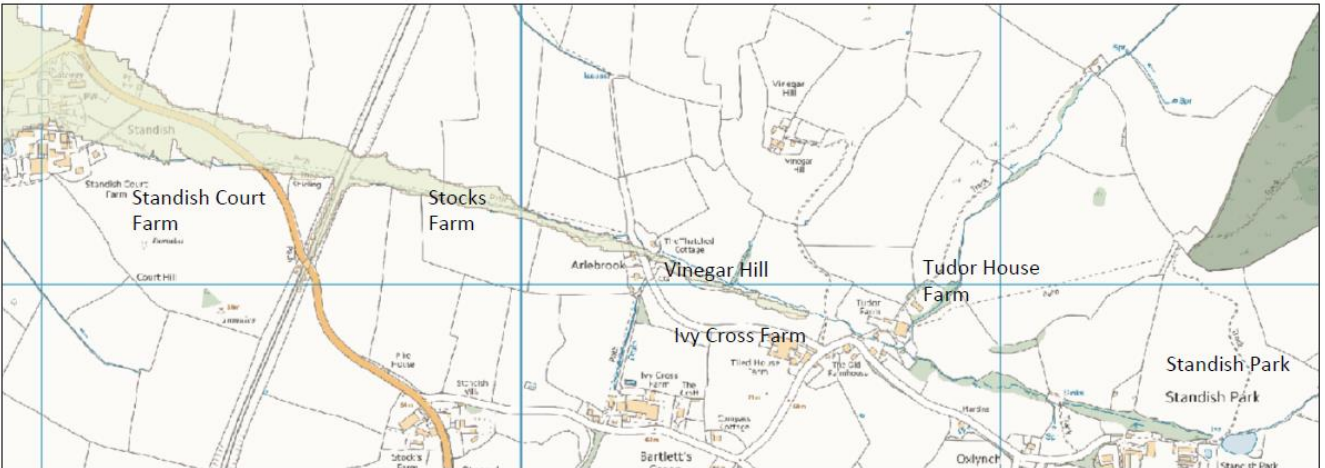
26. RAF Moreton Valence/Standish was a test site for the Gloster Aircraft Company and an important airfield in its own right. Situated between the A38 and B4008, it opened in 1939 and was closed in 1962. It is shown in **Figure 3**. During WW2, it had three concrete runways and associated aircraft hangars including A1, Blister, B1 and B2 types. It was a satellite of RAF Staverton and was used by an Advanced Flying Unit of Royal Air Force Flying Training Command. The site also hosted secret tests of the Armstrong Whitworth Albemarle bomber. Beginning in October 1943, it was also used by Gloster aircraft for testing Meteor jet aircraft and, post war, Javelins. The airfield's runway had been extended to 6,000 feet to allow testing of the Meteor. A section of the M5, which now bisects the old airfield, was built on the original 6,000ft runway. Some of the original runways are still obvious on New House Farm and Warren Farm. The site has not been fully remediated since coming out of industrial or military use.
27. Standish Airfield Meadow: Centroid SO7927051 (approximately 8 hectares) is an area of high quality grassland supporting a richly biodiverse habitat of plants, insects, birds and mammals on the site of a wartime airfield (Figure 3). According to the current farmer, it has never been ploughed and thus is probably ancient grassland. Following the submission of a botanical survey carried out by Juliet Bailey in July 2020, the meadow has been placed on Natural England's Priority Habitats Inventory. This will appear on the Natural England data base when it is next updated (by March 2022) and will also appear on MAGIC (<https://magic.defra.gov.uk>), the website providing authoritative geographical information about the natural environment from across government.

Figure 3: Standish Airfield Meadow



28. In the 1950s, tradesmen came regularly to Standish: the Co-op came Mondays to take grocery orders and delivered on Tuesdays; the Bakers came twice a week; the Butcher came Friday mornings; the Milkman came every other day; suppliers of paraffin, hardware and household goods also came regularly – there was little need to travel to shops.
29. After the village school closed in 1963, the school bus came along the lanes to take children to school in Stonehouse.
30. Standish Hospital closed in December 2004, after many years of uncertainty and local campaigning to keep it open. Its future has recently been decided: on 22nd January 2019, Stroud District Council's Development Control Committee approved PJ Livesey's plan for development, which will bring 147 new homes to the village (99 new builds and 48 in the existing buildings). This development will more than double the number of households in the parish and will impact on all aspects of village life and local infrastructure and services.
31. In 2007, parts of Standish, together with much of Gloucestershire, suffered from flooding. The Parish Council and others have worked since that time to seek to reduce flooding during severe weather events in Standish. In July 2007, two houses in the Court were affected by flash floods in an extreme weather event experienced over vast swathes of the country. In 2013, one of those houses was again affected though to a lesser extent than previously. Remedial works were then undertaken within the Court, notably; i) removal of obstructions within and over the Arle Brook including a disused footbridge, ii) dredging along its exposed length, and iii) renovation of sluice gate. Each of these contributed to improved flow capacity. There have been no incidences of flooding since 2013, despite several other severe rainfall events.
32. Since 2017, a Rural Sustainable Urban Drainage System (SuDS) also known as Natural Flood Management (NFM) has been under discussion, seeking to install preventative measure 'upstream' that hold the water through woody dams and temporary ponds. Standish Parish Council persuaded Stroud District to incorporate the Arle Brook into a funding bid to the Environment Agency fronted by Gloucestershire Wildlife Trust (GWT) A primary aim of the Parish Council was to further protect against flooding in Standish Court. The bid was successful. The owners of Standish Park agreed to works being undertaken on their land, which is a key catchment area for the Arle Brook. This work has recently been completed. It is hoped that GWT will be able to work with other farmers whose land forms part of the catchment area. Standish Park and farms in the Arle Brook catchment can be seen in **Figure 4**.

Figure 4: Standish Park in relation to other farms in the Arle Brook flood alleviation project



COMMUNITY PROFILE

Standish Community Profile

Population: Age and Gender

33. In 2017, there were 250 people living in Standish. The population in Standish dropped by approximately 10% between 2001 and 2017. The population in Gloucestershire rose by 10% during this period (Mid Year estimates (ONS)2017). Approximately 16 people were said to live in a residential care home in Standish (the number of beds in the care home is 67 and the number of residents at January 2018 was actually 41).²

	Standish	England
Total population	250	55,268,067
Male	52.2% (130)	52%
Female	47.8% (120)	48%
Aged 0-15	17.1% ((45)	19.1%%
Working age	55% (140)	62.8%
Aged 65+	27.9% (70)	18.0%
Dependency ratio	0.82	0.59

² Population data obtained from Oxford Consultants for Social Inclusion (www.ocsi.uk) who collect local data published by more than 50 government agencies and have identified key indicators. Data from January 2019.

Ethnicity

White British	215
White non-British	10

Housing: Type

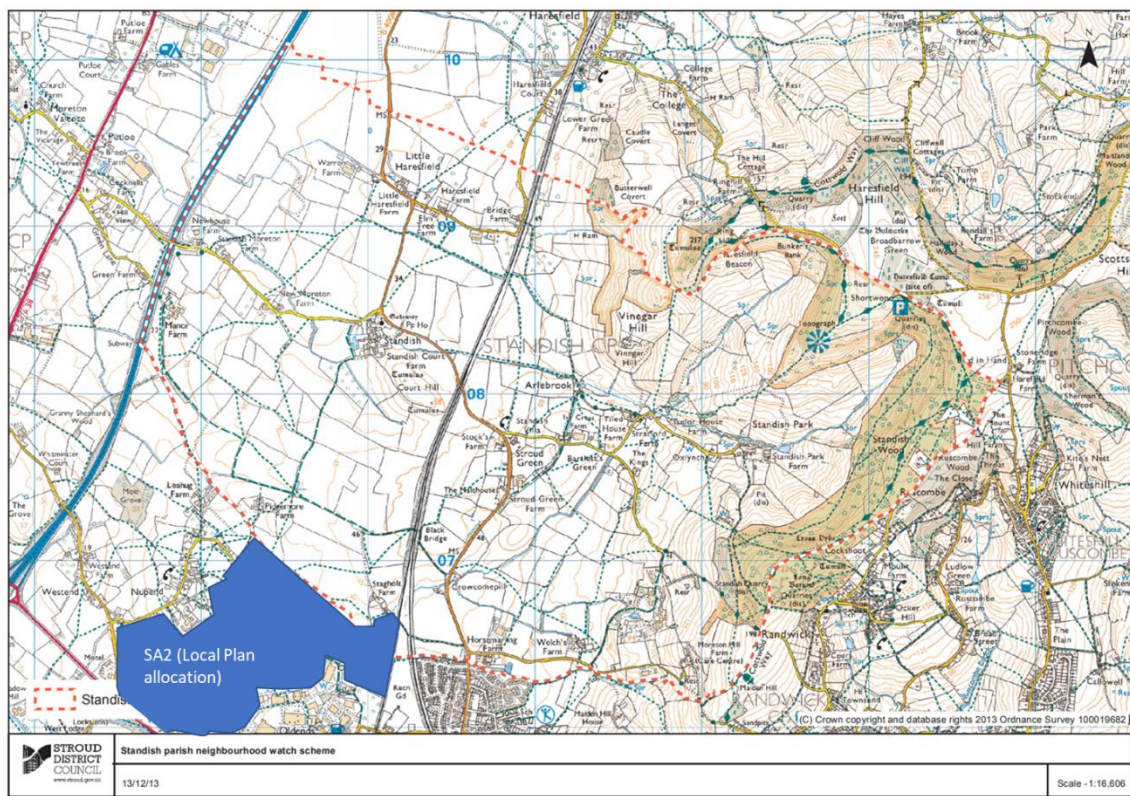
	Standish	England average
Detached	59.8%	22.3%
Semi Detached	32%	30.7%
Terraced	7.2%	24.5%
Temporary dwelling	1%	0.4%
2 nd Home	3%	0.6%

- 5% of households lack central heating in Standish compared with 3% across England.
- The overall crime rate is lower than the average across England.
- 8% of children are living in poverty in Standish compared with 17% across England.
- 22% of people have limiting long-term illnesses in Standish compared with 18% across England.
- 12% of people have no qualifications in Standish compared with 22% across England.
- 32% of people aged between 16 and 74 are in full-time employment in Standish compared with 39% across England.
- 5% of households have no car in Standish compared with 26% across England.
- The percentage of people 'satisfied with their neighbourhood' (87.8%) is higher in Standish than the average across England (79.3%).
- 100% of Standish households are classified as Rural residents, i.e.: rural area, sparsely populated, above average employment in agriculture, higher number owning multiple cars, an older married population, a high provision of unpaid care and an above-average number of people living in communal establishments.

PLANNING POLICY CONTEXT

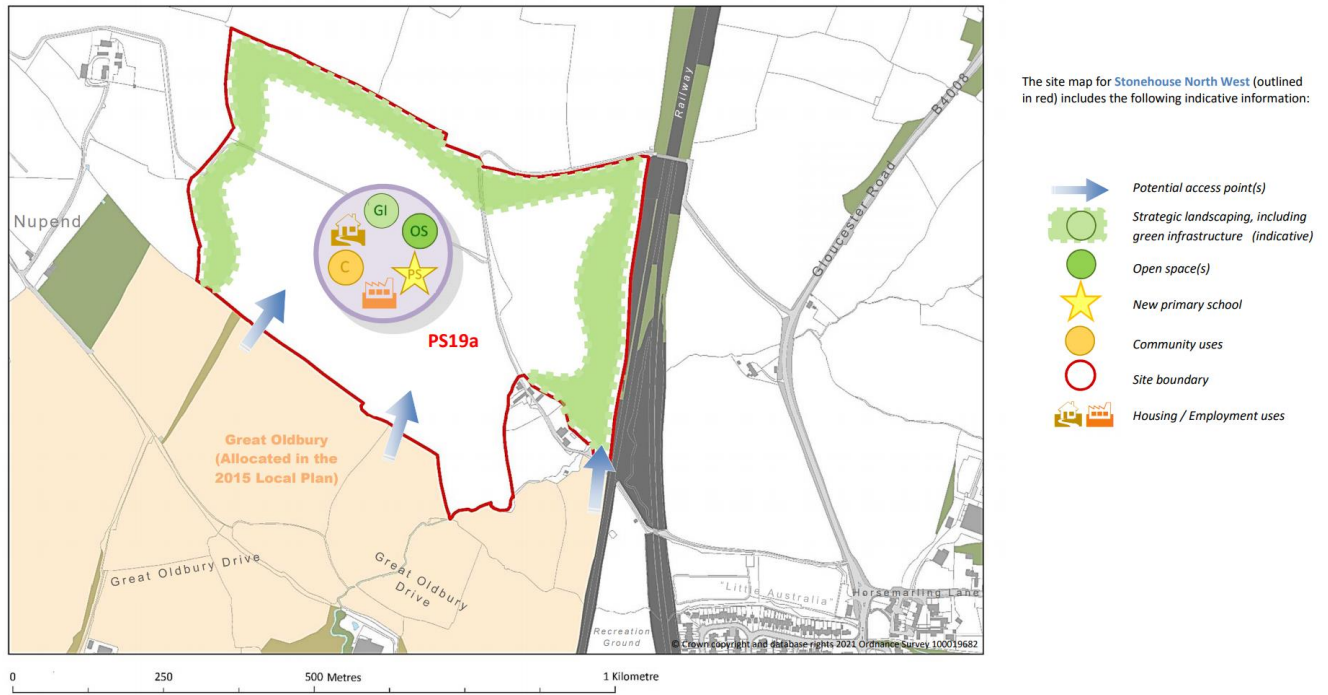
34. The Stroud Local Plan was adopted in November 2015 and is the primary Development Plan document for the NDP. The plan identified a target of at least 11,400 dwellings in Stroud District between 2006 and 2031. Many have already been built or are firm commitments and the residual number of 3,615 dwellings is identified.
35. Stroud District Council has declared a climate emergency and seeks to be carbon neutral by 2030.
36. The largest confirmed allocation, set out in the 2015 Local Plan Core Policy CP2, is the SA2 site “West of Stonehouse”, now known as Great Oldbury, where 1,350 dwellings and 10 hectares of employment land have been allocated. Policy CP2 clarifies that outside the strategic sites, development will take place according to the settlement hierarchy and new housing development should generally take place within designated settlement development limits. Only limited development will take place outside of these designated areas. **Figure 5** shows the location of SA2. Only a small portion of this site lies within Standish Parish and most of the land is therefore under the consideration of Eastington and Stonehouse NDPs.

Figure 5: Strategic Allocation SA2 in the Local Plan



37. In the settlement hierarchy, Stonehouse is designated as a Tier 1 settlement (most sustainable) and Standish Parish open countryside. According to the Local Plan CP2 therefore, only limited development will be permissible in Standish, except under paras. 80 and 84 of the National Planning Policy Framework (NPPF 2021).
38. The Minerals Local Plan has identified a large part of the parish as being on a Minerals Resource Area for Sand and Gravel and Emerging Minerals Local Plan Safeguarding Area. These designations must be considered when determining how to safeguard the identified minerals resource (see **Planning Policy Context Evidence Paper**).
39. The Stonehouse NDP seeks to protect views over Standish towards the escarpment and also to ensure that new development, such as that at SA2, will create a robust network of accessible cycle and pedestrian routes that will also function as wildlife corridors.
40. The Stroud Local Plan is currently under review. A Regulation 19 Local Plan was published in May 2021. The Regulation 19 Draft Local Plan seeks to allocate a site for 700 home and 5 hectares of employment land on the site identified as PS19a which lies entirely within Standish Parish.
41. The Draft Local Plan has identified a need to increase its housing allocations by 40% over the next plan period, from the current level of 456 homes built annually to at least 630 homes annually. Over the future plan period to 2040, there is now a requirement to identify land to provide an additional 8,005 homes (residual requirement). The new demand will be met on a mixture of brownfield and greenfield sites.
42. The Draft Local Plan proposes that Stonehouse will remain in Tier 1 and Standish Parish outside the allocation will remain countryside where only very limited development will be allowed.
43. The Draft Local Plan (May2021) allocation is shown in **Figure 6**.

Figure 6: Proposed site allocation (PS19a) in Standish



Source: Stroud Presubmission Draft Local Plan (May 2021)

44. This NDP has been prepared to address the challenges identified in the Draft Local Plan. Planning Practice Guidance on neighbourhood planning allows an NDP to consider policies in a Draft Local Plan and encourages the planning authority and the qualifying body (in this case, Standish Parish Council) to work together to agree an approach that minimises any conflicts between policies in the Neighbourhood Plan and the Emerging Local Plan.³

45. Therefore, to be prudent, the NDP will contain policies that anticipate the possibility that a strategic allocation might be forthcoming. If no development were to occur, the policy would not be utilised and rendered redundant (or dormant). However, should the allocation be made, the NDP will remain up to date and will not require an immediate review upon adoption of the new Local Plan.

³ PPG, Neighbourhood Planning, 009, Ref ID 41-009-20190509

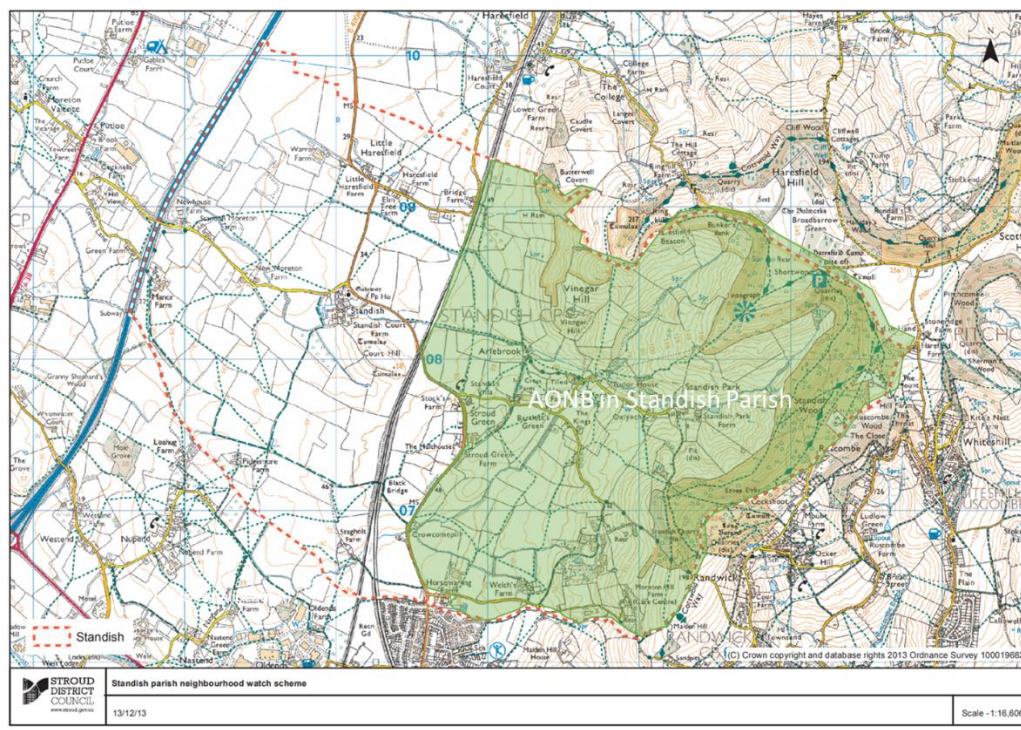
STANDISH DEVELOPMENT FRAMEWORK

46. Standish is a rural parish of scattered hamlets divided into three broad landscape zones – escarpment, foot-slopes and plain. The Escarpment is part of the Cotswold Area of Outstanding Natural Beauty (AONB) and is principally woodland and limestone pasture. The foot-slopes and lowland plain are mixed farmland. The Development Plan policies are reviewed in the **Planning Policy and Development Framework Evidence Papers**.
47. The parish provides some breath-taking views, especially from the Escarpment. This zone is part of a major landscape feature, the Cotswold Ridge. Parts of Standish are thus visible from the Brecon Beacons some 40 miles distant, from much of the Severn Vale south of Gloucester, as far as the Severn Bridges and Forest of Dean, and northwards to the Malvern Hills and beyond. The views out of the zone are similarly impressive, though marred by modern developments such as the Muller factory in Stonehouse, the M5, the Javelin Park waste incinerator, the new warehouses on the St Modwen’s site on Stonehouse Road, Haresfield and the roofs of Dobbies Garden Centre near M5 junction 12.
48. Standish falls within an area designated as providing Strategic Green Infrastructure⁴ and AONB. Green Infrastructure is defined as “A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”, according to in the NPPF.
49. The Gloucestershire Local Nature Partnership identifies the following key environmental and social benefits of green infrastructure:
- Ensuring a more attractive place for people to live, work and visit
 - Giving opportunities for outdoor relaxation, play and access to nature
 - Improving health and well-being – lowering stress levels and providing opportunities for exercise
 - Helping climate change adaptation, for example by flood alleviation and cooling urban heat islands
 - Improving air and water quality
 - Giving space for habitats and providing wildlife corridors and linkages
 - Providing sustainable transport routes – for cycling and walking
 - Enabling local food production - in allotments, gardens and through agriculture

⁴ A Strategic Framework For Green Infrastructure In Gloucestershire 2015, Gloucestershire Local Nature Partnership.

50. Standish sits on the western edge of the AONB, and approximately the eastern half of the parish lies within it. **Figure 7** shows the extent of the Cotswolds Area of Outstanding Natural Beauty in the parish.
51. The AONB Management Plan seeks to ensure that NDPs pay regard to the setting of the AONB and the AONB itself. Planning decisions should have regard to the scenic quality and ensure that views are conserved and enhanced. It also requires that there should be safe, pleasant, accessible, clearly waymarked and well-connected Public Rights of Way (PROW) across the AONB. Local communities from the surrounding areas should be a priority for engagement. The Management Plan seeks to increase the provision of walking, cycling and riding routes, including easy access routes for the disabled, opportunities to access and interact with nature, and volunteering and personal development opportunities.

Figure 7: AONB in Standish Parish



52. The Stroud District Open Space and Green Infrastructure Study (June 2019) indicates that, for the Strategic Allocation PS19a, the proposal should include provision of allotments, parks and recreation grounds, children's play areas, youth access and Accessible Natural Greenspaces to meet identified under-provision.
53. The Vision for Standish 2040 seeks to retain a separate identity for the parish including its tranquil rural character. Standish Parish is not suitable for development under current Development Plan policy because it is so sparsely populated and undeveloped. The parish remains identified as open countryside in the settlement hierarchy in the Local Plan.

54. The Standish countryside has intrinsic value as a place for agriculture, recreation and a home for wildlife. Productive landscapes, such as community farms, coppice woodlands, orchards etc, can provide a resilient bio-diverse rich landscape that can provide both employment and produce for the local community.
55. The Draft Local Plan makes clear that it is necessary to significantly increase the available housing and economic development land across the District and that this should be reflected in land allocations in the Local Plan when it is adopted. The proposed strategic allocation PS19a in the Draft Local Plan is for 700 homes and 5 hectares of employment land in Standish Parish.
56. Taken together, the current SA2 allocation and the PS19a allocation will, without mitigation, cause a dramatic and harmful landscape impact upon the parish and, it can be argued, on Stonehouse as well. This impact will be felt in the following ways:
- The views of the AONB and from the AONB will be harmed by introducing large-scale urban development into the agricultural setting, thus affecting the AONB and its setting.
 - There will be a loss of Green Infrastructure for Standish and Stonehouse and all the benefits that this provides.
 - There will be a loss of habitat for protected species.
 - Public Rights of Way (PROW) that currently traverse open countryside will become urbanised.
57. The setting to the south of the Standish Church (Grade I listed), Court and Village Hall (both Grade II Listed) is clearly defined by a shallow localised ridge running east/west to the south of the site, as set out in the Landscape Appraisal. This ridgeline acts as a constraint to further development and should be fully considered, since new development should not be visible from the Church, Court and Village Hall, in order to preserve their setting.
58. Land to the north of the Church, Court and Village Hall continues to be unsuitable for major development and should retain its character as Countryside and should continue to not be designated within the settlement hierarchy.
59. Elsewhere in the parish, agriculture is currently the predominant land use, particularly in locations that would provide green infrastructure for Stonehouse and PS19a. The local character is based upon this land use and there are no proposals to change this. However, certain land uses might be acceptable in the rural parish as set out in NPPF 2021 paras. 78, 80 and 84. Other development, particularly that which introduces an urban character, should be strongly resisted unless related to Strategic Allocations.
60. The parish countryside also has value for nature and biodiversity and there should be no further loss of habitats or erosion of the environment. There are two Strategic Nature Areas (SNAs) in Standish

Parish. Both lie within the AONB (SNA 120 and SNA121⁵). NDP policy S2 will require links and nature corridors between PS19a and the countryside and measures should be taken wherever possible to strengthen and enhance opportunities for nature to thrive, according to Local Plan policy ES6.

61. Policies in the Stonehouse NDP seek to introduce enhanced PROW with wildlife corridors. It will be necessary for the Standish NDP to carry these routes forward over new development at PS19a. This is addressed in NDP policies S2, S3 and S4.
62. There is an extensive PROW network crossing the parish in a network that leads from Stonehouse to the AONB. NDP policy S3 sets out how this network can be improved and strengthened to offer better and more enjoyable sustainable transport options for Stonehouse and Standish. This would provide access into existing PROW and bridleways, which then link to neighbouring settlements. Surface improvements would provide a traffic free network to help local residents access a range of facilities, including GP practices, Maidenhill Comprehensive School, local shops, restaurants and food outlets, the Stagholt allotments, Stonehouse railway station and bus stops. This network would be an opportunity for onward connectivity of a more strategic nature, linking into a strategic corridor between Stroud and Gloucester.
63. Maintaining the PROW network in good condition and suitable for a range of users including those with limited mobility will be key to delivering green infrastructure objectives from the Gloucestershire Local Nature Partnership and as specified in Local Plan policy EL12. The **Sustainable Transport Evidence Paper** provides detailed evidence on where PROW improvements are required and NDP Policies set out how these improvements will be delivered.
64. Standish's lack of infrastructure has led to its identification as "Difficult: some services inaccessible by public transport or transport or travel time greater than 30 minutes". This could be ameliorated by development in PS19a which could supply necessary services to the wider parish. However, according to Local Plan Policy EL13, much of this should be accessible by using non-motorised transport.
65. Therefore, the PROW network will take on greater importance for sustainable transport when PS19a is developed. The PROW network will provide access to green infrastructure for the new residents and for people who live in Stonehouse who wish to have access to the countryside. It will have the potential to link into a strategic cycle network connecting Stroud and Gloucester. It will also enable existing residents of Standish Parish to access necessary services by using sustainable modes of transport. For these reasons, the NDP will seek to strengthen and enhance the existing PROW network in Standish so that it enables new development to be more sustainable and increases accessibility to community and green infrastructure. This is addressed in NDP policy S2.
66. To address these points, this NDP sets out a comprehensive Development Framework including broad principles for future development. These principles should be used in conjunction with policies in the Development Plan.

⁵ See page 21 of the Standish Development Framework Evidence Paper for explanation of SNAs.

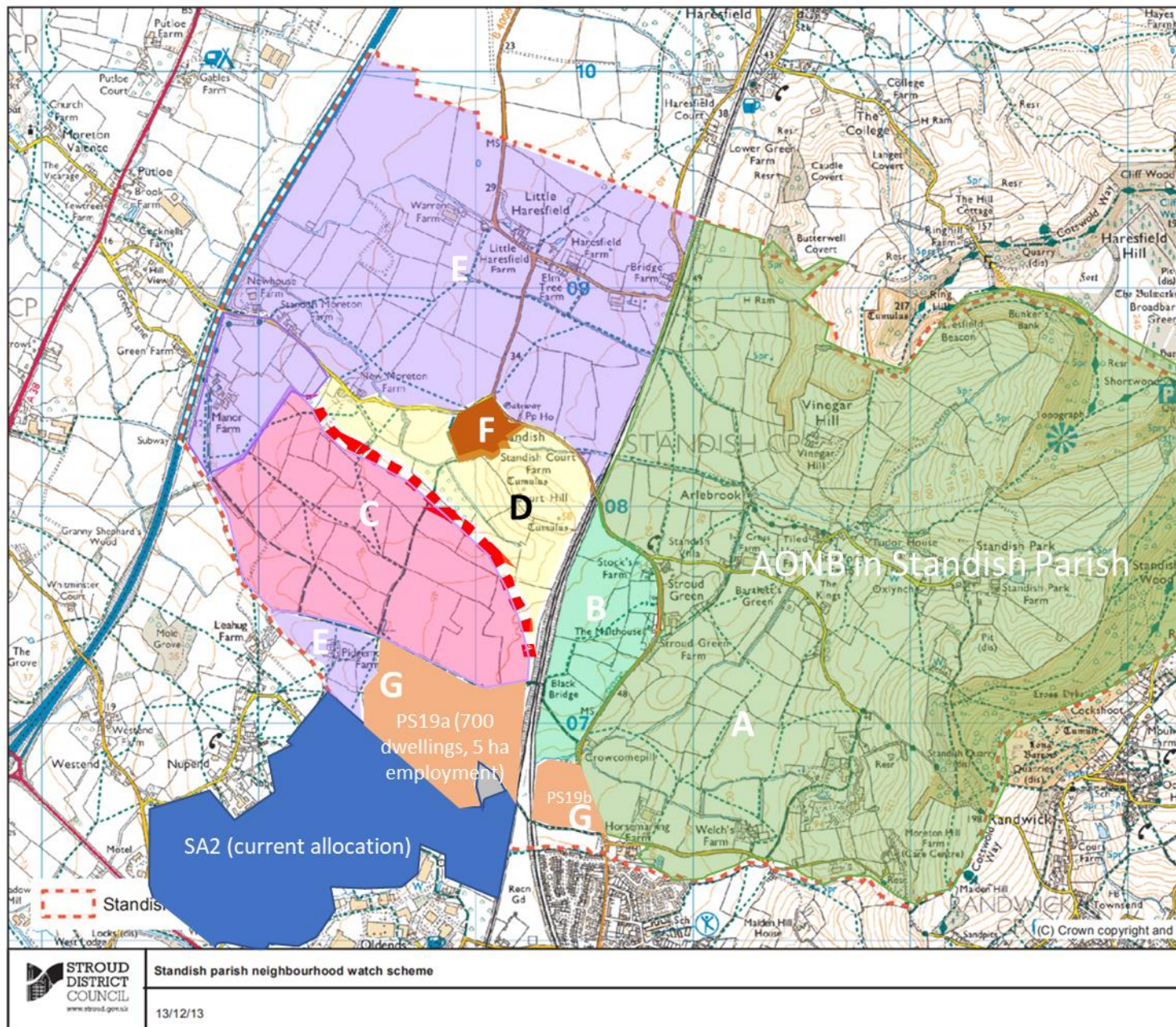
67. Standish Parish Landscape Assessment and other evidence indicate that the parish can be divided into several character areas. Each will require a different approach to development management. The character areas are illustrated in **Figure 8 and Table 1**. Table 1 summarises the overall principles how development should progress across the parish and should be the starting point for masterplans and design and access statements. It is the basis and justification for policy S1.
68. A swathe of land from the railway line to the M5 via Standish (along the Arlebrook) lies in Flood Zone 3 and there are areas at risk of surface water flooding spreading NW towards the M5, particularly through Standish (Area F in Table 1), Stroud Green and Little Haresfield, which must also be taken into consideration, specifically with regards to built development. The Flood Authority has indicated that new culverts will only be installed where necessary, however all opportunities will be taken to deculvert sections of channel where possible.

Table 1: Standish Parish Character Areas and Development Framework

Area A	The Area of Outstanding Natural Beauty (AONB) is subject to its own masterplan and under footnote 7 of the NPPF 2021 is an area protected as an asset of particular importance. Development would not normally be appropriate here.
Area B	This area falls outside the AONB but is an important feature of its setting. Development should be strongly resisted here where it has a negative impact upon the setting of the AONB.
Area C	This area is bounded by the possible Strategic Allocation PS19a/South Standish to the south, the local ridge (see Area D below) that protects the setting of the Standish Church, Hall and Court. Development in this area would generally be inappropriate as a countryside location. However, should development be proposed, a landscape assessment would be required to identify and mitigate impacts on the AONB and the setting of the Standish Church, Hall and Court and other historic assets. In addition, development in this area would generally not be appropriate unless it can be demonstrated that the setting of the historic assets will be protected, preserved and enhanced.
Area D	This area is bounded to the south by a low ridge that blocks views from Standish Church, Hall and Court and to the north by the B4008. This area constitutes the setting of these listed buildings and other historic assets associated with them. Development in this area would generally not be appropriate unless it can be demonstrated that the setting of the historic assets will be protected, preserved and enhanced.
Areas E	This land is countryside where only rural development would be appropriate (NPPF 2021 paras. 80 and 84) . Area E includes Standish Airfield Meadow: Centroid SO7927051 (approximately 8 hectares). This is an area of high quality grassland supporting a richly biodiverse habitat of plants, insects, birds and mammals on the site of a wartime airfield. According to the current farmer, it has never been ploughed and thus is probably ancient grassland. Following the submission of a botanical survey carried out by Juliet Bailey in July 2020, the meadow has been placed on Natural England's Priority Habitats Inventory. This will appear on the Natural England data base when it is next updated. See Figure 3.
Area F	This is the historic village of Standish where the Church, Hall and Court listed buildings are located.

Area G	Local Plan Strategic allocation PS19a/South Standish.
---------------	---

Figure 8: Standish Parish Character Areas



S1: Standish Development Framework

Development in Standish Parish will be appropriate to its location in the Standish Development Framework, defined in **Table 1** and **Figure 8**.

Development in the AONB (Area A) and within the AONB's setting (Area B) will normally be inappropriate, except as allowed under Local Plan policy ES7.

Development in Area C would generally be inappropriate in this countryside location however, should development be proposed, a Landscape Assessment will be required that demonstrates that harm has been avoided to the setting of the AONB and the setting of the Standish Church, Village Hall and Court and other historic assets (Area F). Planning permission will not be granted unless potential harm can be mitigated to an acceptable level. In addition, development should not significantly increase traffic on local lanes or the B4008.

Development in Areas D and F will only be allowed where it preserves, protects and enhances the listed buildings and their landscape setting.

Areas E are not sustainable locations for development and development there would be inappropriate except under limited circumstances in the countryside.

Area G will be subject to NDP policy S2/Great Oldbury and will be referred to as South Standish.

Development will respect the character identified in the Standish Landscape Assessment and will seek to avoid harm to the tranquillity of the countryside, generate a biodiversity net gain, and avoid flooding by use of effective water management regimes such as SuDS, Natural Flood Management, retention of natural areas adjacent to watercourses and rainwater harvesting.

Proposals on land subject to flooding, particularly residential development in Flood Zone 3, may not be supported by the Parish Council and the Local Planning Authority.

STRATEGIC DEVELOPMENT SITES

69. NDPs must be in general conformity with the strategic policies contained in any development plan that covers their area⁶. The Development Plan policies are reviewed in the **Planning Policy and Development Framework Evidence Papers**.
70. Since allocation PS19a falls entirely within Standish Parish, the Neighbourhood Plan may seek to offset and manage harmful impacts. This has been done here in NDP Policy S2. Development in the parish should seek to retain its rural character such that where it occurs, it should be well-assimilated by the local topography, existing hedgerows and woodland, and be strongly reinforced by planting where this is necessary to retain this wooded agricultural character.
71. The Landscape Appraisal⁷ concludes that the effect of major development in the parish on the PROW network will be adverse or strongly adverse from almost every location where extensive or clear views can be seen, unless the layout of development can be appropriately arranged and suitably mitigated.
72. The Landscape Appraisal⁸ also shows that the effect of current allocations at SA2 on long and near distance views from the AONB is significantly adverse. New development on PS19a, unless new housing is assimilated by substantial boundary treatment and internal planting to the north and eastern boundaries, will be significantly adverse. It is not considered appropriate to allocate employment land within PS19a unless the height of the buildings is no taller than a conventional 2-storey house⁹. Existing vegetation and hedgerows should be retained.
73. Major development will require a full landscape strategy as set out in the report and illustrated in **Figures 8 and 9 of the Illman Young Landscape Appraisal**.
74. Land adjacent to watercourses should be reserved for public open space, Natural Flood Management schemes and walking, cycling and equestrian activities.
75. The names “PS19a” and “Northwest of Stonehouse” are cumbersome and do not reflect the site’s location. The site will be referred to as **“South Standish”**, though it is expected that once the scheme is developed it will be given a different name chosen by the applicant.

The NDP will require that a masterplan is prepared for South Standish that will enable the Parish Council on behalf of the parishioners to be involved in the masterplanning and delivery of the site. The objectives from the Vision will be delivered through joint work between developers and the Parish Council. Development management of the strategic sites should therefore address the following principles:

⁷ Para. 3.1

⁸ Para. 3.2.

⁹ Landscape Appraisal, para 3.2.

South Standish Development Principles

- A masterplan will be prepared in consultation with the Standish Parish Council and meaningful pre-application engagement will take place that will allow the Standish Community to have their views reflected in the overall site layout , design and access.
- The new development should seek to retain the rural character of the parish such that, where it occurs, it should be well-assimilated by the local topography, existing hedgerows and woodland, and be strongly reinforced by planting where this is necessary to retain the wooded agricultural character.
- The new development will pay regard to the existing community and will allow equal access to all parishioners, whether this be transport access or social/community access. The masterplan will need to demonstrate that there are effective transport links between new community infrastructure and the existing community, and that all members of the Standish community will be able to participate equally.
- The masterplan will need to demonstrate how effective multi-user sustainable transport links with integral wildlife corridors will link between Strategic Site SA2 and Stonehouse through the development to the remainder of Standish and towards Gloucester, connecting with proposals for a strategic cycleway linking Stroud and Gloucester and how these links will encourage access to the countryside for health, recreation and sustainable transport.
- Access to the site will avoid greater use of the B4008 for motorised vehicles.
- Green infrastructure will be provided in the form of allotments, parks and recreation grounds, children’s play areas, youth access and Accessible Natural Greenspaces to meet identified under-provision. Any new planting will be in sympathy with existing, with a prioritisation of native species to enhance opportunities for wildlife, and will be planted at the appropriate time of year, with care for soils and be well-maintained, particularly to ensure survival in the early stages. Planting and landscaping schemes will be maintained to a high standard for at least a period of 10 years upon completion of the scheme.
- Developers will be asked to work with the Parish Council in the design phase to identify means of minimising the carbon impacts.
- New development will be designed, landscaped and oriented in such a manner to avoid all unnecessary light pollution into the countryside. The use of street lights at the edges of the development facing the countryside will be strongly resisted.
- New development will be on mains sewers and have fast broadband.

S2: Major Development in South Standish

Development of more than 10 houses (Major Development) or development at South Standish (formerly referred to as PS19a) will require a site masterplan. This policy will apply to schemes relating to the PS19a allocation only once this site has been formally allocated in an adopted Stroud District Local Plan. The masterplan will be produced in consultation with the Parish Council and community and will follow the **South Standish Development Principles** and should take account of the **Standish Development Framework** evidence. The site masterplan should be submitted as part of Outline or Full planning applications and may be part of the Design and Access Statement, and should provide the following supporting evidence as a minimum, taking full regard of all relevant Development Plan policies:

A Consultation Statement explaining how the Standish Community was included in the design, and consulted on access and layout of the scheme in accordance with Para. 40 NPPF 2021.

Community infrastructure should be provided as indicated in a Community Infrastructure Access Study. The Study will explain how community infrastructure needs will be met and how all members of the Standish Community will have equal transport and social access to new community infrastructure. This should contain an assessment of the following issues as a minimum: access by car and sustainable transport, access by age and level of mobility, barriers to access such as private membership and financial considerations. Community infrastructure includes: health facilities, school places, sport and recreation facilities, library facilities, meeting halls and spaces.

A Countryside And Wildlife Plan demonstrating how existing public rights of way will be enhanced to provide access to and from the countryside in line with policies S1 Countryside Development Framework and S3 Sustainable Transport and linking to land in policy S4. The Plan will seek to introduce wildlife corridors alongside and within sustainable transport access corridors as recommended in the Standish Landscape Assessment, will preserve existing trees and hedgerows, provide wildlife corridors linking Stonehouse to the Standish countryside in a manner that ensures that the same standard of provision is provided along the entire length of the routes, and will use existing water features as a means of improving flood resilience and wildlife habitats. A range of habitats will be provided for species diversity with a range of surface water flow types and meanders in channels being preferable. Green infrastructure will be provided to meet identified under-provision.

The Transport Statement or Transport Assessment must identify means by which traffic will be prevented or discouraged from using the B4008 and means by which more sustainable transport options will be encouraged in line with the Local Transport Plan. It must identify safe commuter and leisure pedestrian, cycling and multi-user routes to Stonehouse and towards Gloucester, in line with the Local Transport Plan's aspirations for a strategic cycleway. In addition, Highways England have indicated that any development will be required to address relevant policies regarding highways improvements and infrastructure provision to mitigate

impacts on the strategic road network.

A Sustainability Statement demonstrating how potential for carbon reduction has been maximised, exceeding current Building Regulations Standards where possible, and showing that new developments will be on mains sewers and have fast broadband in consultation with the statutory providers including the Flood Authority. The statement should demonstrate that the estimated consumption of wholesome water per dwelling is calculated in accordance with the methodology in the water efficiency calculator and should not exceed 110 litres/person/day. Developments should demonstrate that they are water-efficient, where possible incorporating innovative water efficiency and water re-use measures.

An Energy Strategy will accompany the Sustainability Statement and demonstrate that design of development has:

- i. Minimised the demand for heating/cooling, hot water, lighting and power through energy efficiency measures;
- ii. Minimised excessive solar gain through orientation, built form, massing, fixed, mobile and seasonal shading and green infrastructure;
- iii. Maximised passive cooling through natural ventilation, diurnal cooling;
- iv. Met residual cooling load renewably, and considered opportunities for seasonal cooling/heating.
- v. Maximised on-site renewable energy generation; and ensured that, as a minimum, the developments would secure most of its total regulated energy from decentralised and renewable or low carbon sources.
- vi. At such a point that a carbon offsetting regime for Standish Neighbourhood Area is in place; after applying on site measures, all development would achieve a 100% reduction in its remaining regulated and unregulated emissions through the use of carbon offsetting.
- vii. Provided rainwater harvesting for all properties to allow for a more sustainable use of rainwater.

A Lighting Strategy will set out means of preventing light pollution arising from the development causing harm to the tranquillity and night-time darkness of the open countryside.

A Landscape Visual Impact Assessment will be undertaken to ensure that harmful impact upon views to and from the AONB are minimised. The LVIA will use the Standish Landscape Assessment as its starting point and should explore the opportunities identified therein.

A Sewerage and Drainage Masterplan will be provided which demonstrates consideration of the timing and phasing for necessary infrastructure provision at an early stage within the

planning process to enable strategic infrastructure to be designed appropriately. All applications for new development will demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, in such a way that discharges to the public sewerage systems are avoided, wherever possible.

A Landscape and Habitat Management Plan (LHMP) will be required in order to safeguard ongoing management of the landscape and associated habitat for a minimum of the next ten years. The LHMP must deliver:

- i. Conservation of any special landscape features of the site such as individual trees, hedgerows, native grassland, wetland, ditches, water bodies and any other notable features.
- ii. Safeguarding of the provision and long-term use of low key open space, public footpaths, bridleways and cycleways, that take advantage of any natural assets in the site.
- iii. Management of the landscape and habitats to conserve and enhance biodiversity.

The LHMP will set out the contribution that habitat management will make in relation to each of the above overarching objectives as follows:

- a. Description of the site context and valuable ecological resources within and close to the site that will be managed under the LHMP;
- b. Description of and principal objectives of management to be undertaken;
- c. Review of any current management and evaluation in relation to local, regional and national Biodiversity Action plans (BAP);
- d. Set objectives for the next ten years for habitat management;
- e. Description of constraints that may influence management prescriptions;
- f. Provision of habitat management tables which set out management tasks for the next ten years;
- g. Set out a programme of habitat and species monitoring to inform future management;
- h. Review of all current and future guidance from DEFRA and any opportunities to apply for future grant funding under the Countryside Stewardship and Woodland Grant Scheme.

In order to give all proposed new planting (trees, shrubs, hedges, ornamental planting, meadow / amenity grass) the best possible chance of establishment and long-term sustained growth and vigour, any existing topsoil and subsoil must be carefully protected and / or stripped and stored in accordance with the following guidance:

- i. DEFRA – Construction Code of Practice for the Sustainable Use of Soils on

Construction Sites (2009);

- ii. British Standard for Topsoil BS3882;
- iii. British Standard for Subsoil BS8601.

A Recreational Impact Strategy will be required which will demonstrate that the development will be recreationally self-sufficient and incorporate significant large areas of publicly accessible semi-natural greenspace, to reduce the need for recreation further afield. This will include provisions for a financial contribution towards the Severn Estuary Mitigation Strategy.

The masterplan should demonstrate transport and movement inter-connectivity with Stagholt Farm.

A Heritage Assessment that considers the cumulative impact of the proposed development on the wider setting of the group of listed buildings in Standish should be assessed, with particular reference to the encroachment of built form into the settlement's very significant surrounding historic landscape, including historic boundary features. Views from the Escarpment would be a key consideration.

SUSTAINABLE TRANSPORT

76. The main transport route through Standish is the B4008 which traverses the parish from the northwest to the south east. It is a winding and narrow road and there have been 1 fatal and 3 serious accidents between Little Haresfield and Stonehouse in the last 5 years and other collisions along its length. Traffic movements have increased by 54% between 1999 and 2017, from approximately 5,400 vehicles per day to 8,300 vehicles per day¹⁰ and local people feel that it is unsafe.
77. The Highways Authority's Local Transport Plan 2020-2041 (LTP) and the Countryside Access and Rights of Way Improvement Plan recognise the value that the PROW network creates in allowing non-motorised travel in the County and the health and recreation benefits that this brings. The Highways Authority's LTP has adopted Access Improvement Multi-user track B4008 between Little Haresfield and Stonehouse as a long-term capital priority¹¹.
78. The LTP promotes cycling throughout Gloucestershire in Policy LTP PD 2.1 – Gloucestershire's Cycle Network, and these principles are carried forward in this neighbourhood plan. Policy LTP PD 6.3 Rights of Way, is also relevant to this plan in that they both seek to maximise the safety and attractiveness of the public rights of way network.
79. The proposed Strategic Cycle Network includes a route through Standish between Stonehouse and Junction 12 of the M5 as shown in **Figure 9**.
80. The LTP seeks to maximise the potential of the rail stations such as that in Stonehouse which is easily accessible from Standish.¹² Therefore, the provision of better cycling links from existing and future residential development can make a contribution towards the LTP vision. The Cotswold Way links the parish footpath network to the AONB. In addition, there is an extensive PROW network that links Standish to the AONB, the wider countryside, and Stonehouse.
81. The Stonehouse NDP seeks to ensure that new development, such as that at SA2, will create a robust network of accessible cycle and pedestrian routes that will also function as wildlife corridors. It will be necessary for the Standish NDP to carry these routes forward into new development such as that at South Standish.
82. The Parish Council objects to any development that has motorised access onto the B4008, which would add to levels of traffic, thus exacerbating the current concerns and issues. The B4008 is particularly unsuitable for cyclists and walkers due to width restrictions, poor visibility for motorists

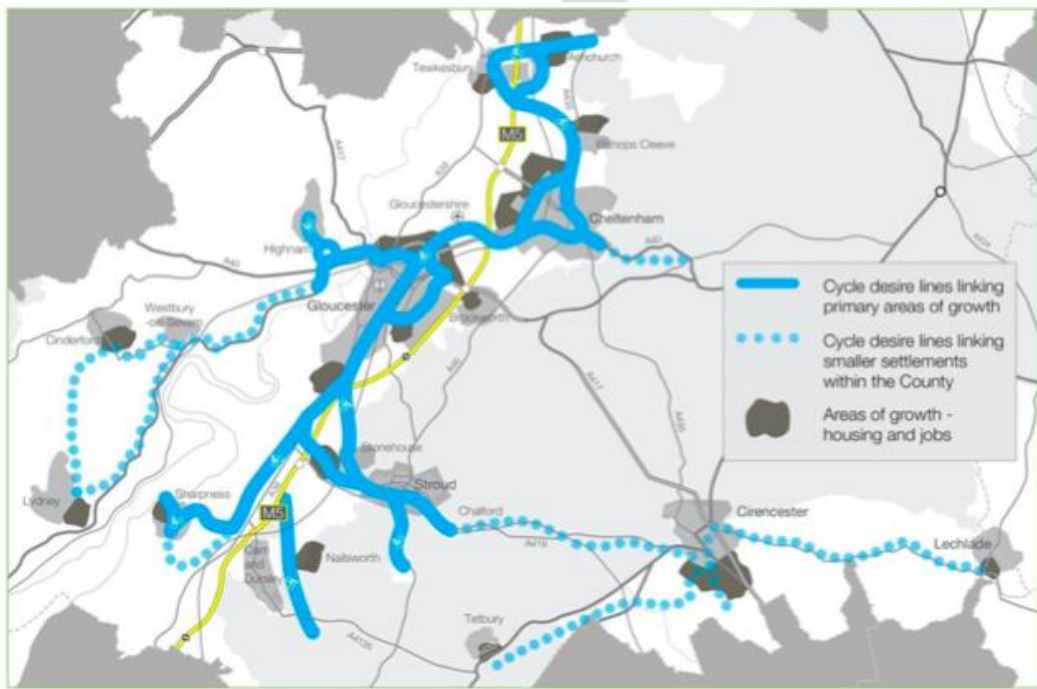
¹⁰ Traffic movements supplied by Gloucestershire County Council, Information request reference: 8023826.

¹¹ Gloucestershire Local Transport Plan 2020-2014, Table CPS5 (b) Stroud – Active Travel (Walking/cycling) Scheme priorities up to 2031, reference 6.

¹² Local Transport Plan 2020-2031 para. 4.6.16.

particularly at curves, narrow or inaccessible verges and the absence of any safe non-motorised routes on much of its length.

Figure 9 - Countywide Strategic Cycleway



83. The Parish Council has undertaken a feasibility study on a Multi-User Path along the B4008 between Little Haresfield and Stonehouse and is in discussion with the Local Transport Authority regarding an off-road path for cyclists and other non-motorised users between the Stonehouse/Standish boundary and M5 Junction 12 and beyond, as described in paragraph 78 above. The purpose is to enable non-motorised transport to utilise a route between Stroud and Gloucester and pedestrians to gain access to Stonehouse and Gloucester, avoiding the dangers posed by traffic on the B4008.
84. In 2017, the community identified key transport routes that should be the focus of improvement projects. These are shown in **Figure 10**. Following discussions with various Gloucestershire County Council officers, other possible options for off-road multi-user route/accessible cycle routes that are high quality, fit for purpose and usable by a variety of non-motorised vehicles including cargo bikes and mobility scooters have been identified and are shown in **Figure 11**. The first tranche from Horsemarling Roundabout to Black Bridge (**See Figure 12**) is already being investigated by the Parish Council as a 'stepping stone' to allow for the extension of a multi-user facility (travelling north from Stonehouse via the strategic allocation site), and onwards to Gloucester. This section will also be significant for the local community, enabling safe non-motorised travel from Great Oldbury, PS19a and local hamlets to and from schools, employment, railway station and the other facilities of Stonehouse. Gloucestershire County Council Transport Planning will identify the desire lines for the preferred route in the emerging Local Cycling and Walking Infrastructure Plan for Stroud.

Figure 10: Proposed PROW network improvements in Standish Parish as identified in the Feasibility Study 2017

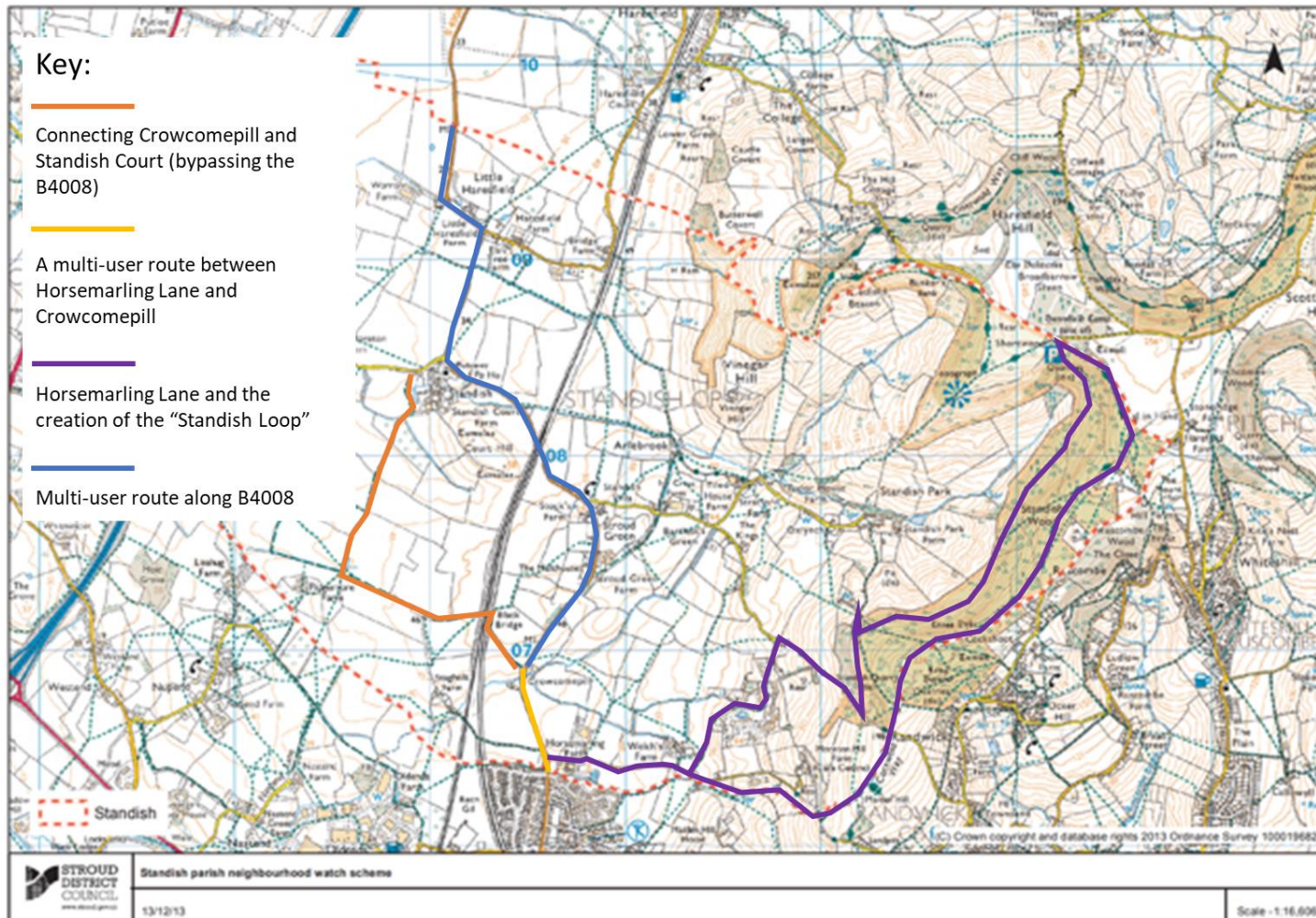


Figure 11: Other possible options for off-road multi-user route/accessible cycle routes

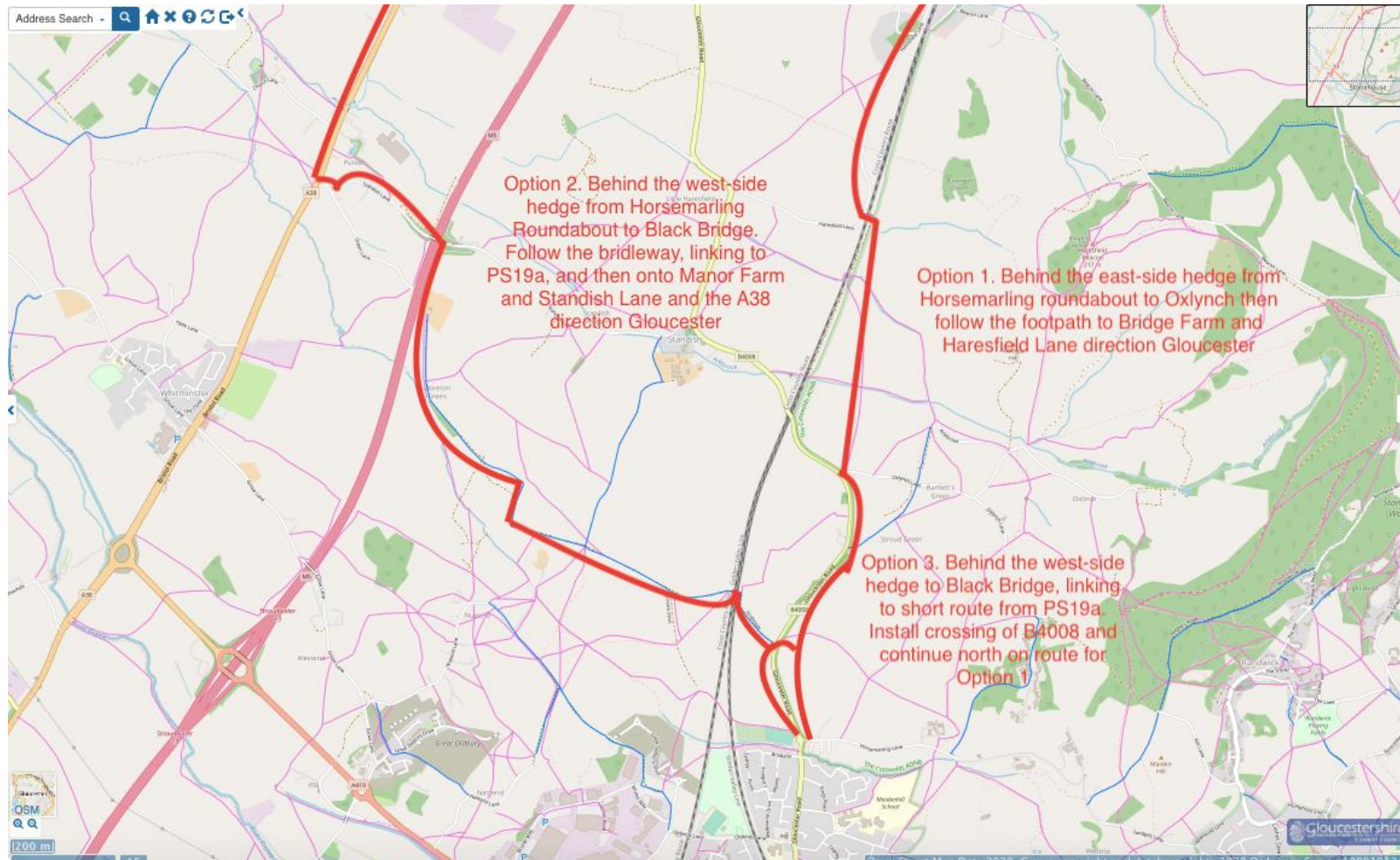
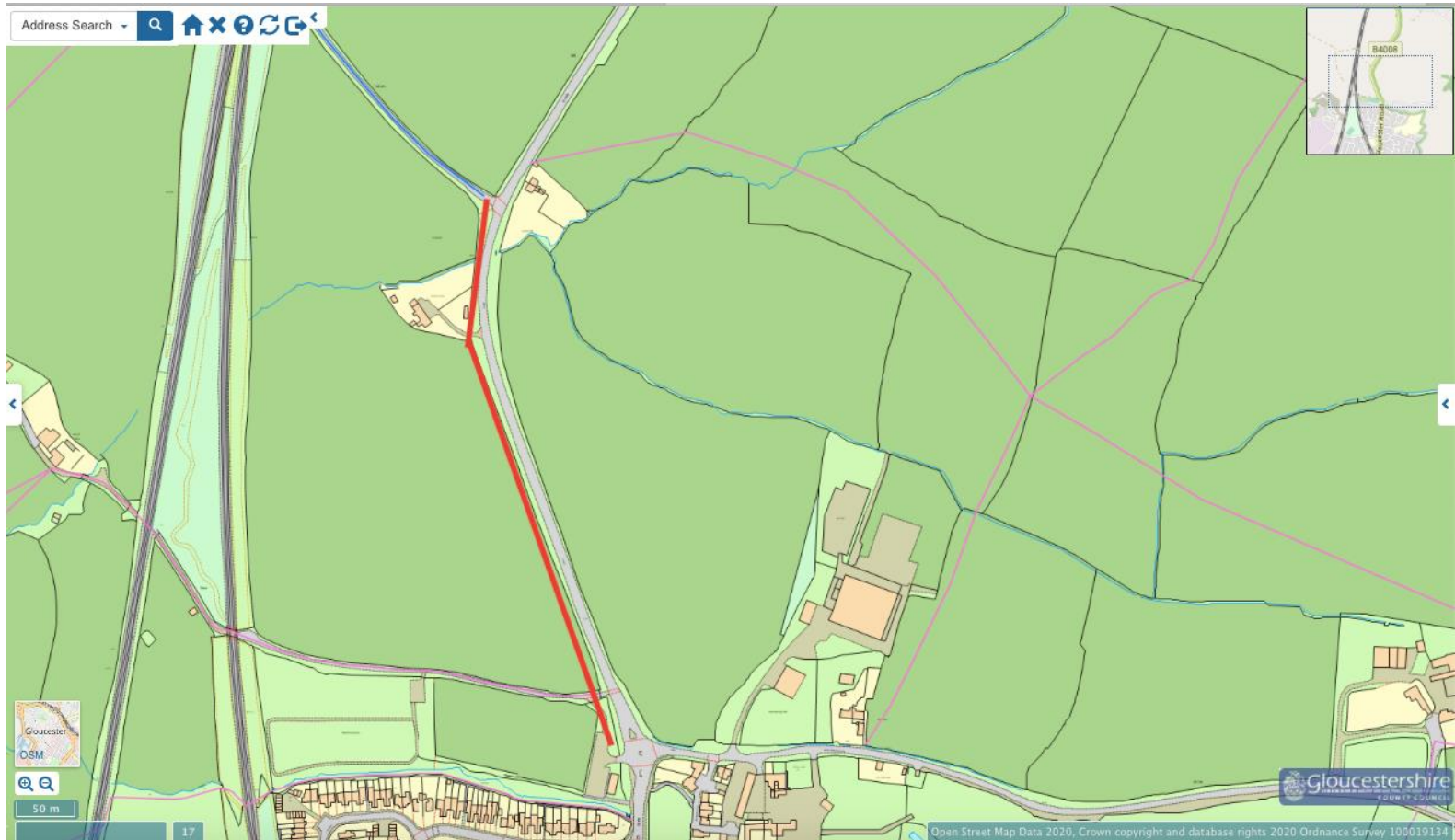


Figure 12: The first tranche of improvements from Horsemarling Roundabout to Black Bridge



Potential harm that could arise to the PROW network by introducing strategic development

85. The Vision for Standish seeks to ensure that public rights of way in the Parish are safe and accessible, that there are safe and pleasant multi-user sustainable transport routes and that the Parish does not feel severed by the railway line. Policy S3 seeks to improve the PROW network. Though it cannot reduce severance, a stronger PROW network will allow better movement from east/west and will help meet this objective.

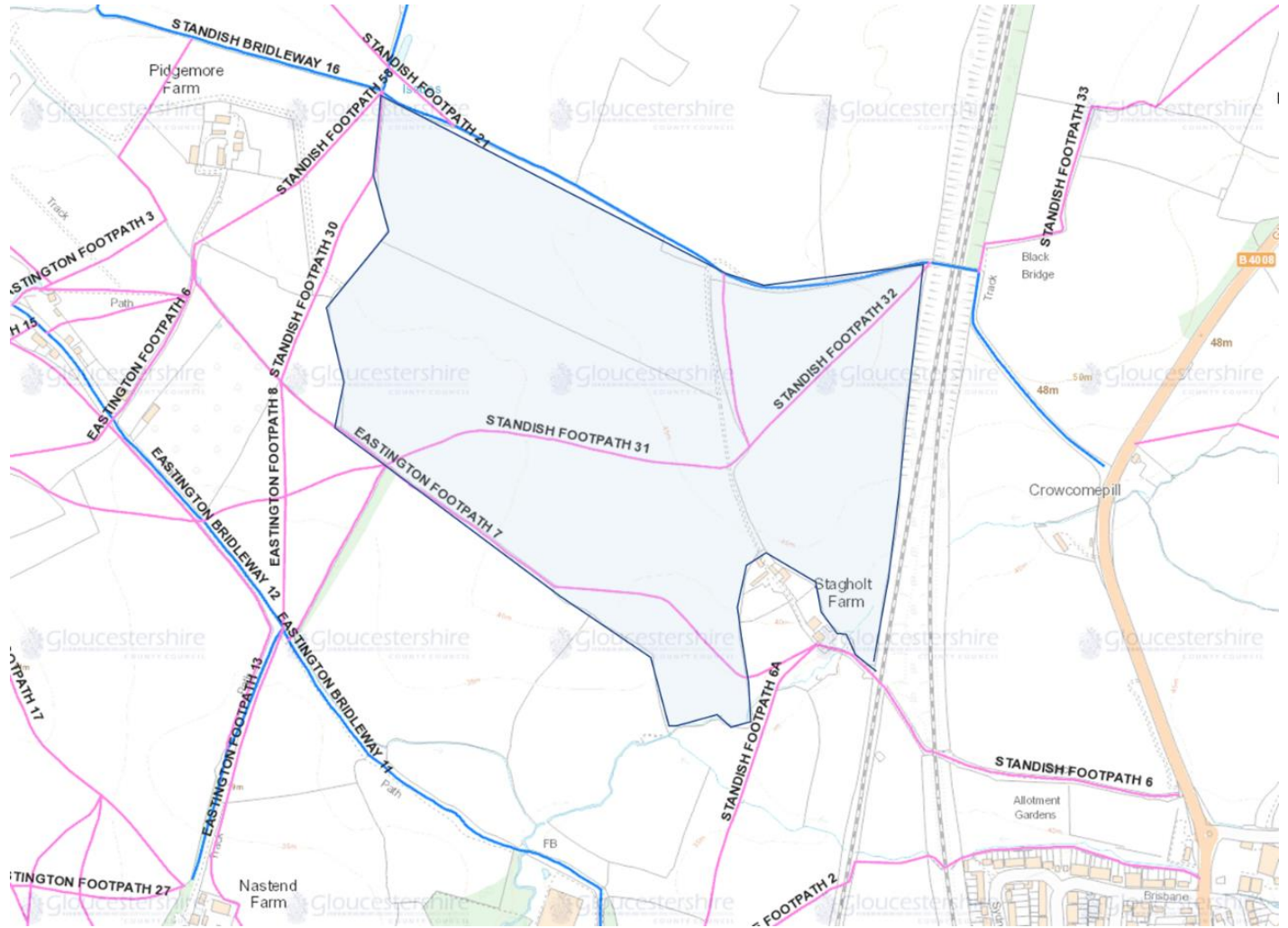
South Standish

86. The Emerging Local Plan makes clear that it is necessary to significantly increase the available housing and economic development land across the District and that this should be reflected in land allocations in the Local Plan when it is adopted.

87. South Standish overlays several local footpaths. These are show in **Figure 13** below. The potential development site is shaded as blue. The map shows that the following footpaths either cross the site, or form part of its border:

- Eastington Footpath 7
- Standish Footpath 6
- Standish Footpath 6A
- Standish Footpath 21
- Standish Footpath 30
- Standish Footpath 31
- Standish Footpath 32
- Standish Footpath 58
- Standish Bridleway 16
- Standish Bridleway 22

Figure 13: Excerpt of the Gloucestershire Definitive Map of public rights of way affecting proposed South Standish site



88. Any development at South Standish would therefore have the potential to cause harm to these footpaths and bridleways which is contrary to Local Plan policy EI13. Therefore, as a minimum, these footpaths should be preserved according to that policy.
89. The Stonehouse NDP seeks to introduce a multi-user network of accessible routes in a series of policies that seek to retain and strengthen the PROW network there. These policies also seek to achieve wildlife corridors alongside the routes. The policies in the Standish NDP should therefore extend these policies from the Stonehouse NDP to create a seamless network where residents of both communities enjoy the same standards as they move between town and parish.
90. Standish Parish Council was successful in securing the County Council's agreement to include the following long-term capital priority in its Local Transport Plan for 2015-31: 'Access improvement Multi-User Track - B4008 between Little Haresfield and Stonehouse'. This has now been strengthened in the draft revisions to the Local Transport Plan to become part of the Strategic Cycleway Network linking Stonehouse and Junction 12 of the M5 and Gloucester. The purpose is to enable cyclists, non-motorised transport and pedestrians to gain access to Stonehouse and Gloucester avoiding the dangers posed by the B4008. Funding for this improvement could flow from the development of South Standish since it will provide better access to non-motorised commuter routes and the countryside than would exist otherwise and since much of the identified route is likely to be immediately adjacent to the proposed development site.

Community Audit of the PROW network

91. The Standish community undertook a comprehensive audit of the condition of the PROW network in the parish. This is set out in detail in the **Sustainable Transport Evidence Paper**. Wherever possible, new developments should work with the Parish Council to ensure that these necessary improvements are delivered.

Gloucestershire Rights of Way and Countryside Access Improvement Plan 2011 - 2026

92. The Gloucestershire Rights of Way and Countryside Access Improvement Plan 2011 – 2026 sets out the standards and expectations of the management of the PROW network and all development affecting the network should comply with the provisions of the plan.

Standards for PROW and other routes

93. Standards from “*Creating Better Streets Guidance: Inclusive and accessible places*” and “*Local Transport Note 20*” should be used as the starting point for design and enhancement of sustainable transport routes.

Impact on the national rail network

94. There are three Level Crossings in the plan area:

- Standish 9 – A Public Footpath Crossing at BGL2 99 miles 45 chains
- Standish 12 – A Public Footpath Crossing BGL2 99miles 71chains
- Stagholt – A Public Footpath Crossing BGL2 100miles 73chains

95. Network Rail has a strong policy to guide and improve its management of level crossings, which aims to: reduce risk at level crossings, reduce the number and types of level crossings, ensure level crossings are fit for purpose, ensure Network Rail works with users / stakeholders and supports enforcement initiatives. Without significant consultation with Network Rail and, if proved as required, approved mitigation measures, Network Rail would be extremely concerned if any future development impacts on the safety and operation of any of the level crossings listed above. The safety of the operational railway and of those crossing it is of the highest importance to Network Rail.

96. Level crossings can be impacted in a variety of ways by planning proposals:

- By a proposal being directly next to a level crossing
- By the cumulative effect of development added over time
- By the type of crossing involved
- By the construction of large developments (commercial and residential) where road access to and from site includes a level crossing
- By developments that might impede pedestrians' ability to hear approaching trains
- By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs
- By any developments for schools, colleges or nurseries where minors in numbers may be using a level crossing
- By any development or enhancement of the public rights of way

97. Network Rail has already expressed concerns in relation to Stagholt footpath crossing (BGL2 100m 73c) through a planning application (2020/0249/EIAS) for up to 720 residential dwellings. These concerns were expressed on the grounds of increased pedestrian usage.

98. It is Network Rail's and indeed the Office of Rail Regulation's (ORR) policy to reduce risk at level crossings not to increase risk as could be the case with an increase in usage at the three level crossings in question. The Office of Rail Regulators, in their policy, hold Network Rail accountable under the Management of Health and Safety at Work Regulations 1999, and that risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges or diversions.

99. Stroud District Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the rail volume or a material change in the character of traffic using a level crossing over a railway: (Schedule 5 (f)(ii) of the Town & Country Planning (Development Management Procedure) order, 2010) to requires that ... *“where a proposed development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over the railway (public footpath, public or private road) the Planning Authority’s Highway Engineer must submit details to both Her Majesty’s Railway Inspectorate and Network Rail for separate approval”* .

S3: Sustainable Transport

Strategic Development will provide safe and pleasant multi-user sustainable transport routes by enhancing the Public Rights of Way Network and Strategic Cycleway Network. Enhancements should provide an attractive and safe replacement for the private car, commuter routes and improve local leisure activities. Provision will maintain the standards of improved routes that connect to those listed below, will conform to the standards in the Gloucestershire Rights of Way and Countryside Access Improvement Plan, and will provide effective wildlife corridors which link to the adjacent countryside.

Development will be supported where a reasonable contribution is provided towards the delivery of identified improvements of the PROW network adding to the PROW usership. Improvements are identified in the **Sustainable Transport Evidence Paper**.

Standards from Manual for Streets, *“Creating Better Streets Guidance: Inclusive and accessible places”* and *“Local Transport Note 1/20”* should be used as the starting point for design and enhancement of sustainable transport routes.

Developer contributions will be supported towards a multi-user path from Horsemarling roundabout to Black Bridge, and a strategic cycleway from the Horsemarling roundabout towards Gloucester will be required. The proposals will provide the multi-user track/strategic cycleway shown in red on **Figure 11**, Option 2 connecting Horsemarling Roundabout to Crowcomepill and to Standish Lane (Standish Bridleway 16 and Bridleway 22); or the strategic cycleway also shown in **Figure 11** from Horsemarling Roundabout to Haresfield Lane as shown in option 1; or a combination of the two as explained in option 3. Safe crossings should be provided across the B4008.

Any development of land which would result in a material increase or significant change in the character of traffic using a railway crossing should be refused unless, in consultation with Network Rail, it can be demonstrated either that safety will not be compromised or, where safety is compromised, that serious mitigation measures would be incorporated to prevent any increased safety risk as a result of any permission.

South Standish Strategic Allocation:

All PROWs that link to those in adjacent Stonehouse will adopt the same standards so that movement between parishes is at the same standard for the length of the journey through either parish. This policy will apply to schemes relating to the PS19a allocation only once this site has been formally allocated in an adopted Stroud District Local Plan.

This applies to the following footpaths:

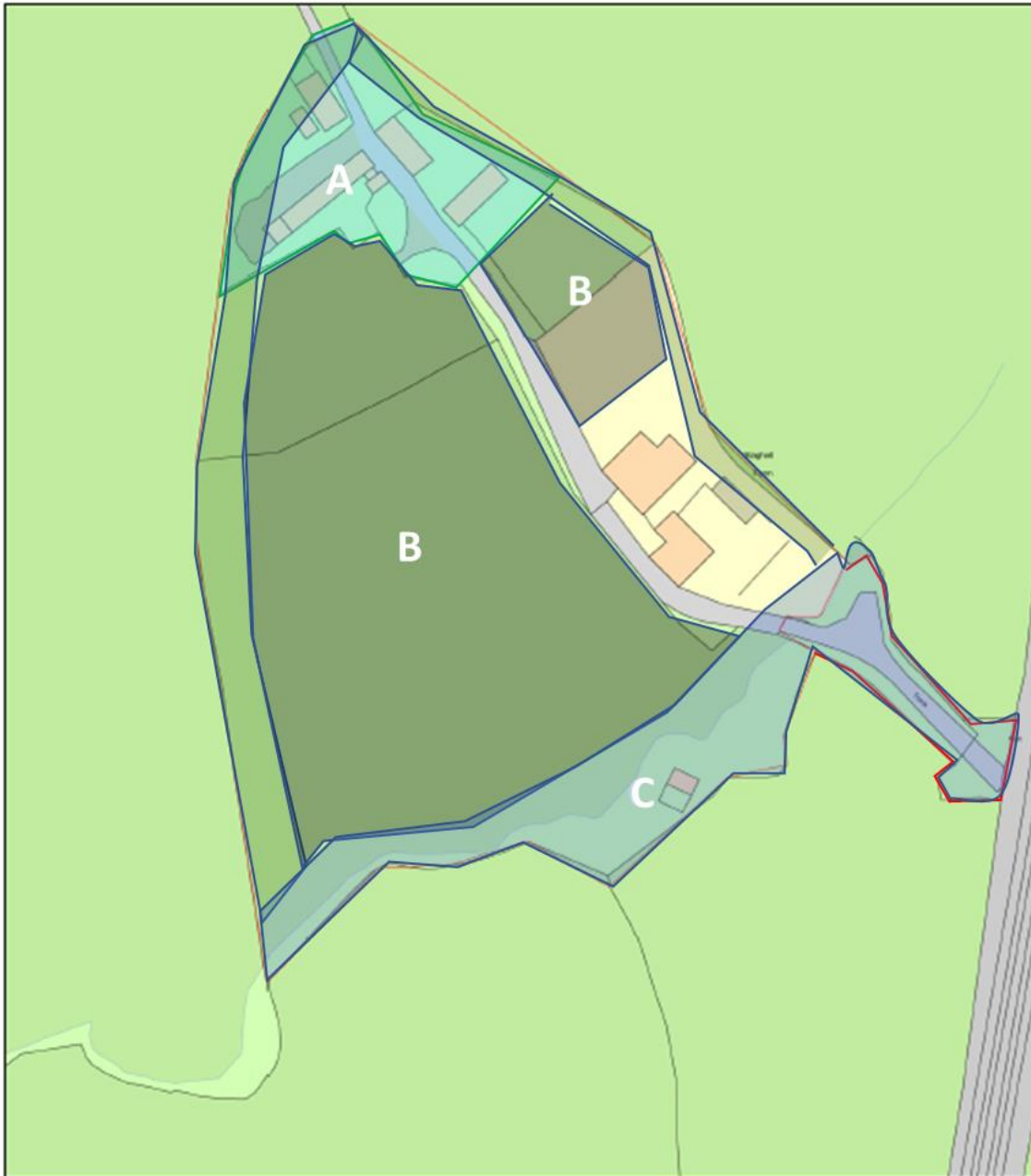
- Eastington Footpath 7
- Standish Footpath 6
- Standish Footpath 6A
- Standish Footpath 21
- Standish Footpath 30
- Standish Footpath 31
- Standish Footpath 32
- Standish Footpath 58
- Standish Bridleway 16
- Standish Bridleway 22

SITE ALLOCATION AT STAGHOLT FARM

100. Normally, a site allocation in a Neighbourhood Development Plan would require a call for sites, other activities to ensure that all available sites had been considered, and then a robust assessment of each site relative to the others to determine the best options.
101. The NDP was prepared in the context of the Stroud District Local Plan Review Emerging Strategy Paper (November 2018) which excluded the site referred to here as “Stagholt Farm” as an island of unallocated land between allocated site SA2 and proposed site PS19a/South Standish. This was because the landowner had not put Stagholt Farm forward in the call for sites that pre-dated the Emerging Strategy.
102. The landowner’s agent subsequently stated in letters to the local planning authority and the Parish Council’s planning consultant dated 8 April 2019, that the site should be included in the Local Plan Review as part of the allocation for PS19a/South Standish. However, in an email dated 9 April 2019 from the landowner’s agent to the Parish Council’s planning consultant, it was stated that the landowner wished the site to be allocated in the NDP. On 18 April 2021, the landowner wrote to the Local Planning Authority withdrawing Stagholt Farm from consideration as part of a strategic housing land allocation in the emerging Local Plan. He stated that he wished instead for this site to be allocated in the Standish Neighbourhood Development Plan.
103. The strategic allocation PS19a is covered by three ownerships: a private owner who has engaged Pegasus Planning and Robert Hitchins to progress the strategic allocation, Gloucestershire County Council and the private landowner of Stagholt Farm. None of these landowners are working together with the effect that three separate planning applications will come forward once PS19a is allocated. Robert Hitchins has already begun preparation of an application for the land under their control (the majority of the site) which will leave Stagholt Farm landlocked. Without an allocation in the NDP, Stagholt Farm may be left unable to be developed or be incompatible with the other land parcels. Although Stagholt Farm is included in PS19a, the effect of the separate land ownerships will mean that the site will be required to be master planned as a separate component of the overall strategic allocation.
104. The Stagholt Farm site has road access over Black Bridge which crosses the railway line. This is a special arrangement between landowners, tenants and authorities and British Rail that would not necessarily be extended to other landowners. Black Bridge is a single track bridge that would be unlikely to be able to support high levels of traffic in its current condition. There is no other vehicular access to Stagholt Farm.
105. The farm is relatively flat, though slightly sloping to the south and east. A brook approximately marks the southern boundary of the site. There is access to a private track which crosses under the railway line in the south east corner of the site. The main farmhouse buildings are located in the western portion of the site. Scattered buildings for agricultural and B class uses are located to the north of the site. The entire site is surrounded by mature hedges with interspersed mature trees.

106. The site is discussed in the **Site Allocation Evidence Paper** and shown in **Figure 14**.

Figure 14: Conditional Site Allocation at Stagholt Farm



S4: Stagholt Farm

Land at Stagholt Farm, shown in **Figure 14**, is allocated as a mixed use site (only upon allocation of the site known as South Standish/PS19a in the adopted Stroud District Local Plan) for the purposes set out below.

Scheme design should take account of the habitat survey in the **Stagholt Farm Site Allocation** evidence.

Redevelopment of existing farm buildings as small E-class uses, self-build residential accommodation, small-scale tourism and lodging, in the area marked A.

Provision of 24 new dwellings (including at least 7 affordable) in the area marked B.

Retention and improvement of existing trees and hedgerows on the site.

Creation of a new wildlife and water management area in the area marked C. An appropriate easement of at least 8 metres between the development and watercourse should be provided for riparian maintenance.

Appropriate SuDS and Natural Flood Management features will be used including, but not limited to, porous paving, water butts and swales to allow surface water management through the entirety of the development.

All properties should use rainwater harvesting to allow for a more sustainable use of rainwater.

Provision for a financial contribution towards the Severn Estuary Mitigation Strategy.

A Heritage Assessment that considers the cumulative impact of the proposed development on the wider setting of the group of listed buildings in Standish should be assessed, with particular reference to the encroachment of built form into the settlement's very significant surrounding historic landscape, including historic boundary features. Views from the Escarpment would be a key consideration.

Should this site come forward, it will be subject to NDP policies S2 and S3.

The following matters are required by Network Rail:

- A. If not already in place, the Developer must provide, at their own expense, a suitable trespass proof steel palisade fence of at least 1.8m in height adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon or over-sailing of Network Rail land.
- B. Soakaways, as a means of storm/surface water disposal must not be constructed

near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property.

- C. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broadleaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway.
- D. The Impact on Stagholt level crossing and any subsequent level crossings within the plan area should be assessed in any Transport statement submitted.

The scheme should demonstrate transport and movement inter-connectivity with site PS19a.