



The strategy ...

“...Growing a sustainable community at Hunts Grove and preserving Gloucester's rural hinterland”

In the parishes of Hardwicke, Haresfield, Harescombe, Hunts Grove, Broothorpe-with-Whaddon and Upton St Leonards.

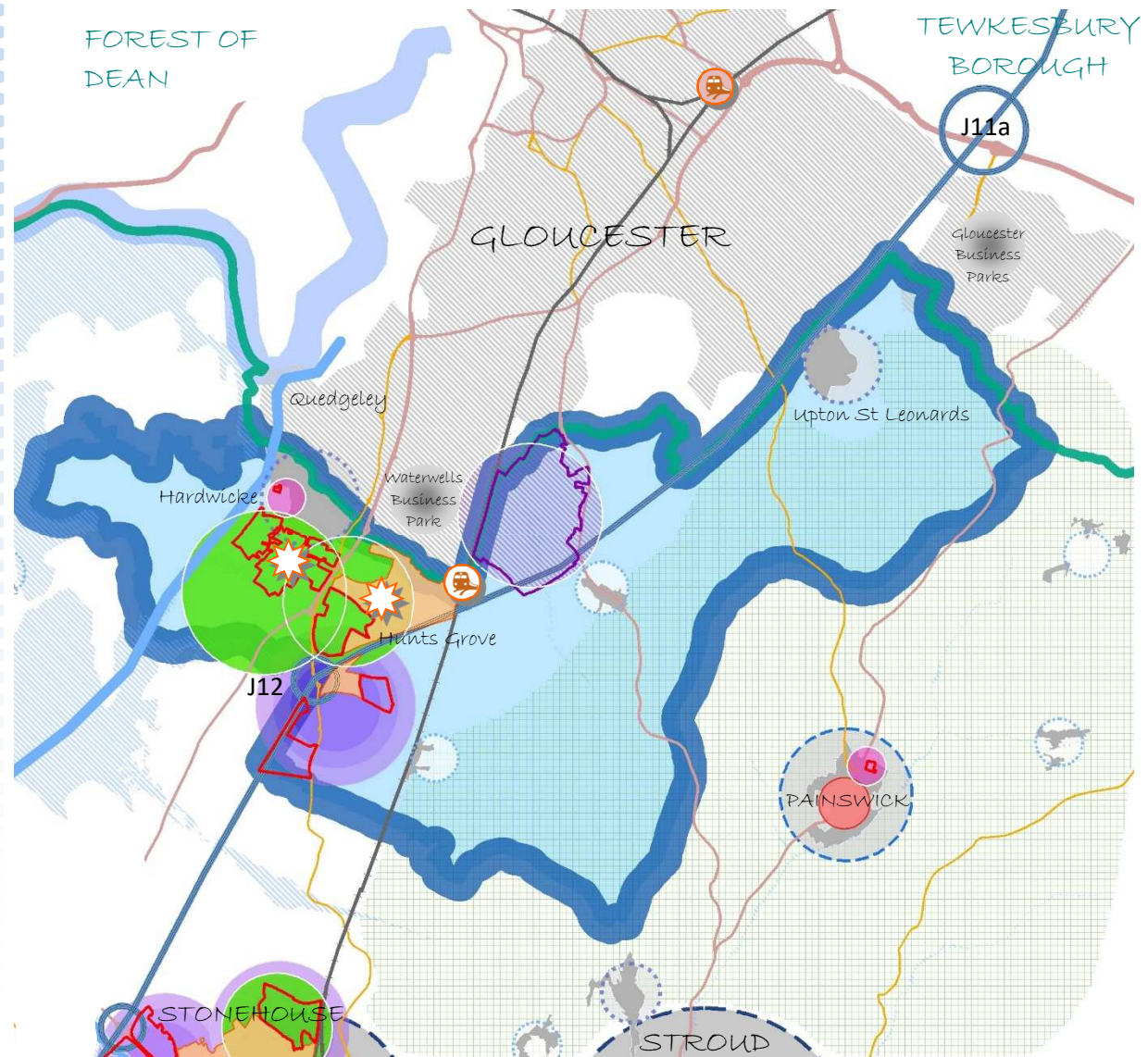
These parishes adjoin **Gloucester city**, which acts as a major strategic provider of services, facilities and employment, particularly for communities in the north of our District. None of the settlements here function as “Tier 1” main towns or “Tier 2” local service centres (as defined by the Plan's **settlement hierarchy**) but, once completed, **Hunts Grove** will have sufficient facilities to form a new Tier 2 settlement.

The development strategy for this area has a particular focus on employment growth and includes some large **strategic site allocations**, which will contribute towards meeting the District's growth and development needs. Land at Whaddon is safeguarded to help address the future housing needs of Gloucester City, if required.

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

◀ 3.4.1

Map 8 ...Spatial vision to 2040 for the parishes on Gloucester's rural fringe





Making Places | Shaping the future of Gloucester's rural fringe

...what do we want for the future?

Vision to 2040...

3.4.2 ▶

Settlement hierarchy (CP3):

Tier 2 – Local Service Centres

- *Hunts Grove (anticipated)*

Tier 3a – Accessible settlements with local facilities

- Hardwicke

Tier 3b – Settlements with local facilities

- Upton St Leonards

Tier 4b – Settlements with basic facilities

- Brookthorpe
- Haresfield

Strategically significant city

Gloucester is a regionally important service centre. Its urban area adjoins Hardwicke and Upton St Leonards

Town Centres (CP12)

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

Local Centres (CP12)

Existing / new centres with local services and facilities

Stroud District boundary



The parishes of the Gloucester fringe vision area



Conserving and enhancing the Cotswolds AONB



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



Locations for strategic employment-related growth and regeneration (outside of town centres) (CP2 E12)



Strategically significant employment areas bordering Stroud District



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



Site allocations



Committed Development (Hunts Grove was a site allocation in the 2005 Local Plan and Quedgeley East in the 2015 Local Plan)



Land at Whaddon, safeguarded to help address the future housing needs of Gloucester City, if required



Rail station



Safeguarded location for new railway halt

Growing a sustainable community at Hunts Grove and preserving Gloucester's rural hinterland...

Parishes on Gloucester's fringe will retain their distinctiveness and rural character, providing a valuable green hinterland to the city and a setting for the Cotswolds AONB. At the urban fringe, with the exception of employment development at Junction 12, the motorway will represent a distinct and defensible limit to southerly expansion.

Hunts Grove will grow into a sustainable new community with a strong sense of identity, served by its own "village centre", providing easy and convenient access to nearby jobs and playing an ever more important role as a 'gateway' to Gloucester. High quality design and improvements to cycle and pedestrian links, transport and infrastructure will enhance the environment and quality of life for those living or working close to here, as well as improving the experience of those passing through.

Hardwicke's own village character and sense of community will be conserved and enhanced through a southern extension which will provide a local centre and additional community provision as well as relieving existing rural lanes of through traffic.

This area will continue to be an important employment focus for the District. Whilst the presence of the waste incinerator has marked the landscape, Javelin Park will also provide a positive stimulus to the development of complementary innovative business opportunities on surrounding employment sites with the potential to make use of waste heat from the incinerator.

Growth and development will be minimal outside of the identified 'strategic locations' and the area's other ancient villages and hamlets will be preserved as distinct places, with communities able to help shape their neighbourhoods, maintaining their distinct identities and protecting and improving those aspects of the area that make it a pleasant and viable place to live.





Making Places | Shaping the future of Gloucester's rural fringe

...What do we want for the future?

3.4.3 Where are we now?...

Most people in this area live on the edge of the Gloucester urban area, at Hardwicke and in the growing new communities at Hunts Grove and Cooper's Edge. There are also several key employment sites here. Over the District boundary, Gloucester City is experiencing significant employment growth, including at Waterwells Business Park. Upton St Leonards is the second largest settlement on the Gloucester fringe, but both Hardwicke and Upton St Leonards have limited facilities and they look to Gloucester for most of their strategic needs.

Beyond Hardwicke and Upton St Leonards, the parishes are distinctly rural in character, populated by scattered hamlets and farmsteads, aside from the small villages of Haresfield and Brookthorpe. Almost half of the area is designated part of the Cotswolds AONB and there are dramatic and far-reaching views to and from the Cotswold escarpment. All the District's major routes north (road and rail, as well as the Gloucester & Sharpness canal) pass through this area and Junction 12 (M5) lies just south of Hunts Grove. The motorway provides a distinct 'edge' to the urban expansion of the city.

3.4.4 Key issues and top priorities for the future...

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

- Delivering a new train station at Hunts Grove, with public transport, pedestrian and cycling links
- Maintaining and designing safe footpaths, cycle paths and bridleways, including connections to employment allocation sites
- Ensuring walking routes are clearly defined, attractive, accessible and suitable for all
- Ensuring adequate provision of affordable housing, addressing needs of young people, the elderly and first time buyers.
- Supporting agriculture and encouraging farm diversification to sustain businesses and support the economy
- Enabling small scale housing development to sustain villages whilst retaining their diverse identity
- Recognising amenity and environmental issues along M5 and A38 corridors
- Increasing health, sport and community facilities in nearby centres.
- Conserving and enhancing the natural beauty of the Cotswolds AONB



Making Places | Shaping the future of Gloucester's rural fringe

...How are we going to get there?

3.4.5 Guiding principles for growth or development within the parishes south of Gloucester:

Place-making **Core Policy CP4** (see **Chapter 2**) explains that all development proposals within the parishes that lie along our District's boundary with Gloucester City are expected to accord with the **Mini Vision for Gloucester's rural fringe** and to have regard to the following **Guiding Principles**:

1. Hunts Grove will continue to be a focus for the District's strategic growth, providing a further 750 homes through an extension to the development, and becoming a new "Local Service Centre" settlement once complete.
2. Hardwicke will be enhanced through a southern extension which will provide a local centre and additional community provision.
3. Land at Whaddon is safeguarded to help address the future housing needs of Gloucester City, if required.
4. The Hardwicke and Hunts Grove area will continue to be a major focus for employment provision: to protect and enhance the employment 'hub' at Hardwicke; and to strengthen links to strategic employment opportunities at Waterwells, Kingsway and other sites on the southern edge of Gloucester City.
4. Appropriate development will be supported to sustain or enhance the role, function and accessibility of Hardwicke as a Tier 3a Accessible Settlement with Local Facilities and of Upton St Leonards as a Tier 3b Settlement with Local Facilities. Tier 4 settlements, Brookthorpe and Haresfield, will see very limited levels of development, to address specific local housing, employment or community infrastructure needs, including those identified by communities through their Neighbourhood Plans.
5. Conserve and enhance the landscape and built character of the urban/rural fringe to provide a strong and high quality edge to built development. Development at Hunts Grove to be physically contained and limited by A38 / M5 and the geographical and functional distinctness of Hardwicke village and Hunts Grove will be maintained.
6. Safeguard the AONB and supportive landscapes from development pressure. There will be no strategic growth within the AONB, where any minor development must meet specific local needs.
7. Improve non-motorised connections between the City suburbs and the rural hinterland; enhance the existing good transport links and movement corridors and allow good permeability through any new development for walkers and cyclists. Development must not have a significant detrimental impact on the safe and efficient operation of Junction 12 of the M5.
8. Avoid development that would increase the risk of flooding elsewhere or be at risk itself.
9. Secure high-quality, distinctive design, in keeping with local identity and character; preserve the individual character and distinctiveness of communities, villages and hamlets (there are no designated conservation areas in this vision area).
10. Managed and accessible countryside for leisure, recreation and health.
11. Support low-impact development which will boost the rural economy: including farm diversification and uses that will bolster tourism, leisure and accessibility to the countryside for visitors and residents.





Making Places | Shaping the future of Gloucester's rural fringe

...How are we going to get there?

Key to maps ▾

Settlement summaries

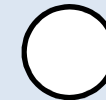
- p142 Hardwicke and Hunts Grove
- p153 Upton St Leonards
- p154 Brookthorpe, Haresfield

Site allocations

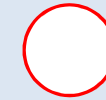
- HAR017** Land at Sellars Road, Hardwicke
- PS30** Hunts Grove Extension
- PS32** Quedgeley East Extension
- PS43** Javelin Park
- G1** South of Hardwicke
- G2** Land at Whaddon

The following pages contain settlement summaries for each of the defined settlements in the parishes of Gloucester's rural fringe ([Core Policy CP3](#)).

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



Settlement development limit (settlement boundary)



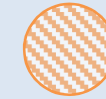
Site allocations



Land at Whaddon (which may have potential to contribute towards meeting Gloucester's future housing needs)



Committed Development (including site allocations in the 2015 Local Plan and sites already with planning permission)



Heritage designations (including conservation areas, listed buildings, scheduled monuments...)



Natural environment constraints (including key wildlife sites, ancient woodland, SSSI, Ramsar...)



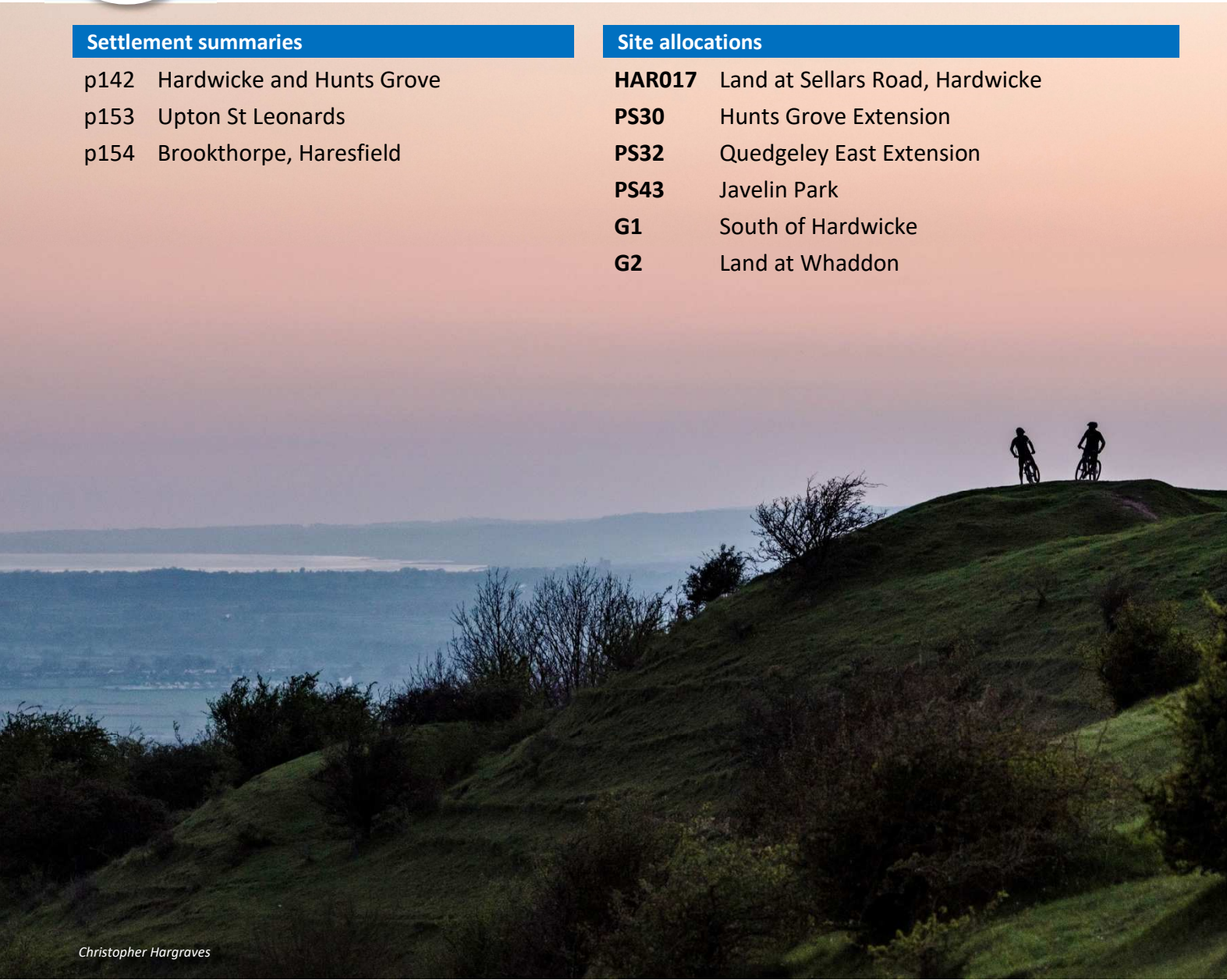
Flood Zones 2 and 3



The Cotswolds AONB



Stroud District boundary



Christopher Hargraves





The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Planning constraints and designations

The principal physical constraint is the floodplain within and to the south, northwest and west of the settlement.

There are a number of listed buildings within the original village 'core', to the south.

The Gloucester & Sharpness Canal Key Wildlife Site provides the western edge to the identified settlement.

TPOs lie within it and in the wider rural area. There are protected open spaces within and adjoining the identified settlement limits.

Landscape sensitivity

In landscape terms, the preferred directions of housing and employment growth adjacent to the settlement are to the south and east.

Settlement role and function

Hardwicke is a **large** (mostly modern) settlement on Gloucester's southern edge, with close links to Quedgeley. The 'core' of old Hardwicke village lies south of the Settlement Development Limit.

Hardwicke has a **basic local retail role** (a convenience store) and offers a **basic level of local community services and facilities** (primary and pre-school provision, post office, pub, village hall/community centre, sports/playing fields and playground).

Access to key services and facilities here and

Settlement role and function (contd...)

elsewhere is **fair**. Hardwicke adjoins Gloucester City with its wider range of services and facilities. When completed, **Hunts Grove** (to the east) will have sufficient facilities to form a new **Tier 2** settlement.

The Hardwicke area has an **important employment role**: with three key employment sites nearby, this is one of the District's employment hubs. However, the principal role of the settlement itself is as a 'dormitory' for its large working population.

Development strategy

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

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

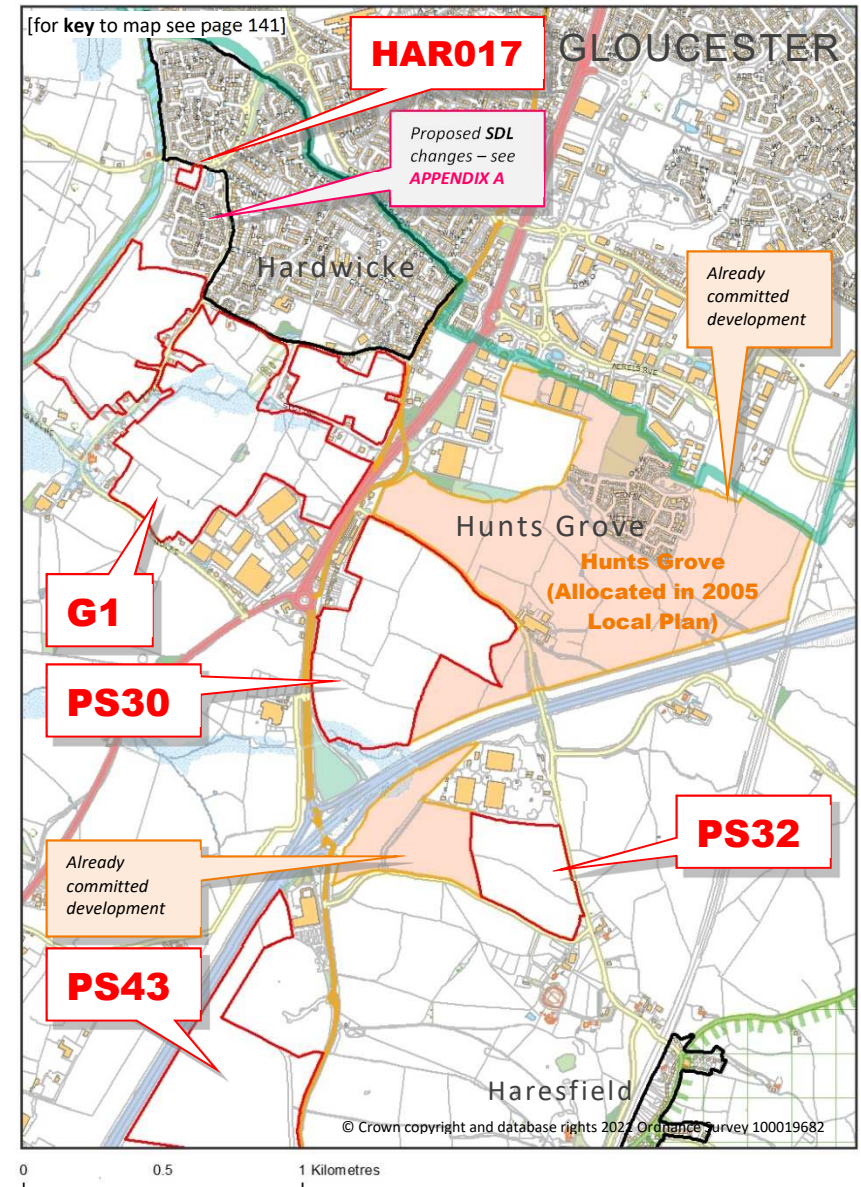
PS30 Hunts Grove extension

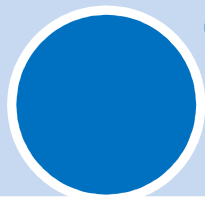
HAR017 Land at Sellars Road

PS32 Quedgeley East extension

PS43 Javelin Park

G1 South of Hardwicke





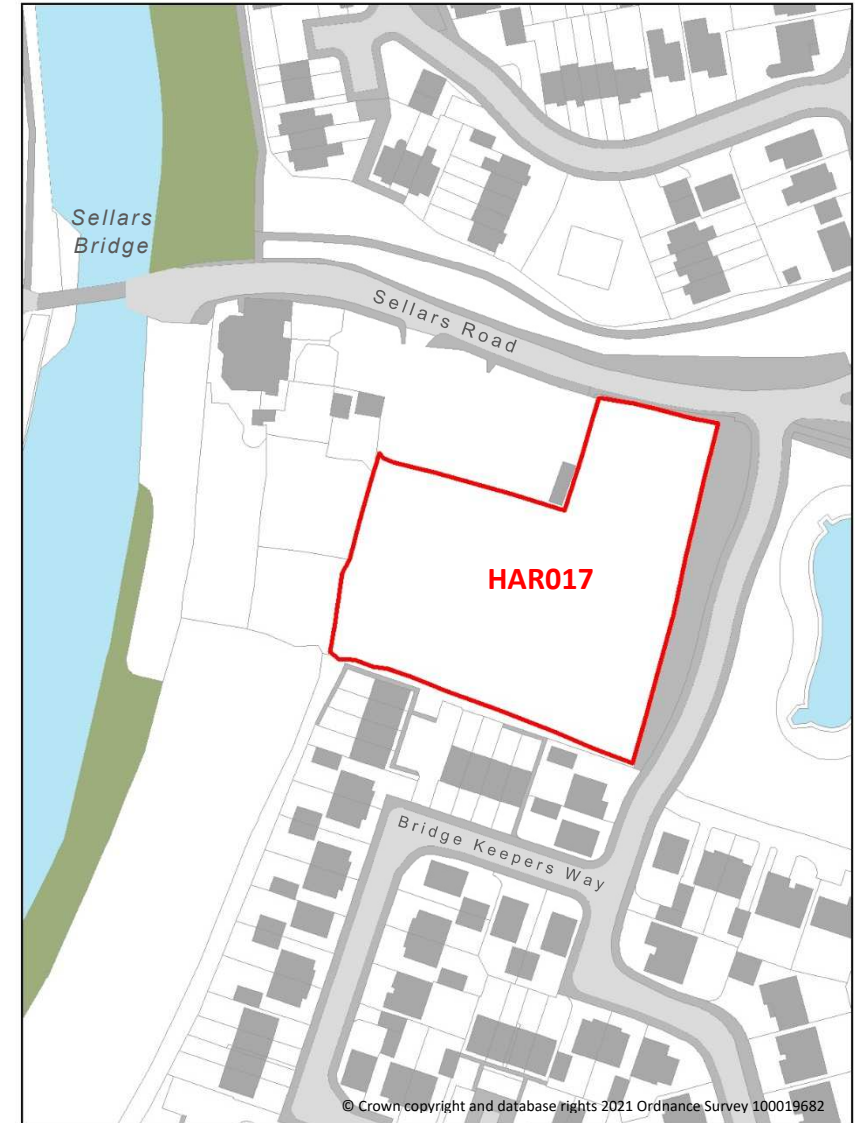
Local Site Allocation Policy HAR017

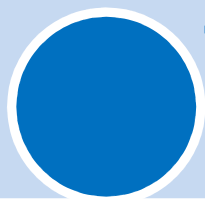
Land at Sellars Road, Hardwicke

Land at Sellars Road will be redeveloped for up to 10 dwellings and open space uses. Particular issues to address include integration with surrounding land uses, open space provision, addressing the need for precautionary archaeological evaluation, surface water management and a road access being formed off Bridge Keepers Way. A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

Land at Sellars Road

3.4.6 Land at Sellars Road has potential for additional housing and open space uses. Care should be taken to conserve the setting of the Gloucester & Sharpness Canal and to retain a sense of transition between countryside and urban edge. Development will need to retain existing trees and hedgerows to soften any potential local landscape impacts. A precautionary archaeological evaluation should be undertaken as there may be Medieval and/or Post medieval ridge and furrow features within the site. Any scheme should address surface water management issues (including SuDS and avoiding discharge into the foul network). The site is adjacent to the Gloucester & Sharpness Canal towpath, where there are opportunities to improve pedestrian and cycle linkages.





Hunts Grove extension

3.4.7 Land east of the A38 at Colethrop Farm, Hardwicke, known as **Hunts Grove**, was allocated as a major mixed use development site within the **Stroud Local Plan (2005)**, to be delivered both during and beyond the plan period. Outline planning permission for 1,750 dwellings and 5.75 hectares of employment land, together with a local centre comprising community and commercial facilities and a new primary school, was granted in 2008. A masterplan for the development accompanied the outline permission and construction of the first phase of 350 dwellings commenced in 2011. The extension to Hunts Grove is intended to provide certainty about the ultimate extent of development in this area and to provide further flexibility in delivering the required overall amount of housing. It will also support and extend the community infrastructure planned for in this location.

3.4.8 The Hunts Grove extension is located on land south of Haresfield Lane to the south east of Hardwicke and north of the M5 junction 13. The site comprises approximately 34 hectares of land to be developed for residential, supporting infrastructure, including landscaping and open space. Areas identified as lying within flood zones 2, 3a and 3b will be kept as open space.

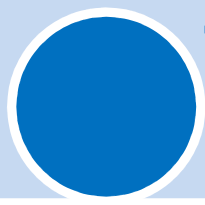
3.4.9 Development will be brought forward as an extension to the approved Hunts Grove masterplan and will include provisions that support and supplement the approved scheme. There may be opportunities to re-examine some of the masterplanning principles that relate to the approved scheme, as part of the masterplanning of the proposed

extension. The objective will be to create a high-quality, sustainable urban extension with a strong sense of place that meets the day-to-day needs of its residents.

3.4.10 The extension to the Hunts Grove masterplan will deliver a net increase of 750 dwellings. When complete the new community will comprise 2,500 dwellings together with the necessary supporting infrastructure, employment, social, commercial and community uses, which will include a primary school of sufficient size to meet the needs of the development.

3.4.11 Access to the extension will be obtained via the main A38 access junction serving the existing Hunts Grove development, which will be designed to accommodate the additional development. Secondary access will be provided via Waterwells Drive. The role and function of Haresfield Lane will be maintained, as a through route south of the M5. The detailed masterplanning process will examine ways to sustainably incorporate this route into the new community. The development will extend cycle and pedestrian routes through the site beyond Haresfield Lane. Contributions from the development towards public transport and sustainable transport modes will be sought, with the objective of improving the frequency and quality of local bus services to Gloucester city, Stonehouse and Stroud. Appropriate contributions will also be sought towards the opening of a railway station at Hunts Grove if network capacity and strategic planning by Network Rail indicates that such a plan is feasible. Land will continue to be safeguarded for this purpose within the Hunts Grove masterplan.





Strategic Site Allocation Policy PS30

Hunts Grove Extension

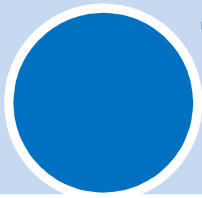
The full extent of the Hunts Grove new community is outlined on the Policies Map. The new community comprises the committed Hunts Grove development area (1,750 dwellings and supporting infrastructure) and the Hunts Grove extension, on land to the south of Haresfield Lane, which will deliver an additional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

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

This will address the following:

1. A local centre of sufficient scale to meet the day-to-day needs of the Hunts Grove new community as a whole, incorporating local retail and community uses
2. A primary school of sufficient scale to meet the needs of the Hunts Grove new community
3. Accessible natural greenspace and publicly accessible outdoor playing-space, with appropriately scaled changing facilities
4. Structural landscaping buffer around the southern and western boundaries of the development incorporating existing hedgerows and trees, as appropriate
5. The acceptable management and disposal of surface water including sustainable urban drainage systems (SuDs)
6. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company.

7. No built development will be located in Flood Zones 2, 3a or 3b. The Council will also seek opportunities to reduce the overall level of flood risk in the area and improve flood storage capacity through the layout, use and form of the development
8. Cycle and pedestrian routes through the development connecting with Haresfield Lane and the existing Hunts Grove development
9. Primary vehicular access from the principal A38 junction serving the Hunts Grove new community, with secondary access from Waterwells Drive, as part of a wider managed, safe and accessible transport network, identified in the evidence base transport assessments
10. Access arrangements within the site to encourage use of public and sustainable modes of transport and to encourage lower vehicle speeds
11. Bus stops and shelters at appropriate locations to serve the new development
12. Contributions towards bus services to improve bus frequencies and quality; and
13. Safeguarding of land for the provision of a potential future railway station and appropriate contributions towards the opening of the Hunts Grove railway station (subject to the plans of Network Rail).



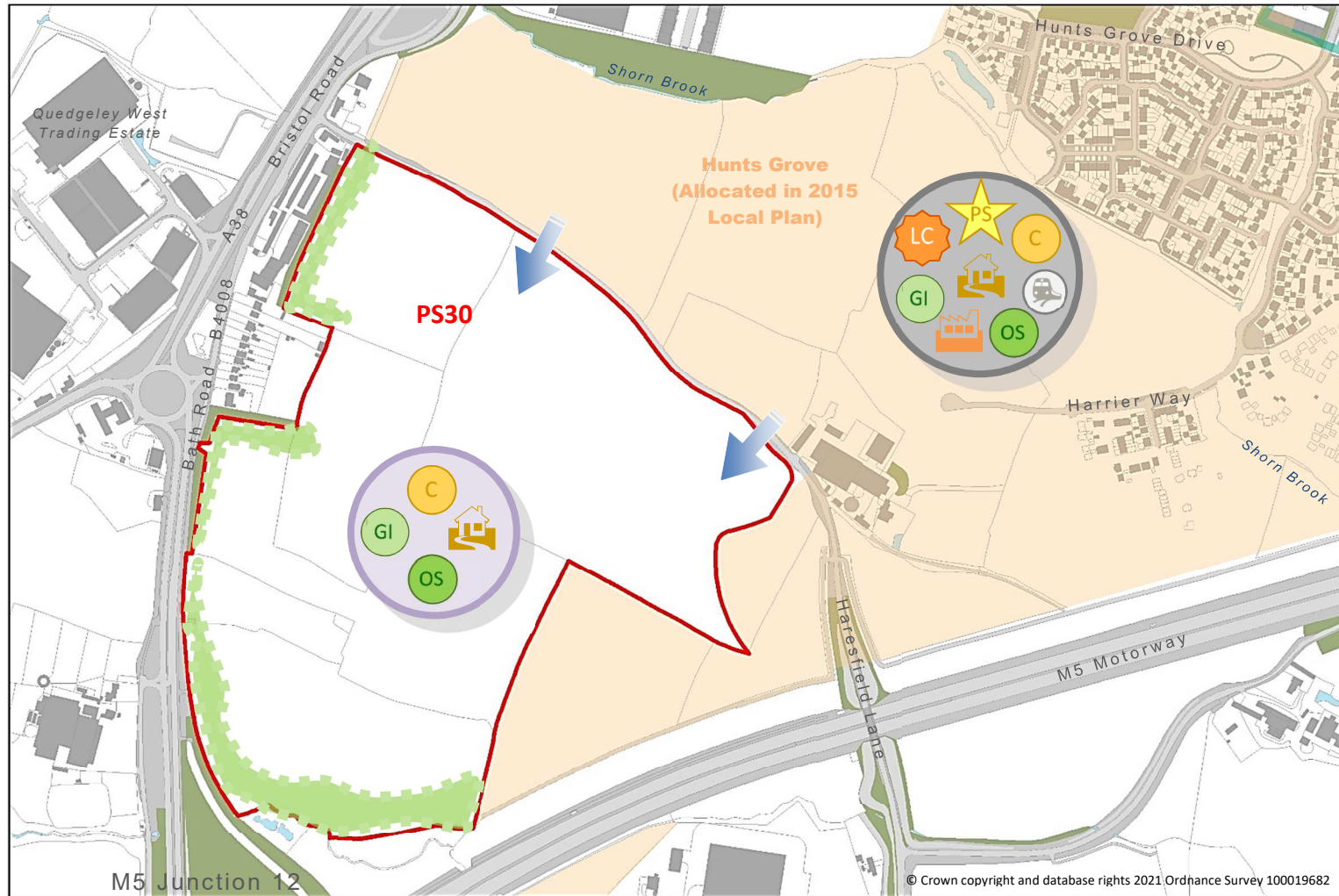
The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Strategic Site Allocation PS30

Hunts Grove Extension

PS24 map ▾



The site map for **Hunts Grove Extension** (outlined in red) includes the following indicative information:

-  Potential access point(s)
-  Strategic landscaping, including green infrastructure (indicative)
-  Open space(s)
-  Community uses
-  Housing
-  Site boundary
- Within the wider Hunts Grove community:**
-  New primary school
-  Local Centre
-  Employment uses
-  Safeguarded area for potential future rail halt

0 250 500 Metres : 1 Kilometre

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Employment Allocation Policy PS32 Quedgeley East Extension

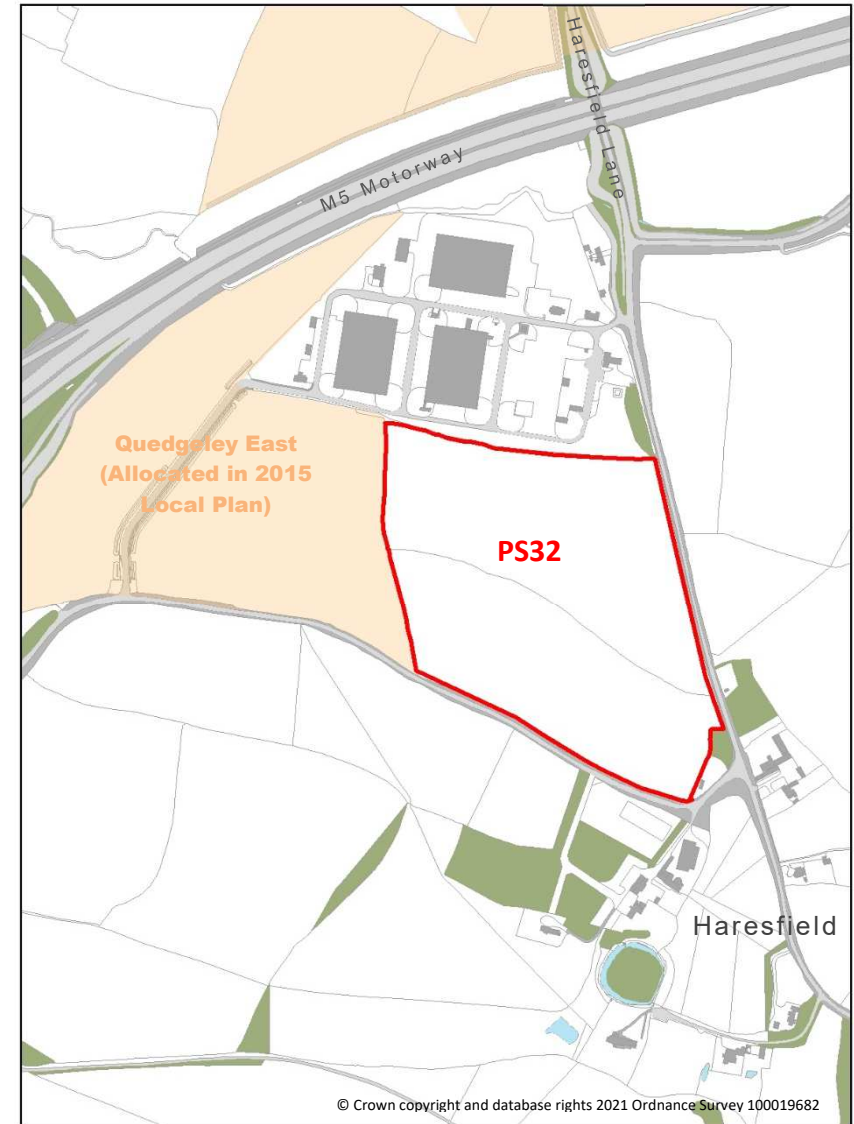
Land adjacent to Quedgeley East (5 hectares), as identified on the policies map, is allocated for office, B2 and B8 employment uses.

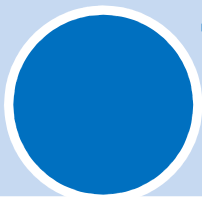
Development will provide a strategic landscape buffer along the south-eastern edge of the development.

Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network.

A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and coordinated manner.

3.4.12 Land adjacent to Quedgeley East Business Park, as identified on the policies map, is allocated for 5ha employment and strategic landscaping buffer to the south east, to complete the **Local Plan (2015)** Quedgeley East strategic allocation. Development will need to ensure that the scale and bulk of buildings adjacent to the south eastern part of the site, the visual gap and the nature and extent of strategic landscaping, protect the heritage assets and their immediate settings at adjacent Haresfield and wider views from the Cotswolds AONB escarpment. Development will be required to provide sustainable transport measures and necessary improvements to the existing highway network.





Employment Allocation Policy PS43

Javelin Park

Land at Javelin Park (27 hectares), as identified on the policies map, is allocated for office, B2 and B8 employment uses.

Development will provide a strategic landscape buffer along the western, southern and eastern boundaries of the development.

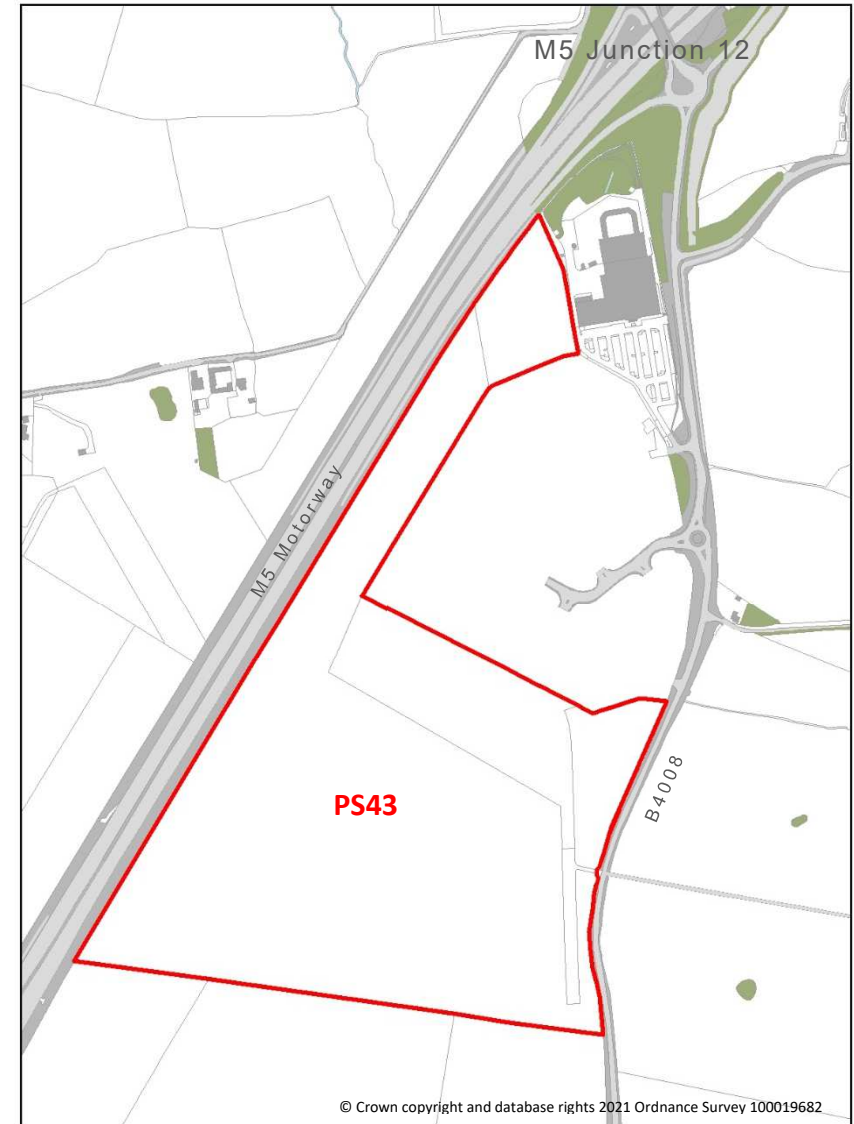
Development will provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network.

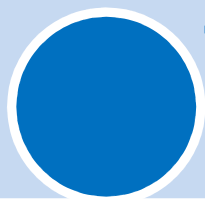
Development should not harm the efficient and effective operation of the adjacent waste management infrastructure.

A masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and coordinated manner.

Javelin Park

3.4.13 Land at Javelin Park, as identified on the policies map, is allocated as an extension to the key employment site EK14 Javelin Park for a development comprising approximately 27 ha employment and strategic landscaping. Development will need to include a high quality of design and landscaping that minimises any potential visual impacts upon the heritage assets and their immediate settings at adjacent Haresfield and wider views from the Cotswolds AONB escarpment. Development will be required to provide sustainable transport measures to link the site with Gloucester City, Stonehouse and Stroud and necessary improvements to the existing highway network



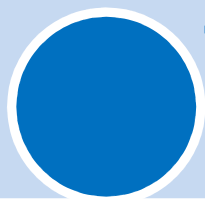


South of Hardwicke

- 3.4.14 Land south of Hardwicke is identified as a sustainable urban extension, which will deliver a high quality housing development, including residential and community uses that meet the day to day needs of its residents.
- 3.4.15 The site is located immediately adjacent to and south of the settlement of **Hardwicke** and west of the A38, within the Gloucester fringe area of the District.
- 3.4.16 The site comprises 68 hectares of primarily agricultural land which will be developed for approximately 1,350 dwellings and community uses. These will comprise a new primary school on a 2.8 hectare site, a community building, recreation open space and natural green space in accordance with Local Plan standards and a local centre, incorporating retail and community uses, to meet the needs of local residents. A site for a new surgery or contribution towards the extension of existing health facilities at Kingsway will also be required.
- 3.4.17 Development is envisaged as a series of neighbourhoods linking seamlessly with areas of Hardwicke with a layout, density, built form and character which reflects Hardwicke and relevant design policies contained within the **Hardwicke Neighbourhood Plan**. Particular care will be required to ensure that the layout and design of the development conserves and enhances the heritage assets within and adjacent to the site, particularly Hardwicke Church and surrounds. To integrate the development with Hardwicke, to mitigate noise from the A38 and to protect Hardwicke's landscape setting and the adjacent **Gloucester &**

Sharpness Canal, substantial structural landscaping will provide a green buffer on the western, southern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.

- 3.4.18 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC** sites. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation opportunities and off-site works if appropriate, to mitigate against the potential adverse impacts of visitors seeking recreation at these sensitive locations.
- 3.4.19 The Shorn Brook passes through the central and western parts of the site and the **Gloucester & Sharpness Canal** forms its western boundary. The disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development. To address existing wastewater issues in the local area, Severn Trent has a sewer capacity improvement scheme in place for the Gloucester fringe and the scheme will need to take into account the requirements of this site.



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

3.4.21 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, contributions will be required towards sustainable transport measures on the A38 and Bristol Road sustainable transport corridors and towards extending local bus services. Vehicular access will be primarily from the A38 and Sellars Road, with a movement strategy that provides for Pound Lane, Church Lane, Sticky Lane and Green Lane to be relieved of existing and future vehicular through traffic. Necessary highway improvements will be consistent with the findings of the **STS** and the **Traffic Forecasting Report**.

Strategic Site Allocation Policy G1

South of Hardwicke

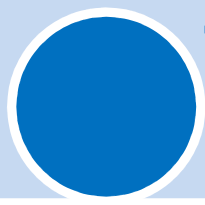
Land south of Hardwicke, as identified on the policies map, is allocated for a strategic housing development, including residential and community uses. A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. Approximately 1,350 dwellings, including 30% affordable dwellings, to address tenure, type and size of dwellings needed within the Gloucester fringe cluster area;
2. A 3 FE primary school (incorporating early years' provision) on a 2.8 hectare site and contributions towards secondary school and further education provision;
3. Accessible natural green space providing a net gain to local biodiversity and public outdoor playing space, including on-site community building and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
4. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar and Cotswold Beechwoods SAC sites;
5. A site for a new surgery or contribution towards the extension of existing health facilities at Kingsway to support the development;
6. A local centre, incorporating local retail and community uses to meet the needs of the development;

(contd.) ...



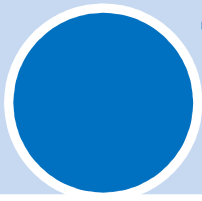


Strategic Site Allocation Policy G1

South of Hardwicke

... (contd.)

7. Structural landscaping buffer along the western, southern and eastern boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
8. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)
9. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company, and to address any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan
10. A layout, density and built form and character which reflects Hardwicke and relevant design policies set out within the Hardwicke Neighbourhood Plan;
11. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
12. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to Quedgeley West Business Park and local community facilities on Green Lane and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to local schools, Quedgeley local centre and Gloucester city centre;
13. Contributions and support to sustainable transport measures on the A38 sustainable transport corridor;
14. Public transport permeability through the site and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Gloucester, Stroud and Stonehouse;
15. A movement strategy that provides for Pound Lane, Church Lane, Sticky Lane and Green Lane to be relieved of existing and future vehicular through traffic;
16. Electric vehicle charging points in accordance with local parking standards;
17. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan;
18. Primary vehicular access from the A38 and additional vehicular access from Sellars Road, with necessary improvements to the existing highway network;
19. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
20. Phasing arrangements to ensure that community provision is made in a timely manner.



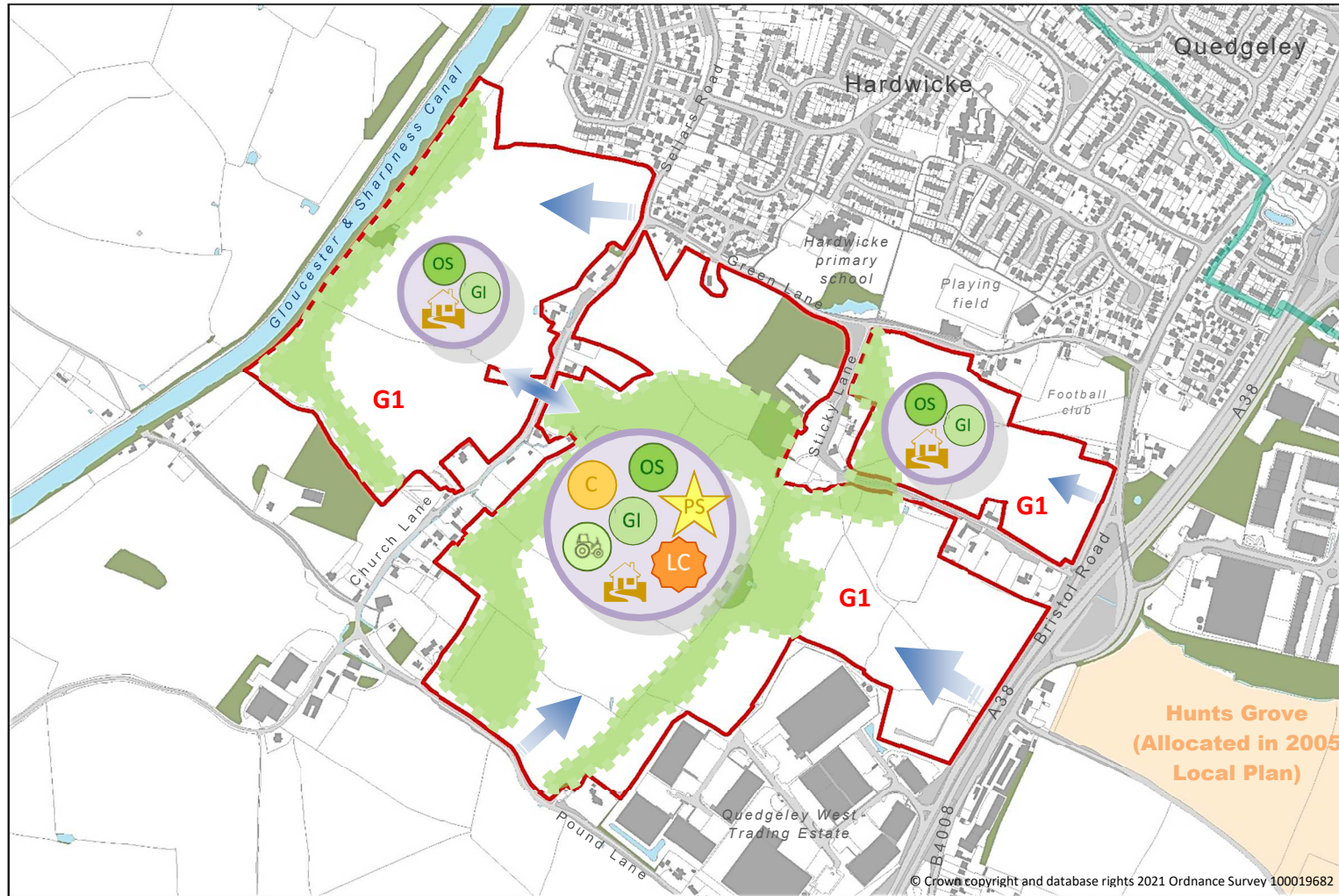
The Gloucester fringe | Our towns and villages

...Hardwicke and Hunts Grove

Strategic Site Allocation G1

South of Hardwicke

G1 map ▾



The site map for **South of Hardwicke** (outlined in red) includes the following indicative information:

-  Potential access point(s)
-  Strategic landscaping, including green infrastructure (indicative)
-  Open space(s)
-  Community uses
-  Housing
-  New local centre, including shops and community uses
-  New primary school
-  Community / open spaces incorporating food production, such as allotments and community orchards
-  Site boundary
-  Stroud District boundary





The Gloucester fringe | Our towns and villages

...Upton St Leonards

Planning constraints and designations

The principal physical constraints are the floodplain to the south west and north east of the settlement and the proximity to the M5 to the west.

There are a few listed buildings within the village centre. A notable cluster exists at Nuthill around Bowden Hall on the eastern eastern edge of the village.

To the east the Cotswold Beechwoods SAC. A significant group of TPO's exist at Nuthill and on southern development limits. There is a SSSI at Hucclecote Meadows to the north.

The Cotswolds AONB adjoins the settlement to the south, and is adjacent to the east.

There are 3 protected open spaces within the village and on the settlement edge.

Landscape sensitivity

The preferred direction for housing growth in landscape terms is to the southeast. There is also potential west of Upton Lane in an enclosed field, away from the AONB.

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

Settlement role and function

Upton St Leonards is a **medium-sized** village. Although it lies on Gloucester's periphery, it is separated from the city by the M5 motorway.

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

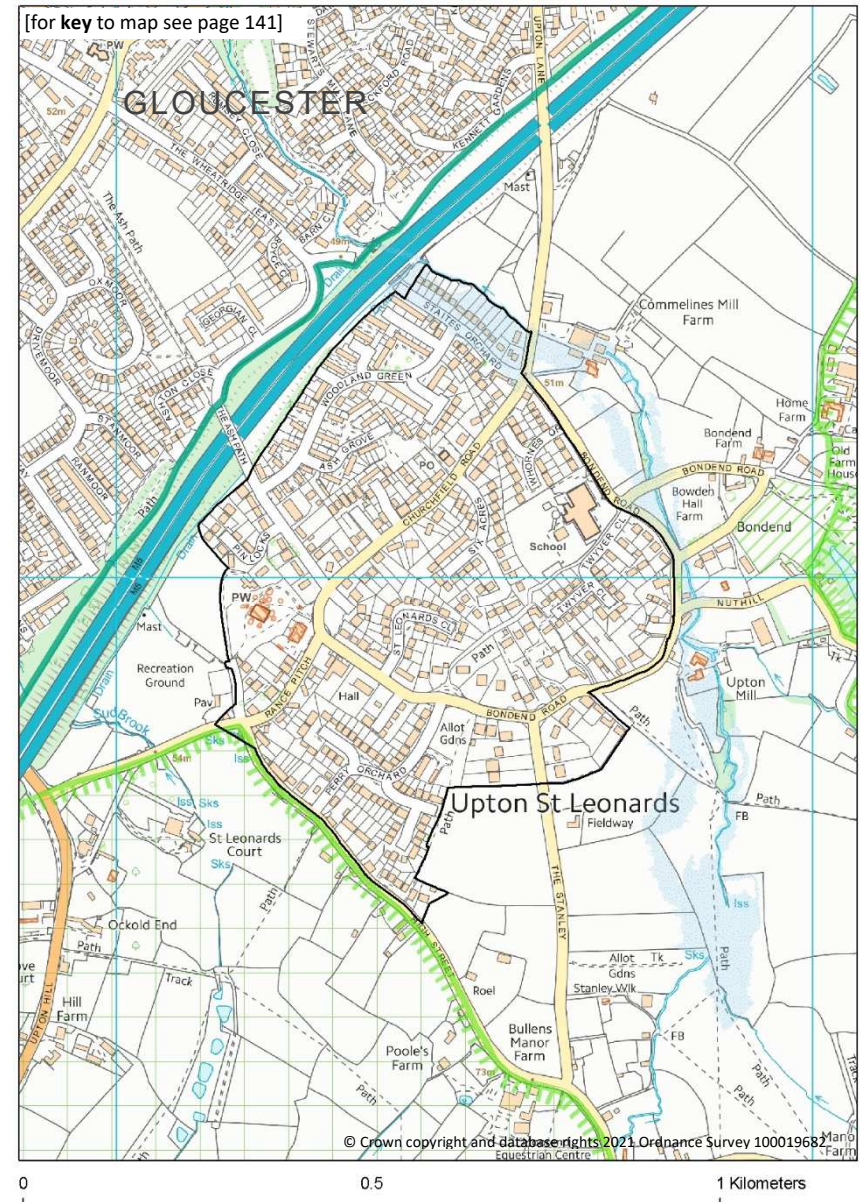
Upton St Leonards has **no significant employment role**: its principal role is as a 'dormitory'.

Development strategy

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

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

There are no site allocations at Upton St Leonards.





The Gloucester fringe | Our towns and villages

...Brookthorpe, Haresfield

Tier 4b settlements on Gloucester's fringe

- Brookthorpe
- Haresfield

Settlement role and function

These **small/very small** settlements provide only **basic/minimal local services and facilities** for their communities and neither has any retail role. **Access to key services and facilities elsewhere is poor/very poor**, generally lacking reasonable foot, cycle or bus connectivity to strategic facilities nearby (despite Brookthorpe's location on a key transport corridor, the A4173). These settlements have **no significant employment role** and they both function as 'dormitory' villages to some extent, tending to look northward to Gloucester.

The Cotswolds AONB extends to the east, with the designation affecting parts of both these villages. They both face significant environmental constraints.

Development strategy

Brookthorpe and Haresfield are **Tier 4b** settlements and have Settlement Development Limits (SDL).

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

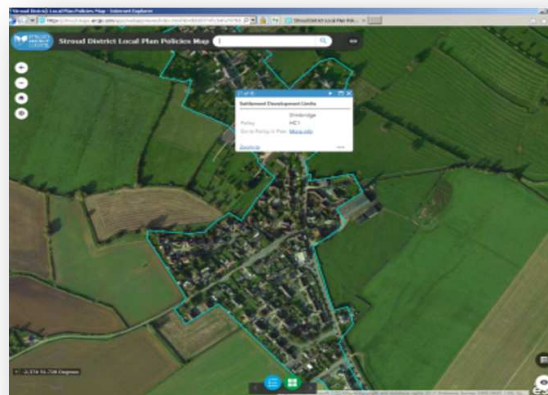
There are no site allocations at Brookthorpe or Haresfield.

▼ Where can I see the settlement boundaries?

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



www.stroud.gov.uk/localplan



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Sensitivity, constraints and designations

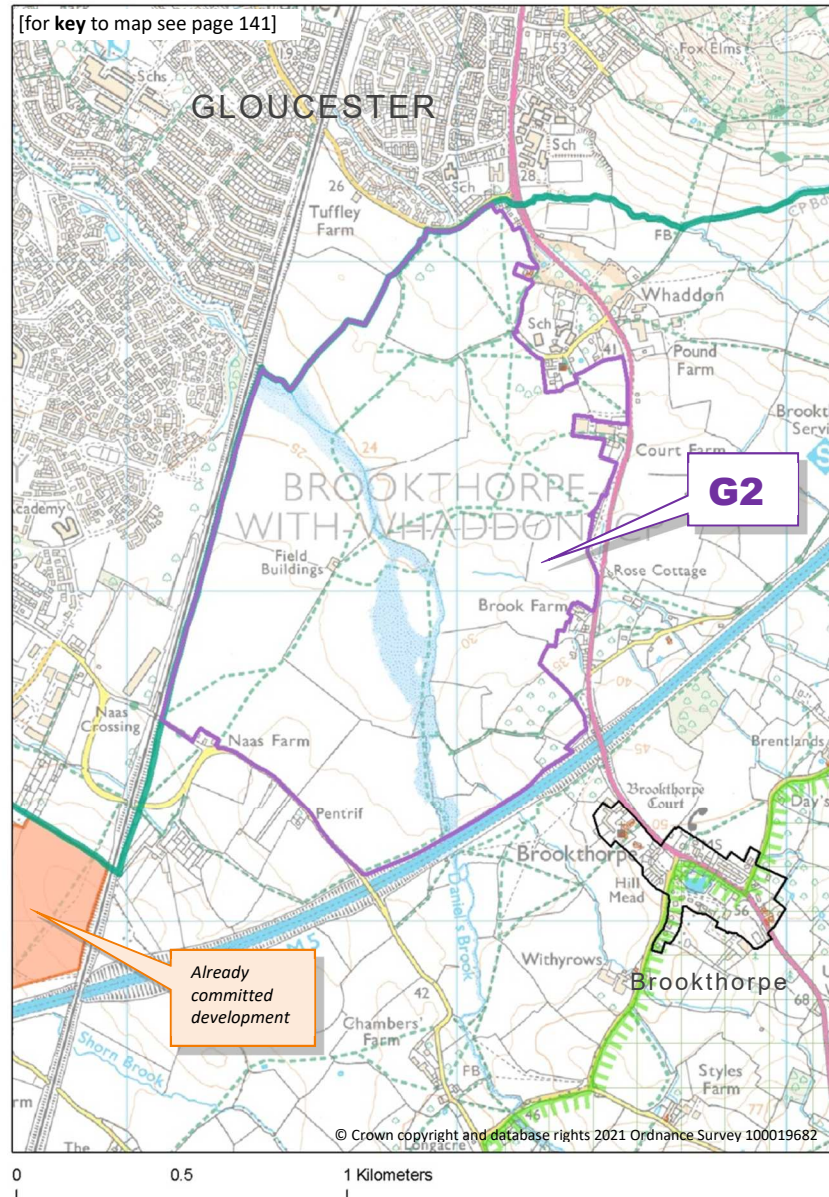
Whaddon is not identified in the Local Plan as a Tier 1-4 settlement and it has no settlement development limits: the Local Plan treats the area as “countryside”.

Brookthorpe (a Tier 4b settlement) lies south of the M5 motorway. Gloucester is the nearest higher order settlement and it provides both strategic and local facilities.

The Cotswolds AONB lies beyond the M5, to the south. The area was not included in the Stroud District **Landscape Sensitivity Assessment** (which focussed on land surrounding the District's existing defined settlements), but it has been assessed through the 2019 **Assessment of Strategic Development Opportunities in Parts of Gloucestershire**, which compared the area's landscape sensitivity against that of other locations around Gloucester.

There are listed buildings within Whaddon, immediately east of the site; and to the south, beyond the M5 at Brookthorpe.

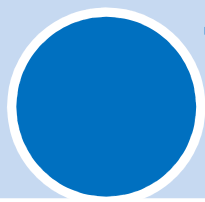
The principal physical constraints affecting the land identified as **G2** are the floodplain (which runs through its centre) and the proximity of the M5 to the south and the Bristol-Birmingham main railway line to the west.



Land at Whaddon

3.4.22 The adopted Gloucester, Cheltenham and Tewkesbury **Joint Core Strategy (2017)** identifies that Gloucester City has a good supply of housing land to meet its requirements to at least 2028/9 but that an early review will be required to explore the potential for additional sites to meet **Gloucester's** needs in the longer term. As a result, the District Council has been working with neighbouring authorities including Gloucester City Council to identify potential sustainable locations to meet longer term housing needs. In 2019, **The Assessment of Strategic Development Opportunities in Parts of Gloucestershire: Interim Report** assessed 29 locations adjacent to Gloucester and identified seven locations as having the highest current degree of accessibility to Gloucester. Of the three locations identified within Stroud District, land at **Whaddon** offers the most potential to help meet the future housing needs of Gloucester.





3.4.23 However, it is important that this initial assessment does not undermine the ability of the City Council to consider reasonable alternatives in the development of the future spatial growth strategy for **Gloucester** as part of the review of the **Joint Core Strategy**. Therefore, at this stage, the District Council supports the safeguarding of this site to help address the future housing needs of Gloucester City, if required. It is expected that by the time this **Draft Stroud Local Plan** has been examined and adopted, the City Council will be able to clearly articulate the nature of unmet needs and the preferred direction of growth so that an allocation at **Whaddon** can be confirmed.

3.4.24 The site is located immediately south of Tuffley (the edge of Gloucester), within the **Gloucester fringe** area of the District. The site is west of and adjacent to the A4173 and next to the small hamlet of **Whaddon**.

3.4.25 The site comprises 173 hectares of primarily agricultural land which is safeguarded for the development of at least 3,000 dwellings, 8 plots for travelling showpeople and community uses, including education and health provision and a local centre including employment, and local retail to meet the needs of the development.

3.4.26 Education requirements will comprise a 3 form entry primary school (incorporating early years' provision) on a 2.8 hectare site plus a 2 form entry primary school (incorporating early years' provision) on a 2 hectare site; and a funding contribution towards 3.5 form entry additional secondary school and further education provision. The cumulative effect of the proposed growth in the **Gloucester fringe** area will require a new secondary school to be provided on a site of up to 8.7 ha in size. The site

at **Whaddon** offers the most potential for a site of this size to be incorporated within a strategic development area and may be an all-through school with a primary phase in order to reduce the total amount of land required.

3.4.27 Health provision will involve a site for a new surgery or if not required, a contribution towards the extension of existing health facilities within Gloucester to support the development.

3.4.28 Development is envisaged as a series of neighbourhoods linking seamlessly with the south of Gloucester at Tuffley, with a layout, density, built form and character which reflects this edge of Gloucester location. Particular care will be required to ensure that the layout and design of the development conserves and enhances the setting of the heritage assets adjacent to the site at Whaddon and does not adversely impact on views to and from the AONB escarpment to the south of the M5. To integrate the development with Gloucester, to mitigate noise from the M5 and railway line and to provide a long term strategic landscape buffer to Gloucester, substantial structural landscaping will provide a green buffer on the western, southern and eastern edges of the development and green infrastructure within the development will link where possible with existing green infrastructure to create sustainable green corridors.

3.4.29 The site is located within the catchments of both the **Severn Estuary SAC/SPA/Ramsar** and **Cotswold Beechwoods SAC** sites. Recent survey evidence suggests residents from this development are likely to seek to access recreation opportunities at these sensitive sites. Therefore, it will be important that the development provides sufficient on-site recreation

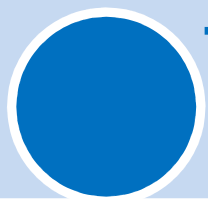


opportunities and off-site works if appropriate, to mitigate against potential adverse impacts of visitors seeking to recreate at these sensitive locations.

3.4.30 The Daniels Brook passes through the centre of the site. The disposal of surface water run-off will require careful consideration to ensure that neither the development nor areas downstream are at risk of flooding. Surface water attenuation facilities will be required to serve discrete areas of development. The Council will seek opportunities to reduce the overall level of flood risk in the area, improve flood storage capacity and enhance biodiversity through the layout, use and form of the development. To address existing wastewater issues in the local area, Severn Trent has a sewer capacity improvement scheme in place for the Gloucester fringe and the scheme will need to take into account the requirements of this site.

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

3.4.32 In addition to the provision of high quality walking and cycling routes through the development and improvements off-site connecting with key local destinations and public transport permeability through the site, a multi-modal travel interchange hub will be developed at a central accessible location adjacent to the A4173 to allow for interchange for sustainable modes including bus, bicycle, walking and car sharing. Contributions will also be required towards sustainable transport measures on the A4173 sustainable transport corridor and towards extending local bus services. Vehicular access will be primarily from the A4173, with a movement strategy that provides for a modal filter onto Naas Lane, providing access for sustainable transport modes only to Waterwells Business Park and local destinations to the west. Necessary highway improvements will be consistent with the findings of the **STS** and the **Traffic Forecasting Report**.



Strategic Site Allocation Policy G2

Land at Whaddon

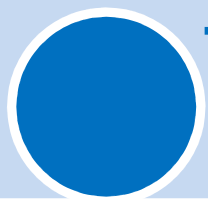
Land at Whaddon, as identified on the policies map, is safeguarded to meet the future housing needs of Gloucester City should it be required and provided it is consistent with the approved strategy of the Joint Core Strategy Review. *Subject to this*, the site will be allocated for a strategic housing development, including residential and community uses. A development brief incorporating an indicative masterplan, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

This will address the following:

1. At least 3,000 dwellings, including 30% affordable housing, to address tenure, type and size of dwellings needed within the Gloucester City area;
2. A serviced site to accommodate 8 plots for travelling showpeople to meet the unmet needs arising from the Gloucester City area;
3. A 3FE primary school and a 2FE primary school (both incorporating early years' provision) and contributions towards the provision of a 3.5FE secondary school (+ 6 form) on a 8.7 ha site within the development;
4. A site for a new surgery or contribution towards the extension of existing health facilities to support the development;
5. Accessible natural green space along the Daniels Brook providing a net gain to local biodiversity and public outdoor playing space, including on-site community building and contributions to off-site indoor sports and leisure facilities, in accordance with local standards;
6. On site and, if appropriate, off site work to mitigate against the identified impacts of development upon the Severn Estuary SAC/SPA/Ramsar and Cotswold Beechwoods SAC sites;
7. A local centre, incorporating employment, local retail and community uses to meet the needs of the development;
8. Structural landscaping buffer along the western, southern and eastern boundaries incorporating existing and new native hedgerows and trees and linking with existing green infrastructure;
9. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS);
10. Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company;
11. A layout, density and built form and character which reflects the sensitive landscape and heritage context provided by the Cotswolds AONB and local heritage assets including Whaddon Church respectively;
12. A layout which prioritises walking and cycling and access to public transport over the use of the private car by, for example, providing a network of internal walking and cycle routes that are shorter in distance than the highway network, in accordance with Manual for Streets;
13. High quality and accessible walking and cycling routes within the site including the retention and diversion of existing footpaths as necessary, the provision of connections to Waterwells Business Park and local facilities within Tuffley including appropriate infrastructure and crossing facilities and contributions towards the enhancement of off-site walking and cycling routes to key destinations including to Gloucester city centre;
14. Contributions and support to sustainable transport measures on the A4173 sustainable transport corridor;

(contd.) ...



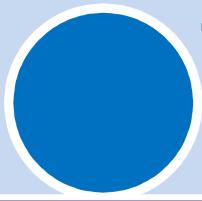


Strategic Site Allocation Policy G2

Land at Whaddon

... (contd.)

15. Multi-modal travel interchange hub at a central accessible location adjacent to the A4173 to allow for interchange for sustainable modes including bus, bicycle, walking and car sharing;
16. Public transport permeability through the site, including a link between Naas Lane and Grange Road and bus stops and shelters at appropriate locations within the development to access existing diverted and new bus services and contributions to enhance bus service frequencies to key destinations including Gloucester, Stroud and Stonehouse;
17. A movement strategy that provides for a modal filter onto Naas Lane, providing access for sustainable transport modes only to Waterwells Business Park and local destinations to the west;
18. Electric vehicle charging points in accordance with local parking standards.
19. Behavioural change measures to encourage sustainable travel by way of new and improved infrastructure and implementation of a Travel Plan.
20. Primary vehicular access from the A4173 and additional vehicular access from Grange Road, with necessary improvements to the existing highway network;
21. Any associated infrastructure enhancements required and identified in the Stroud Infrastructure Delivery Plan in this location;
22. Phasing arrangements to ensure that employment, retail and community provision is made in a timely manner.



The Gloucester fringe | Potential to meet Gloucester's needs

...Land at Whaddon

Strategic Site Allocation G2
Land at Whaddon

G2 map ▼



The site map for **Land at Whaddon** (outlined in purple) includes the following indicative information:

-  Potential access point(s)
-  Strategic landscaping, including green infrastructure (indicative)
-  Open space(s) including community food production areas, such as allotments and community orchards
-  Community uses
-  Housing
-  New local centre, including shops and community uses
-  New primary school(s) / New secondary school
-  Site boundary
-  Stroud District boundary
-  Travel interchange hub

0 500 1 Kilometre 2 Kilometres

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