



# Minchinhampton Neighbourhood Development Plan

2018 - 2036

## Vision for the future of Minchinhampton Parish

**“The Parish consists of a cluster of communities which have developed around the Common, an area of outstanding beauty and natural scientific interest, which has retained the benefits of the past and will continue to explore ways in which to create new opportunities. Our communities may aspire to develop culturally, aesthetically, commercially, environmentally, educationally, socially and spiritually, providing a safe place for future generations and families who will want to be proud to be associated with and embrace the values of the past, the reality of the present and the ingenuity and innovation of the future.”**



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The authors are grateful to the many other people who have contributed ideas and time to the development of the Plan.

## **Foreword - The Community of the Parish of Minchinhampton**

Our Parish of Minchinhampton sits on the Cotswold scarp; with its wonderful views west over the Severn to Wales, and east to the Golden Valley and further into the Cotswolds. The ancient town itself, named for the nuns of Caen to whom the manor belonged after the Conquest, occupies the limestone ridge, which it shares with the glorious Minchinhampton Common, with its summer cattle grazing months, flowers, butterflies, and skylarks.

The hallmark of the town is its simple cross plan of narrow streets, and Cotswold stone buildings, and central square with the ancient Parish Church, Market House, the Crown pub, and High street shops. Socially and spiritually the community also benefits from a Baptist Church, a Doctors' surgery, Dentist, Community Library, Primary Academy School, Youth club, Scouts and Guides and the international Nkokoto Link. The 17<sup>th</sup> century Market House is a social hub, with the Country market each Thursday, keep-fit and Literary Lunches, Plays, Art exhibitions and a film club.

The outlying villages of Box, Burleigh, and Amberley lie on the spring line above the valleys, supporting several more schools and small shops, pubs and hotels, and Cotswold stone farm houses and cottages, whilst Brimscombe lies below in the Golden Valley.

Minchinhampton town became a popular place to live for professional and retired people as far back as the late 1800's and, over many years, has grown along the axes of the town, mainly east and west in fields south of the Stroud – Cirencester road. Some families have several generations working and living locally, some from home, others in local businesses or commuting to Cirencester Bristol, South Wales, Cheltenham, Gloucester, Swindon or beyond to London. They are vital to the economy of the area with the advantage of being able to live, enjoy and contribute to the relaxed

way of living within the Parish of Minchinhampton and the recreational benefits of the Common. With new technologies, there remains considerable scope for small businesses to flourish.

From 1889, sport has become a feature: first Golf on the Common, and now on two new courses; then Minchinhampton Rugby Club, and more recently Tennis, Cricket and Football coaching for young children. The Princess Royal hosts many events, such as the Gatcombe Horse Trials which attract top riders and many visitors, and is involved in the town charities. The Common is a strong draw for tourists, both to enjoy the flora and fauna and the cows, as well as the many events such as the kite festivals and Gifford's Circus,

The community of Minchinhampton has over the years had to evolve different ways of being the Cotswold Town that it was planned to be, with challenges of tight spaces in the Town centre and the difficulties for modern vehicular access rather than horseback or pony and trap. One sight however that has stood the test of time is to see the cows make their way through the town during the summer and autumn time, at their leisurely pace, a gracious reminder that they are as much a part of community as you and I.

Change will come and whether we have lived with our families in the community for many generations or we have recently moved here, the challenge is not to regret change but to embrace change with a willingness that encourages, supports, contributes to and enriches all who wish to continue to enjoy the Town and communities within the Parish of Minchinhampton.

# 1. INTRODUCTION

## **The Neighbourhood Development Plan**

- 1.1 The Localism Act 2011 introduced a new type of planning document: a Neighbourhood Development Plan (NDP) that can be produced by a Parish to give local people more say about what goes on in their area.
- 1.2 An NDP for Minchinhampton would, for the first time, record in a structured form how the members of the community believe the Parish should be shaped over the coming years. The NDP will complement and provide a local dimension to the policies in the Stroud Local Plan and provide a new layer of relevance to the development plan.
- 1.3 The Minchinhampton NDP will only proceed to be 'made' by Stroud District Council (SDC) if it passes a local Referendum. If it passes the Referendum, the NDP will be adopted by Stroud District Council and, together with Stroud District Local Plan and the National Planning Policy Framework, will form the statutory 'development plan' for Minchinhampton Parish.
- 1.4 Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. When the NDP is adopted, the Parish Council (as a statutory consultee) and District Council (as the determining authority) will apply all relevant policies of the NPPF, the Local Plan and NDP in considering proposals for development within the Parish.

- 1.5 This means that the policies in this NDP will apply to any planning applications for development in the Parish. The Plan will also be used by Minchinhampton Parish Council as a guide to how to influence change within the Parish.
- 1.6 The Plan is consistent with, and adds to, the policies in the Local Plan. The relevant policies in the Local Plan are cross-referenced in this Plan.
- 1.7 An NDP is not a contradiction of the policies or aspirations contained in the Stroud District Local Plan, nor is it a charter to allow unrestricted development anywhere in the Parish. The NDP is a formal expression of the stated wishes, vision and aspirations of the community, and is there to supplement and provide local detail and relevance to the decision makers in the higher authorities who decide on matters of planning.

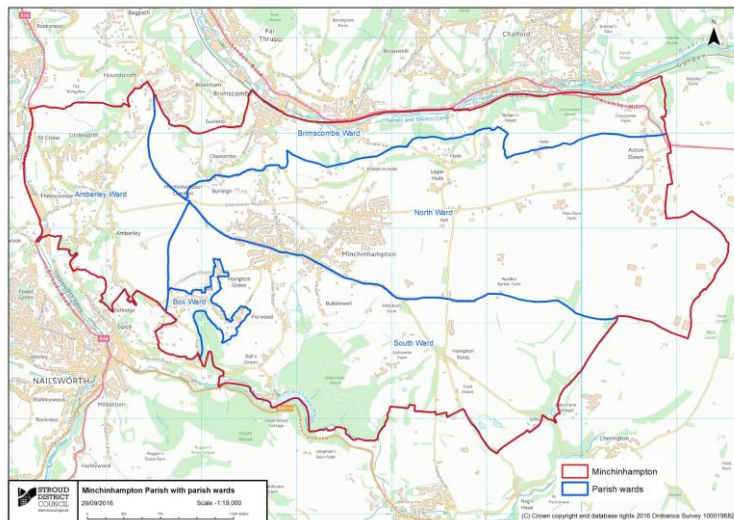
### ***Designation of the Plan Area***

- 1.8 Minchinhampton Parish Council received approval from the local planning authority, Stroud District Council, to prepare its Neighbourhood Development Plan (NDP). A Neighbourhood Area covering the whole of the Civil Parish of Minchinhampton, as shown on Map 1, was designated for this purpose on 16<sup>th</sup> June 2015. The Plan covers the period 2018-2036.

**The Neighbourhood Development Plan Steering Group**

1.9 Minchinhampton Parish Council is the qualifying body and set up an NDP Steering Group made up of one parish councillor from each of the five wards and several local volunteers. The Steering Group then established sub-groups to undertake research and make recommendations on housing, business and employment, planning, the environment and traffic matters.

**Map 1 Minchinhampton Parish and its Wards**



**Developing the Vision and Objectives**

1.10 The NDP has emerged from the ideas arising from the questionnaires sent to every household and the contributions from nearly one hundred local businesses and community groups, through the Steering Group and its sub-groups developing a vision for the future of a vibrant Parish.

1.11 The outcome is a range of practical policies and proposals to make life better for the residents whilst at the same time setting out longer term aspirations for future generations. When decision-makers at Stroud District Council determine consents for any development, it is incumbent on them to have regard to the totality of the wishes and aspirations of those who live, work and visit the Parish.

1.12 The overview in Chapter 2 explains the key aims and the measures in the Plan that will help to meet these objectives.

**Background – the Parish of Minchinhampton**

1.13 Virtually the whole of the civil parish of Minchinhampton lies in an Area of Outstanding Natural Beauty (AONB) in the District of Stroud and is centred on a spur of the Cotswold scarp at about 190m above sea level, dropping down steep slopes, northwards to Brimscombe in the Frome valley, south towards Avening and westwards to Amberley, Box, A46 and Stroud. The five administrative wards are:

- Amberley
- Box
- Brimscombe
- Minchinhampton North
- Minchinhampton South

Within these wards lie many individual small hamlets such as Hampton Fields and Crackstone, Hyde, Balls Green, St Chloe and Pinfarthings. The Brimscombe Ward is close to the centre of Brimscombe and the facilities there are shared between Minchinhampton and the parish of Brimscombe and Thrupp, which has been consulted on this plan.

- 1.14 The most recent data from the Office of National Statistics (2016) shows that 5234 people live in the Parish, in 2505 households. Of these, 2722 are of working age and around 1600 have a graduate level of education; 1664 residents were over 65 and 848 younger than 15.
- 1.15 The facilities in the parish include:
- 3 primary schools
  - 5 places of worship
  - A library staffed by volunteers
  - An historic Market House
  - Minchinhampton Youth Centre
  - A doctors' practice
  - Three other village halls
- 1.16 No less than 59 community groups exist within Minchinhampton Town and about the same number of local businesses, together with a similar number of businesses in the A419 and A46 industrial corridors.
- 1.17 Distinctive features of the parishes of Minchinhampton and neighbouring Rodborough are the ancient limestone grassland commons, which are intercommoned and extend to over a square mile - part of an Area of Outstanding Natural Beauty (AONB) that extends across almost the entire Parish.

## 2 WHAT THE NDP AIMS TO ACHIEVE

2.1 Without an NDP, there is no firm local guidance for decision makers in the District Council to reflect the wishes of the communities of Minchinhampton. This NDP contains a vision for the future of Minchinhampton Parish and sets out clear planning policies to realise this vision. It provides the local community with a powerful tool to guide the long-term future of Minchinhampton; its outlying villages and hamlets and the surrounding countryside.

2.2 As in any parish, Minchinhampton has many issues of housing, infrastructure, support for community activities, and day-to-day matters such as speculative planning applications, availability of school capacity, traffic circulation and parking, and the future of local businesses. These issues of planning and community function within the parish have been explored before, in several ways.

### **Previous Planning Exercises**

2.3 A Parish Plan was drafted in 2005 and a public participation exercise termed 'Planning for Real' 2010 was carried out, seeking comments on how people in Minchinhampton wanted the town and villages to be protected, or change as necessary. Informal ideas for rearranging the parking and traffic routes in the Market Square were also explored. None of these initiatives were fully developed, nor taken forward to formal adoption.

2.4 Continuing experience of many and growing traffic problems, the lengthy closure of the Crown pub, loss of businesses and speculative planning applications have also encouraged

people to act to protect places throughout the Parish, to think about the future of their built and natural environment and to promote the preparation of an NDP.

### **Policy and Guidance - Constraints**

2.5 The National Planning Policy Framework (NPPF, under Review July 2018) clearly states that there should be a presumption in favour of development in the planning process unless there are good reasons not to permit development.

2.6 The complex environment of the Parish of Minchinhampton requires that any future development must minimise its impact upon the key constraints, which can be summarised as follows:

#### **Natural Environment:**

Minchinhampton Common, ancient woodlands, pastures and meadows, watercourses, the AONB

#### **Built Environment:**

Listed Buildings, Conservation Areas, Townscape

#### **Infrastructure:**

Inadequate car parking in settlement centres in the Parish, with narrow streets, and additional road users to be accommodated, along with cows and horses.

#### **Capacity of Services:**

Space in schools, social and medical facilities, commercial and employment resources, bus services are very limited, broadband and mobile phone service inadequate.



2.7 It is acknowledged that there is a national and local need for more housing to be built; the Stroud Local Plan and this NDP seeks to explain why some areas are more suitable than others to be recipients of development.

2.8 Should there be a need to accommodate more development within the Parish, it is essential that any such proposals must be directly linked to remedying those existing limitations and constraints that can be addressed, such as highway improvements, extra capacity in schools and medical and social facilities. Some constraints, such as the extent of the Common and other parts of the natural environment, are considered inalienable.

### Neighbourhood Development Plan Aims

2.9 The NDP aims to deliver:

- Sustainable, modern settlement drawing on best practice
- Vibrant, with a multifunctional character – walking-friendly with central facilities
- A good and sociable place to live – environment, school, traffic, parking, pub and shops,
- Scale and rate of development approved by the communities to suit what the parish needs whilst contributing to needs of the District.

### Background - Data on Growth of Housing in the Parish

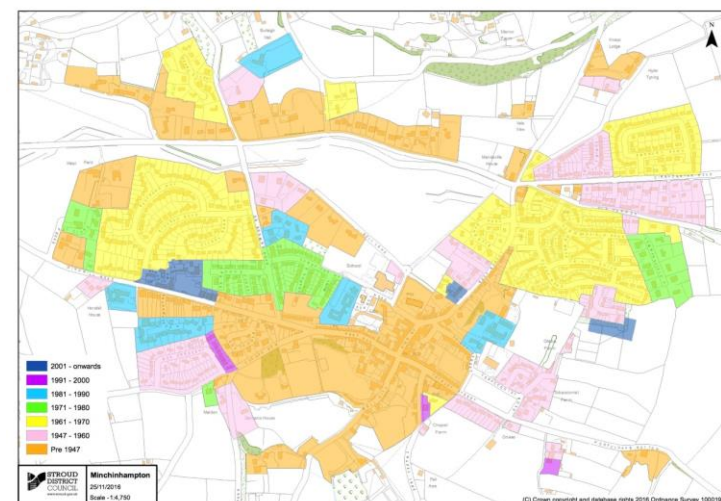
2.10 As well as the needs identified in the Housing Needs Survey, there are pressures for additional housing to meet household growth projections. The Stroud Local Plan contains policies to meet District wide population and household growth. The

Parish of Minchinhampton is likely to be required to accommodate part of this growth.

### Past Growth of the Town

2.11 Minchinhampton has indeed consistently provided new housing for people within the District since 1945. Growth has been at or just above an appropriate level to maintain a vibrant community, whilst not so great as to change the rural character of the Parish. The sequence of development within the town is indicated approximately in Map 2 below.

Map 2 The Growth of Minchinhampton



2.12 Some 1150 new homes have been built within the Parish since 1945 (Valuation Office 2015). This is consistent with the national average, and particularly for the post-2000 period during which 191 new dwellings have been

constructed. Across the Parish, the overall rate of growth in housing stock has therefore averaged 12 homes a year.

#### ***Current Planned Development***

- 2.13 The adopted Stroud District Local Plan Policy CP2 and SA2 identifies a strategic allocation of new housing at Wimberley Mill, situated at the northern edge of the parish. This site is in the Golden Valley and close to the neighbouring parish of Brimscombe and Thrupp, where there is a significant development proposal at Brimscombe Port. The Wimberley Mill proposal currently envisages about 107 dwellings being built.

#### ***Future Growth***

- 2.14 Additional development sites may be expected to come forward, either because of difficulties in implementing the current allocation or through Review of the District Local Plan, or through other schemes agreed outside of the Local Plan allocations. The actual rate of growth will be strongly influenced by targets for housing provision set by the Department for Housing, Communities and Local Government (HCLG) and translated into local proposals by SDC.
- 2.15 Currently the Issues and Options stage of the District Local Plan Review identifies two potential sites on the eastern edge of Minchinhampton, at Cirencester Road and at Glebe Farm. The implications of these proposals are considered in Chapter 4 'Housing, Development and Growth Policies'.

#### **Collecting the Evidence Base**

- 2.16 Against the planning background, the approach to obtaining information to prepare the NDP was a combination of:
- consultation
  - surveys
  - specific enquiries of interested groups and individuals,
  - investigation and steering group discussion

#### ***Consultation***

- 2.17 The production of the NDP was supported by significant and extensive local consultation. Major public consultation events, roadshows (with exhibition boards and members of the steering group present to answer questions) were held in February and March 2017 in each of the Parish Wards, both to identify issues experienced by residents and to seek opinions on options.
- 2.18 The material presented as exhibition boards is set out at Appendix 5. Over 300 parishioners, parish and district councillors, as well as the local MP, attended the roadshows.
- 2.19 Other consultation activities included a household survey, questionnaire and Housing Needs Survey conducted in October 2016. Every household received these questionnaires. Nearly one hundred businesses and community groups were surveyed and meetings held particularly with local developers. Although there are important ribbons of business uses along A46 and the A419 on the edges of the Parish, there was not a great

take-up by those businesses in responding to the questionnaires.



2.20 The Consultation Statement (See **Appendix 6**), which supports the NDP, provides a comprehensive summary of who was consulted and how, along with evidence of how comments were considered in the making of the Plan.

### **Surveys**

2.21 Where information was required on specific technical matters, topic-based surveys were undertaken:

- Housing Needs Surveys (HNS)
- Traffic investigations

- Household, community groups and business questionnaires
- Surveys of Natural and Built Environment

2.22 The surveys enabled the residents of the Parish to consider how they would like these pressures for additional housing to be met, where the additional housing may be located and what benefits could be secured for the Parish from any such growth.

### ***Analysing the information***

2.23 The questionnaires for householders, community groups and businesses (see **Appendix 7**) asked respondents to list what they valued and what they wanted to see changed about living, working and leisure time in the Parish. Grouping these responses together it was possible to plot the main themes and objectives of the respondents.

2.24 Although the weight of numbers supporting one or other objectives was a key factor, the analysis was also alert to notable good ideas that had not necessarily been picked up by the majority.

2.25 As a result, the listed themes and objectives below are a blend arrived at and agreed by the various members of the steering group. The steering group has a wide and diverse range of interests and skills unified by their commitment to making the Parish of Minchinhampton a better place to live, work and play in.

## Issues and Objectives

- 2.26 The Steering Group identified the common issues and themes emerging from the consultations and surveys.

### *Issues expressed by respondents in the consultations - in no particular order*

- Traffic circulation, congestion and parking provision
- Protecting grazing animals and horse riders from traffic
- Traffic, speeding and the impact on the residents
- Viability of Minchinhampton town centre, Amberley and Brimscombe
- Re-opening of the Crown pub
- Improvement and updating of the Market House
- Sustainability of business and employment in the parish
- Speculative applications for development
- Providing affordable housing for young people and families to stay in Minchinhampton parish
- Retention and location of the doctors' surgery
- Maintaining the Commons and other special landscapes and habitats
- Maintenance of roads and pavements

### *Broader Issues identified by the Steering Group*

1. Coherence and functionality of central Minchinhampton
2. Funding to support environmental quality in town and countryside

3. Maintaining local employment in the Parish with improvements in communications and facilities
4. Fully using the facilities of churches, pub, Market House and youth centre



### **Creating a Vision for the Plan - Connecting the Issues**

- 2.27 Keeping an active centre including: pub, shops, offices, cafes, Parish and Baptist churches, library, youth centre and doctors' surgery in the centre of Minchinhampton; interwoven with these is managing traffic circulation of all these crucial elements to retain a vibrant and functional town centre. Similarly, reducing speeding traffic helps with road safety in the villages and hamlets in the Parish and supports the conservation of the Common.
- 2.28 The NDP is primarily to express the wishes of the local community for their own future, but an increasing number of tourists visit the Common, the town, villages and hamlets;

the provision of facilities and services must be sufficient to attract tourists to visit local historical sites, shops, cafes, restaurants and to stay in local accommodation.

2.29 In writing the Plan, the opportunity has therefore been taken to group these specific issues and develop the following Themes:

#### **Natural Environment Conservation**

- Protecting and supporting the management of the Common and its grazing animals
- Conserving other species-rich habitats, ancient woodlands, wetlands, and grasslands

#### **Development and Urban Conservation**

- Providing affordable housing for people who need it
- Keeping Minchinhampton town a busy, well-functioning, attractive and social and cultural hub
- Allowing sufficient growth to support the town's social and commercial viability
- Protecting the character of the town and villages

#### **Business and Employment**

- Supporting business needs in the Parish to encourage retention and growth of employment opportunities

#### **Traffic and Transport**

- Managing traffic circulation and parking
- Improving road safety for all road users on foot, bicycle, horseback, or in vehicles, by reducing speed of traffic

2.30 These Themes form the basis of the following Chapters, each of which contains the evidence base, analysis and Policies for the specific topic:

#### **Chapter 3**

The Natural Environment

Landscape, Geology and Nature Conservation

#### **Chapter 4**

Development, Housing and Sustainable Growth

#### **Chapter 5**

Employment and Business Activity

#### **Chapter 6**

Traffic, Parking and Road Safety

#### **Chapter 7**

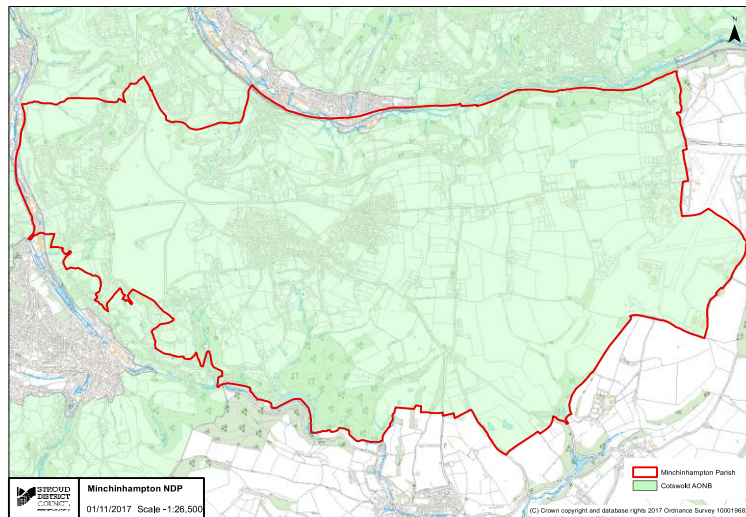
Implementation – making the plan work

2.31 In addressing these themes, the NDP takes the opportunity to set out the wide range of options that may be open to improve the Parish for the future. Some of these options are relatively straightforward to achieve, others are more complex and will require real determination by many and varied interests to co-operate for a better future for Minchinhampton.

### 3 NATURAL ENVIRONMENT: Landscape, Geology, and Nature Conservation

3.1 One of the strongest themes emerging from the public consultations is the wish to conserve the extraordinary natural environment, the landscape, geology and ecological complexity of the Parish of Minchinhampton. This chapter sets the scene for environmental conservation and outlines the Policies that MPC wishes to adopt.

**Map 3 Land in the Area of Outstanding Beauty (AONB)**



3.2 Minchinhampton Parish itself lies almost entirely in the Cotswolds Area of Outstanding Natural Beauty (Map 3). It is renowned not just for its scenery, but also for its geology and ecology. Minchinhampton Common, nationally important, is

owned by The National Trust and managed under the guidance of an Advisory Committee.

3.3 To underpin the Landscape policies, information has been collated for the NDP from many sources, including the 2016 Cotswolds AONB Landscape Strategy and Guidelines (LSG) and the SDC Landscape Sensitivity Assessment 2016.

#### **Preventing harm to Landscape Character**

3.4 The consultations for this NDP strongly indicate that the respondents value the mixture of landscape value and character of the settlements within it, and that any form of development within the Parish whether for new housing, employment, alteration to existing structures should be fully tested to ensure that it enhances the existing character of the landscape and adjoining settlements.

3.5 Stroud Local Plan Policy ES7 states that, in accordance with national policy, any 'major development' in the AONB will not be permitted unless it is in the national interest. The term 'major' is not defined in the NPPF. Policy **MP Env 1** deals with the landscape issues. It has a focus on the AONB given that the vast majority of the neighbourhood area falls within this important nationally designated area.

3.6 The AONB LSG identifies land in Minchinhampton as falling partly within Character Zone 5 "Settled Valley", covering the Nailsworth and Frome valleys, and partly in Zone 7 "High Wold", covering the Common and plateau. The LSG document contains no detailed map boundaries between these zones and appears mainly aimed at identifying typical problems in the relevant landscape types, rather than those specific to Minchinhampton.

- 3.7 The 'Settled Valley' zone is noted to be sensitive to urban expansion and the loss of valley industrial heritage, which is a potential issue where Minchinhampton adjoins the A46. The 'High Wold' is said to contain many prehistoric monuments, one of which, Minchinhampton Common, is one of the largest designated Ancient Monuments in England. It is also stated to be mainly arable, but within Minchinhampton there are also significant areas of grassland, much of it old pasture and common.
- 3.8 A more detailed appraisal is presented in the 2016 Landscape Sensitivity Assessment, an extract (page 220) from which, dealing with the surroundings of the town itself, is shown in **Appendix 4**. This suggests that around the town itself, the landscape sensitivity to development is lower to the east of the town.

### Landscape Conservation Policy

The Landscape Policies in the SDC Local Plan are relatively comprehensive. Policies ES7 (Landscape Character) and ES8 (Trees, hedgerows and woodlands) are particularly important to this aspect of the Plan. On this basis, Policy MPEnv 1 sets out a specific policy for the neighbourhood area.

#### **POLICY MP Env 1 Landscape Conservation**

- *Development proposals within the Cotswold Area of Outstanding Natural Beauty should have regard to the purpose of conserving and enhancing the natural beauty of the designated area.*
- *Development proposals which have regard to the purposes of conserving and enhancing the natural beauty of the designated area and which enhance and/or expand the tree and woodland resource in the neighbourhood area will be supported.*

### Geological Conservation

- 3.9 Minchinhampton is an area of immense geological and ecological diversity. The highest part of Minchinhampton Common, at 190m above sea level, represents the best exposure anywhere in England of part of the Great Oolite, a series of limestones much quarried in the past. Reservoir construction on the common lead to the discovery of the 'Minchinhampton Dinosaur' *Proceratosaurus*, whose quite complete skull is the only known example of its species.



*Proceratosaurus*

- 3.10 In Victorian times, when many working quarries still provided exposures of the rock sequence, several local expert amateur palaeontologists undertook intensive research, particularly on gastropods and ammonites, and wrote a number of classic works on stratigraphy and palaeontology.

- 3.11 One small relic of Gate Quarry survives on Minchinhampton Common, although it does not provide a complete rock sequence; almost all the other quarries on the common were infilled with domestic waste from Stroud in the 1960's. The AONB LSG identifies such infilling as a threat to biodiversity.
- 3.12 The Gloucestershire Geology Trust has suggested that the waste in the former Crane Quarry should be re-excavated and removed to a licensed tip, re-providing a clean geological exposure of strata not exposed anywhere else in Britain. Subject to feasibility studies the Parish Council supports this emerging project. It would allow the future interpretation of the stratigraphy of the Great Oolite rocks of the Jurassic geological period. This ambition has been informally endorsed by Natural England and the National Trust but will need to be formally tested, and costed, and would require planning consent. Whilst this project is both exciting and innovative it is not included in Policy MP Env 2 as it would be 'excluded development' for the purposes of the production of a neighbourhood plan.

### Geological Conservation policy

#### **POLICY MP Env 2 Geological Conservation**

- *Development proposals in the neighbourhood area should protect and where practicable incorporate measures for the conservation of sites of geological interest.*
- *Development proposals that would support the interpretation and educational use of the geological resources in the neighbourhood area will be supported.*

- 3.13 Re-excavation would be consistent with national geological science policy for the conservation and interpretation of stratigraphy. A small area of grazing would be lost but the grassland to be removed is of very low biodiversity and naturalness, having been developed on fertile topsoils used to cover the tip, rather than locally appropriate limestone soils.
- 3.14 Former quarries and stone mines in the Inferior Oolite, exploited for ragstones and freestone for building, are widespread. At Balls Green, and elsewhere, the stone was mined and the tunnels running into the stone are used as roosts by several species of bats, especially Greater and Lesser Horseshoe Bats.

### Nature Conservation

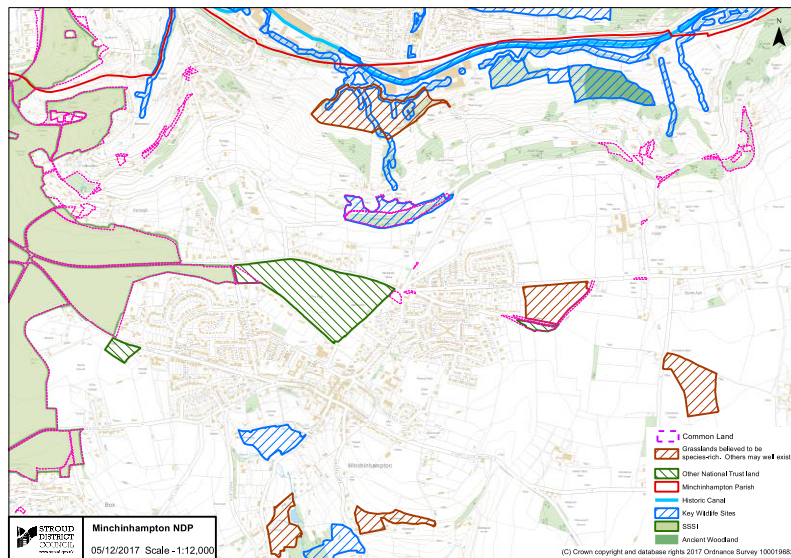
#### *Biodiversity*

- 3.15 The Commons of Minchinhampton and Rodborough form the core of the natural distinctiveness and biodiversity of the high plateau east of Stroud. Minchinhampton Common is designated as a Site of Special Scientific Interest (SSSI) for its limestone grasslands. Together with those of Rodborough Common (an SSSI and EU Special Area of Conservation), they are well known for their rich flora with many orchids, juniper and other relict species including Pasque Flower, as well as a diverse fungal flora. The grasslands and old quarries provide niches for many unusual insects, including the Adonis Blue and Duke of Burgundy butterflies, and molluscs like the tiny Garlic Snail.



- 3.16 Besides the SSSI grasslands, the Parish supports a rich variety of other limestone grassland and neutral meadows. There are significant areas of what appears to species-rich grassland south of Minchinhampton and west of Chapel Lane and immediately east of the town on the south of Cirencester Road. Many of these fields were arable on the Tithe Map of 1839, although most were grasslands by the time of the 1945 Land Utilisation Survey.
- 3.17 In the Frome valley around the lower end of Knapp Lane there are herb-rich fen-meadows with many spring-heads. See Map 4 'Designated Sites and other areas of potential high nature conservation value around Minchinhampton'.

**Map 4. Designated Sites and other areas of potential high Nature Conservation Value around Minchinhampton**



- 3.18 Most of these sites on Map 4 have not been subject to formal vegetation survey and analysis and their relative nature conservation value remains uncertain. Pending full survey, they should be treated as important components of a possible biodiversity strategy for the Parish.
- 3.19 The small streams that emerge as springs high up in the margins of the plateau, especially to the south of the town, are highly calcareous and deposit tufa in their upper channels; the Cotswolds is one of the best areas in Britain for this feature. The headwaters feed the Nailsworth and Avening valley systems, parts of which are rare refuges for the threatened and declining White-clawed Crayfish and, with their gathering grounds, are of significant conservation value.
- 3.20 Part of the Thames and Severn Canal, between the east end of Brimscombe Port and Hyde, lies within the parish of Minchinhampton and runs parallel with the River Frome in this area. The Frome and its valley also form part of a recognised corridor of Biodiversity.
- 3.21 Old stone buildings provide nesting or roosting sites for many species of bats, including several less common bat species such as greater and lesser horseshoe bats, and birds, including swifts, frequent Minchinhampton town.



### **Evidence Base**

- 3.22 Key Wildlife Sites (KWS), are assessed by Gloucestershire Wildlife Trust (GWT) and notified by the Local Planning Authority (LPA). Neu Lynsey and Stuart Fawkes Reserve/Box Meadow are GWT Wildlife Trust Reserves. Ancient woodlands are normally also listed as KWS, and in Minchinhampton these include: Cowcombe Wood, Hyde House Wood, Gatcombe Wood and Box Woods (Holcombe), acquired by the Box Village Society, with help from the Parish, in 2017.
- 3.23 The Gloucestershire Local Nature Partnership has included many of the habitats in the Parish within three Strategic Nature Areas: 'Minchinhampton', 'Upper Hyde', and 'Box'; all

within 'Cotswold Escarpment and Valleys' (see **Appendix 4**).

- 3.24 Information on the statutory SSSI, and non-statutory Key Wildlife Sites and other SNAs, has been collated with results of local surveys undertaken by interested people and knowledge from residents of the Parish, principally members of the Minchinhampton Walking & Wildlife Group, who regularly observe flora and fauna in the Parish. Records of flora and fauna are also known to be held for Cowcombe Bank, Peaches Farm and meadows around The Knapp.
- 3.25 Many of the buildings in the Parish, and especially the old stone buildings, provide nesting or roosting sites for protected species such as bats, or valued species like swifts, which can be seen in the town centre and elsewhere.

### **Planning for Wildlife**

- 3.26 Over the NDP plan period 2018-2036, it is likely that development proposals will emerge either *de novo* or because of allocations by SDC, or iterations of the NDP itself. It is therefore desirable to identify those areas within the Parish that, on present evidence, are subject to ecological constraints that are likely to prevent development, if local and national policies are upheld and if the biodiversity of Minchinhampton parish is to be conserved and enhanced in line with NPPF Paras 117 and 118.

3.27 The July 2018 NPPF at para 174 requires Plans to:

- a) *Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation;*
- b) *Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.*

3.28 Map 4 shows some of the locations around Minchinhampton town that are already known or thought to support complex vegetation communities, or particular species of plants or animals of nature conservation significance, in a local or District context. Detailed survey work is normally necessary to confirm the level of constraint and identify measures that the Parish Council could require, through SDC, to mitigate the effects of development and propose positive measures to expand and manage the natural environment in accordance with the aims of the NPPF.

#### **Nature Conservation Policy**

3.29 The Parish Council notes the approach set out in 2018 NPPF paras 171 – 175, which requires development to provide measurable gains to biodiversity where possible. The Parish Council will assist SDC to meet these requirements.

3.30 NDP Policy MP Env 3 Nature Conservation is aimed at ensuring that these non-designated sites that may prove to support complex habitats, or protected species are adequately considered by the District Council

#### **POLICY MP Env 3 Nature Conservation**

- *Development proposals in the neighbourhood area should protect and where practicable incorporate measures for the conservation of statutorily designated nature conservation sites, Key Wildlife Sites and other priority habitats including ancient woodlands, grasslands of high biodiversity value and watercourses and their catchment areas.*
- *Development that is consistent with other policies in this Plan and which would respect the natural environment by enhancing and re-connecting existing natural features such as trees, hedges, protected wildlife habitats, adjoining Key Wildlife Sites, wildlife corridors and watercourses will be supported.*
- *Where necessary and appropriate, proposed development should demonstrate that the conservation of protected species will be maintained, including that of their foraging habitat.*
- *Where necessary and appropriate, proposed development should incorporate additional features for the support of protected species, such as bat roosting and swift nesting facilities*

### ***Minchinhampton and Rodborough Commons***

- 3.31 Minchinhampton Common is of outstanding value nationally. Its conservation status is entirely dependent on the hundreds of cattle which graze it every summer. Around 450 cows are usually put out by local farmers with registered grazing rights, so that the success of grazing requires the continued existence of many other grassland sites to act as 'run-back land' (grazing land for cattle whilst off the Common); and many of the parish grasslands noted above function in this manner.
- 3.32 Future protection and management of Minchinhampton's natural environment will need to be carefully integrated with other policies and proposals in the NDP, and be consistent with SDC Local Plan policies ES6 and ES7. The principal areas of concern are; ensuring that future development does not cause direct harm to features and areas of high biodiversity, and; protection of the Common and its stock.



### ***Protecting the Common***

- 3.33 The critical importance of the Common has led to considerable efforts to manage its habitats, and to improve the protection of the grazing cattle against accidents with vehicles. Each year several cows are killed, the majority at certain points on the road and in the dark in autumn. It is important to reduce this impact, because if graziers do not put out their stock the Common will cease to be so biodiverse.
- 3.34 Many measures have been promoted or tried to slow traffic, by changing the surface or alignment of the roads across the Common, and improving signage and speed monitoring, or efforts to make the cattle more visible with fluorescent materials. Experiments have been carried out with average speed cameras and number plate recognition and appear promising.
- 3.35 The Parish Council will work with the Highway Authority, who have started their own road safety 'Cows on the Common' project, and with the National Trust and the police, to try to reduce animal deaths.
- 3.36 Minchinhampton Common Site of Special Scientific Interest is a unique and highly sensitive area; a finely balanced ecosystem in which the needs of the special local ecology, the free-grazing cattle and horses, walkers, riders, traffic and other users all play their part and must be managed appropriately to ensure The Common's sustainability.

3.37 Policy MP Env 4 aims to assist the bodies responsible for the protection and management of the Common to obtain financial support for the management of the Common, and outlines the Parish Council's approach to reducing traffic and other impacts on it.

#### **Policy MP Env 4 Minchinhampton Common**

- *Development proposals within Minchinhampton Common should respect its designation as a Site of Special Scientific Interest*
- *Development proposals should respect and protect the run-back grazing land (grazing land for cattle when off the Common) in the neighbourhood area*
- *Development proposals that would safeguard and/or enhance the function of Minchinhampton commons will be supported.*

#### **Community Action policy – Support for the Common**

3.38 In addition to the formal policies for environment and traffic in this NDP, which have statutory application, the Parish Council will:

- *encourage GCC Highways to redesign the Aston Down roundabout to reduce traffic to cross the Common.*
- *support traffic management measures to reduce the speed of traffic across the Common*
- *support policies, and administrative and practical measures, to secure the long-term future of grazing on Minchinhampton Common,*
- *Seek the adoption by SDC of new measures to secure funding from all new development to mitigate the effects of recreation on Minchinhampton Common in parallel with the similar measures for Rodborough Common*



## 4 DEVELOPMENT, HOUSING AND SUSTAINABLE GROWTH

- 4.1 The core purpose of the NDP is to express the views of the community regarding the pattern and rate of development, and the conditions to be placed on it for the benefit of the community. The NDP is required to be consistent with the Stroud Local Plan in that it cannot reduce the Local Plan requirement for new housing in the Parish, but it can potentially modify the location and type of development, or seek additional development of various types to fulfil Parish purposes. This NDP recognises that virtually the whole Parish is in an Area of Outstanding Natural Beauty (AONB), but that the Review Local Plan may, subject to the Examination in Public, require more dwellings to be accommodated within the Parish.
- 4.2 As was noted above (2.9) in terms of shaping future development, the NDP aims to help deliver villages and a town that are:
- well-designed to support sustainability,
  - vibrant, with a multifunctional character,
  - walking-friendly with central facilities
  - good places to live – environment, school, traffic, parking, pub and shops, surgery - and
  - where the scale and rate of development are approved by the communities to suit what the parish needs whilst contributing to the needs of the District.

### Supporting Sustainability

- 4.3 Measures that support sustainability including those which would reduce out-commuting by providing employment within the Parish and encourage walking by making it naturally easier to walk between businesses, shops and schools, surgery library, pub, and Market House. They could include novel types of live/work accommodation, support for public transport and traffic management systems that encourage people to walk to the village and town centres.
- 4.4 It would be possible to create a ‘shared space’ in the middle of the town, for which the narrow entrances are unusually ideal. A shared space would be used by all: delivery vans, shoppers, visitors, horses, and cows; this would require ‘natural speed control’ through partial re-surfacing of the road, ideally to form one shared surface where no-one believes that they have an absolute right of way, and therefore everyone exercises natural caution.
- 4.5 In terms of service levels, in the current SDC Local Plan (2015), Minchinhampton is listed in the Settlement Hierarchy Core Policy CP3 as a Second Tier settlement, a ‘Local Service Centre’, described as:
- “market towns, large villages . . . have the ability to support sustainable patterns of living in the District because of their current levels of facilities, services and employment opportunities. They have the potential to provide for modest levels of jobs and homes in order to help sustain and, where necessary, enhance their services and facilities, promoting better levels of self-containment and viable, sustainable communities.*

4.6 The application of this Stroud District Local Plan policy means that modest growth to support local facilities and improve sustainability is to be expected. The 2015 Local Plan made only one allocation in the Parish, a largely brownfield site at Wimberley Mill, which is nearing the construction stage.

### **Important Functional Elements of the Town**

#### ***The Crown Inn***

4.7 The Crown Inn is a critical part of the town centre, that has been unavailable to the townspeople and visitors for several years. The absence of the pub has undoubtedly reduced the feeling of a focus within the public realm of the upper High Street and Market Square. Attempts to obtain a lease have continued, and the owners, expressed willingness to dispose of the pub. A campaign to purchase the building and run it as a Community Pub was started in 2018.



4.8 Given the pressure on pubs nationally, in 2015 the Parish Council, responding to public concern, secured for the Crown Inn the status of an “Asset of Community Value” Whilst this has a nominal fixed period, it may be extended, and it allows for the protection of the building from change of use. Further negotiations have subsequently resulted in The Crown being sold to a group that operates a number of pubs, restaurants and hotels around the Cotswolds.

4.9 An important element of the future of the town centre is the physical relationship between the Crown Inn and adjoining uses and structures, including The Cross. Redesign of the Market Square, at some point and under conditions of less traffic, offers the opportunity to create a sitting area in front of the pub and cafes, as was envisaged in an earlier design study. This issue is discussed below.



### **Schools and Educational Provision**

- 4.10 School places are in high demand by younger families. The parish of Minchinhampton supports 3 highly regarded C of E Primary schools of which one, in Minchinhampton town centre, is now an Academy, funded directly from the Department of Education, with space for around 315 pupils. Any further town development, aimed at maintaining the vibrancy of the town centre, may have implications for class capacity in Minchinhampton school.
- 4.11 Outside the town, the schools at Amberley and Brimscombe are Voluntary Aided schools funded by the Local Education Authority, each with 105 places. Each school carefully monitors its own places.
- 4.12 It should be noted that development within neighbouring Parishes is also likely to have an impact upon the need for additional pupil capacity and on-going co-ordination with Brimscombe and Thrupp is particularly critical.
- 4.13 All the schools support the local economy by employing staff, using maintenance services and making use of the Post Office and food for catering from local businesses. Equally, all schools make their facilities available to the wider public out of school hours. Annual events include Christmas carols in the Market Square, the Firework display, and the Amberley 'Cow hunt'.



- 4.14 The schools have significant impact on local traffic and parking at drop off and collect times. This NDP aims to develop proposals that will ease the traffic conflicts associated with two-way traffic through the Narrows in Butt Street, and Bell Lane. Potential solutions are discussed in Chapter 6 Traffic and Transport.

### **Minchinhampton Doctors Surgery**

- 4.15 Minchinhampton Surgery was purpose-built in 1971. The present building has long been considered inadequate, with 31 patients per sq. metre compared to a typical new build with 10 to 12 patients/sq.m. About 7,500 patients are registered, of whom 48% live outside the parish, and appointments average 730 a week, with peak hours from 08.30 to 11.00 am and 3.45 to 6 pm.



4.16 The NDP survey results showed that the Minchinhampton Surgery is a much-appreciated medical practice and people expressed a strong desire to retain a surgery in Minchinhampton. This NDP is mindful that the practice is a commercial enterprise owned by the partners and that realisation of the land value is likely to be an issue in the future. It also recognises that the surgery continues to work closely with its funders to bring enhanced facilities to the Parish and beyond.

4.17 Any new surgery premises are funded through the NHS and to a specific time scale of the Gloucestershire Clinical Commissioning Group to meet NHS funding availability. Wherever the surgery is located within the Parish, the NDP policy for development will specifically be required to consider traffic management and parking near a new building.

4.18 Currently the practice is considering a number of options for a future site and this NDP draws urgent attention to the need to consider the centrality of the surgery for the effective sustainability of the town centre.

***Minchinhampton Market House, Minchinhampton Youth Centre and Parish Halls***

4.19 The Market House is a unique building, contributing greatly to the character of the town centre. It is a treasured asset in need of improvements to its accessibility and facilities. The Market House has had limited investment over the years resulting in deterioration of the building and its facilities. Accessibility does not comply with the 2010 Equality Act and space is poorly designed.

4.20 New investment is necessary for the Market House to address its maintenance as a historic building of architectural significance and continue to make it available in its many roles for the community. Minchinhampton Market House Trustees aim to revitalise this unique building and re-establish it as a part of the town's vital social and cultural centre, with modern facilities for the community and visitors, whilst preserving its heritage.

4.21 The Trustees aim to secure funding for such improvements from a wide range of sources. There are proposals for its multi-use to provide facilities for the Parish and visitors.



The Market House should be considered in the context of environmental improvements to the Market Square.

4.22 With 16% of the population under 15, there are a number organisations for youth in the Parish. In Minchinhampton the facilities of the Youth Centre and Sports facilities in

Tobacconist Road are not only for Youth but also act as key social meeting points for a variety of activities. It should be noted that car parking in the vicinity of the Youth Centre, Tetbury Street and the allotments is, at times, critical.

- 4.23 Other village halls are located in Amberley (in association with the Parish Church), Box and Brimscombe (not within the Parish). These buildings are relatively modern facilities and do not present the same special challenges as the Market House in Minchinhampton, but nevertheless are of significance to the local communities that they serve.

#### ***Minchinhampton Community Library***

- 4.24 The Library in Minchinhampton was formerly a County Council establishment and was proposed for closure but from 2013 has been run as a Community Library, staffed by volunteers.



- 4.25 The Library and surrounding land occupies a critical location in relation to other land uses around the school and surgery, forming part of the central hub of the community.

#### ***Holy Trinity Church***

- 4.26 Holy Trinity Church has recently been substantially updated internally and provides a significant space for cultural as well as religious occasions. The church itself can accommodate more than 200 seated people, and the Porch Room is also available and is often used as a facility for meetings.



### **Keeping Minchinhampton a Busy, Well-functioning, and Attractive Town**

- 4.27 A well-functioning town is a safe environment, small enough to reach all the facilities by walking, convenient to visit, park and walk. Businesses and facilities require a critical number of customers and users to maintain viability and this needs to be balanced against demands on space, school places, and so on.
- 4.28 This NDP considers the need to maintain the vibrancy of the town. This required review of several factors: centrality of services such as a library and surgery, rates of population growth, traffic circulation and protection of shops, cafes, restaurants and the pub.
- 4.29 Maintaining the viability, facilities and vibrancy of Minchinhampton town is a critical purpose of this Plan and it is therefore necessary to consider the sources of trade and finance that will support the local economy and sustainability.

#### ***Viability of shops - Accessibility***

- 4.30 The footfall needed to support any shop is continually increasing. Competition from car-borne shopping, often at out-of-town centres, and the growth of internet trading means that only retail centres that are easily accessible both on foot and by car, and which offer a distinctive and pleasant experience not replicated elsewhere, will succeed.
- 4.31 Shopping in Minchinhampton is very much inhibited by the lack of short-duration parking space and a parking control system; improvements such as the re-opening of the Crown

Inn, as well as the function of public spaces such as the youth centre and Market House, will depend upon adequate car parking being suitably located and parking management improved.

- 4.32 Within the High Street there remain several opportunities for a variety of new shops to service local needs. Service businesses, such as the cafes and restaurants, require a substantial footfall which, in turn, requires a significant, and probably growing, population with easy access on foot and by car to the town centre. Chapter 6 examines the road and traffic management changes that will be needed to facilitate this accessibility.
- 4.33 Changes to road layouts, signage and road surfaces to indicate speed control, as well as more ambitious ideas such as developing a 'shared space' in the High Street (4.4 above), will require significant funding. In the interim, a Traffic Regulation Order can be used to control parking times in the High Street.

#### ***Sources of Funding***

- 4.34 The possible funding sources for this are discussed in section 7, but broadly include: Parish reserves; funds derived from an increase in the precept; bequests; repayable loans from the Public Works Board; contributions of funds or 'works in kind' from development projects.
- 4.35 The balance between such types of contribution is discussed further in Section 7 'Implementation'. It is already clear that, whilst substantial development – perhaps as much as 120 dwellings over the last decade or so - has taken place in the

Parish, its financial contributions to community facilities have been very limited.

- 4.36 The production of this NDP provides a clear and transparent way in which new development can secure funding for infrastructure and community projects within the local guidelines for CIL and/or Section 106 mechanisms.
- 4.37 The timing, content and scale of individual development projects is therefore of great importance to the question of securing positive outcomes for the Parish. Development is not limited to housing and employment as, for example, it will be necessary in the relatively near future to find land for social uses, such as recreation space and burial grounds.

#### **Centrality - Keeping facilities close together**

- 4.38 Many of the issues raised during consultations relate to the desire to keep and strengthen the facilities that make Minchinhampton a busy, friendly town with a wide range of services. Application of investment is one important aspect of maintaining this viability; the spatial aspects of the town's functioning - how the elements relate to one another - is also crucial.
- 4.39 The core of the Parish, and of Minchinhampton town itself, is the Market Square, overlooked by the ancient Church of Holy Trinity, the Market House of 1698 and the Crown Inn, also dating from the 17<sup>th</sup> Century. The setting of these important buildings is provided by an eclectic mixture of many other medieval and later stone buildings, including the Cotswold Club and many old houses down the High Street.

The narrow crossroads at the lower end of the High Street, the junction with Well Hill, Tetbury Street and West End, is one of the more iconic features of the town centre and is renowned for its difficulty of navigation by car.

- 4.40 The centrality and connectivity of these facilities is a critical part of the sustainability and character of Minchinhampton and, in historical times, reflected the need to be able to walk everywhere. In a sustainable settlement this is still true: walkability is key. The centre of town is a tight-knit and an easily walkable area with shops, cafes, churches, social club, doctors' surgery, library, school and Market House.
- 4.41 It is critically important that the uses within this important zone of the town within its parish should remain as a walkable coherent whole, in order that footfall is increased, and vehicle movements decreased, so that people can conduct a variety of business on one car visit.
- 4.42 This coherence of the existing uses would be adversely affected if any one of the uses was to migrate further afield in the settlement. This section considers the current potential for these town centre uses to remain an integrated unit, and how their interaction could be enhanced.

#### ***Zones of Activity***

- 4.43 Three principal zones of activity are central to the working of the walkable town. The first is the Market Square and High Street; the second is Bell Lane and the access to School, Surgery, Library and the Park; the third is Friday Street, up

to the Youth Centre, Stuart playing Field, Allotments and, up Tetbury Street, the Baptist Church.

- 4.44 Within the Market Square zone, most of the uses are of ancient origin and unlikely to change.
- 4.45 Within the Bell Lane area the most likely potential change is the possible relocation of the Surgery. The future of this facility is a critically important aspect of the next few years. The current building is too small and poorly built to provide space for the growth in medical facilities that the doctors would like to see. The Practice has sought a new site but many factors, including the criteria for NHS funding, affect where the surgery can be located and how it can be funded.
- 4.46 The Practice has sought and received agreement in principle from MPC to the use of part of 'Vosper's Field' on the Cirencester Road, which was bequeathed to the Parish 'for the benefit of the Community' in 2008.
- 4.47 Vosper's Field is, however, outside the walkable zone of the town centre and for access to a Surgery here, the inhabitants of Minchinhampton would mostly require a car journey; about half the patients come from outside the town, so they would experience no change. Similar arguments may apply to the potential location for a surgery within the proposed allocation by SDC of land at Glebe Farm.
- 4.48 It would probably be preferable, to retain the surgery near the centre. One option is to keep it broadly where it is, as part of a comprehensive redesign of the area between the school, the Library, the back of the 'Piggeries' and the Social

Services building, which is currently empty, on Cambridge Way.

- 4.49 This would require the agreement of several parties: the School, Highway Authority, Parish Council, Medical Practice and Community Library, together with a well-coordinated project management exercise, managing and controlling the redevelopment of the area around the Library.
- 4.50 This option is clearly more complex, both physically and financially, but it might offer a unique and significant opportunity to provide a new modern, spacious, surgery in a central 'piazza' with walkable access to all the facilities, including Library and School, and expanded parking.
- 4.51 Conserving the connectivity and sustainability of the town centre might be best explored by commissioning a Feasibility Study and Masterplan for this area to ensure a structured integration of town facilities for future generations.
- 4.52 This NDP therefore proposes that the Parish Council should take a positive lead by initiating a Feasibility Study and Masterplan, with interested parties, co-opting expertise if it is not available within the members, or commissioning the studies jointly with the other participants.

#### ***Centrality and Traffic***

- 4.53 Clearly, any discussion about maintaining centrality of uses within the core of the town must include a review of traffic circulation in the town centre. At present there is an

imbalance between traffic management measures and the pressure of traffic, which is considered further in Chapter 6. However, obvious elements of any solution are likely to involve:

- Regulation of parking, which is largely uncontrolled and flouted even where there are double yellow lines. This would benefit users of shops and the pub.
- The two central zones in the town offer a range of possible scenarios for better management of traffic and parking, especially in several areas where potential one-way systems could enhance traffic flows, including the use of Cambridge Way, Butt St, Bell Lane, and West End.
- Changes to discourage or limit through traffic in the Market Square

### **Future Growth of the Town to Maintain Viability**

#### ***Growth and Funding of Community Facilities***

- 4.54 The Steering Group recognises that there is a strong link between development and growth, and the provision or support of improvements to community facilities. In the recent past, the Parish has not been able to harness the benefits of the development that has gradually taken place.
- 4.55 This has been partly because it is much more difficult to identify, design and implement improvement schemes when development occurs in small numbers at infrequent intervals, than with more organised development. It must also be recognised, however, that lack of past contributions has

reflected the fact that the Parish has not identified specific improvements and pursued funding for them.

- 4.56 The Wimberley Mill allocation under Policy Stroud Valleys SA1f for 100 dwellings and B1/B8 employment, situated in the extreme north of the Parish, is the sole instance of consented larger-scale proposals. Wimberley Mill is an expensive site to develop and there are significant site-specific hurdles to overcome in preparing the site for development, including decontamination, flood alleviation, restoration of part of the River Frome and works to the Canal. Consequently, little or no other financial contribution to the function of Minchinhampton Parish or town may be expected, although clearly the environmental gain in re-opening the river Frome channel from its former culvert must be recognised.
- 4.57 Infrastructure investment is required if sustainability is to be enhanced. Lack of infrastructure on the plateau and in the town of Minchinhampton itself is sometimes used to support a 'no development' argument. This NDP does not consider this to be a realistic approach. In fact, the reverse is true: one of the principal sources of funding for environmental or infrastructure improvements is likely to be contributions from future development.
- 4.58 Some of the existing constraints identified above (para 2.6), especially those related to road layout improvements and other traffic management measures, are unlikely to be ameliorated without significant investment. The sources of investment may include, but are not limited to, contributions from development as and when allocated in future Local Plans.

4.59 The 2017 Issues and Options report for the Stroud District Local Plan Review identified two further potential housing allocations, to the east of the town of Minchinhampton at Cirencester Road and Glebe and Tobacconist Farms, in the next plan period.

4.60 In principle, it is possible that there may be substantial development within the next few years, and this should be preceded by ecological and landscape investigations and a GCC highway investment strategy to mitigate the effects of such developments in the town and parish

#### ***Defining Minchinhampton's Requirements***

4.61 One of the critical tasks of this NDP is therefore for the Parish and community of Minchinhampton to set out in advance what it believes the equation between future development and the hierarchy of any improvements might be, and what infrastructure and community benefits would be required in order to make any such development both feasible and acceptable to the Parish in the context of the AONB.

4.62 This NDP takes a broad view of the potential positive and negative effects of a range of possible outcomes, for traffic and traffic management, improvements to the town centre environment and the provision or retention of facilities.

4.63 New development has the potential to bring economic and social benefits to the neighbourhood area, but may also bring traffic and environmental issues. New development will be expected to make full contributions to community facilities and other projects under local guidelines, in some

cases agreement may be sought from developers to help resolve problems.

4.64 Any further development of the town or outlying villages would be unsustainable unless such new development solves some of the existing environmental problems associated with outdated infrastructure and recent growth in traffic levels. These issues are already addressed in the Stroud Local Plan in general and in the Stroud Valleys cluster in particular; the vision for which is set in Policy SA2 of the Local Plan.

4.65 New housing and commercial development is likely to generate the most significant demands on the community and highway networks in the neighbourhood area. At the same time, it has the greatest potential to offer solutions to existing issues in the neighbourhood area.

4.66 It is unlikely that all the funding needed for community and infrastructure improvements will come from the private sector through CIL and similar mechanisms. Within the plan period there is the opportunity, and it may be necessary, for public bodies to consider investment in the neighbourhood area. This issue is addressed in the Implementation section of this NDP.

4.67 The question of the level of provision for future growth of the town to maintain its viability is an aspect of planning that causes considerable public debate. It requires recognition of a broad range of issues and individual interests. In these circumstances, the level of growth that is actually needed to realise the ambition set out in SDC Policy CP3 to 'sustain or enhance' will need careful thought and considerable

negotiation between Parish Council, Planning authority, landowners and developers.

- 4.68 The Stroud Local Plan, and this NDP, review future housing provision in the context of the whole of the Parish but, in terms of support for viability of local facilities and enterprises, the principal issues lie within the town of Minchinhampton itself.

***How much development is likely to take place?***

- 4.69 This NDP envisages only organic growth in the outlying settlements of Box and Amberley and their hamlets, with occasional small-scale domestic development projects. The current SDLP plan period makes only one allocation in Minchinhampton Parish, at Wimberley Mill in the Frome Valley.
- 4.70 The sites identified as potential allocations in the 2017 Consultation Draft Review Local Plan have not yet been tested, but it cannot be excluded that either or both may be pursued. There is no published information on the likely number of dwellings that either site is envisaged to accommodate, but previous proposals at Glebe and Tobacconist Farms that were the subject of public consultation have been considering around 130 dwellings.
- 4.71 The Cirencester Road site has not previously been identified as a possible housing site, but it is much smaller with a capacity of perhaps 30 dwellings. Several other sites have been the subject of speculative proposals in recent years, including land at The Knapp.

- 4.72 It should also be mentioned, and is discussed below in relation to Affordable Housing, that the Parish Council is the custodian of a site known as Vosper's Field, on the north side of Cirencester Road. This site, bequeathed to the Parish for the benefit of the community, is currently let for grazing. The grazing agreement runs out in 2019. The Parish Council is aware that it has not adopted a definition of what it considers to be 'the benefit of the community', or consulted the public on the issue. It is expected that such consultation will take place in the near future.

- 4.73 In recent years there have been a number of enquiries to develop sites in the Parish, including The Knapp, Cirencester Road, Glebe Farm, Tobacconist Farm and the Vosper field, but it is interesting to note that none of these potential prospects have materialised.



## **Policies for Growth and Development**

- 4.74 Against this background, it is clear that there will probably be a substantial level of development in the Parish over the NDP plan period. It may be expected that the overall rate will continue to be in the range of 10-15 dwellings per year. This may also be uneven, in that a larger site will tend to make a more rapid contribution to growth rate.
- 4.75 Extended over the NDP period 2018 – 2036, a total of around 180 – 270 new dwellings may be built. The manner in which this growth occurs – more small sites, or fewer larger sites - will greatly affect the ways in which community infrastructure benefits can be obtained.
- 4.76 This NDP is not itself proposing any specific scale or rate of development, but recognises that;
- there has always been development, planned or *ad hoc*
  - both forms are likely to continue
  - if development does come forward, either from allocation in the Local Plan or through *ad hoc* proposals, it is crucial that the community should have a role in determining what outcomes - and any benefits that derive therefrom - are appropriate.
- 4.77 It is therefore necessary that the Policies in the NDP should set out the relationship between types, scales and general locations of developments and agreed outcomes, whilst ensuring that each development is compatible with the other Policies of the NDP. Policy MP Dev 1 broadly addresses the circumstances and the criteria against which future

development proposals in the Parish will be considered by the Parish Council.

- 4.78 Aside from small scale redevelopment projects and other small sites, the future of development in the town reflects:
- Estimated Local Housing Need
  - District and national growth apportioned by the Local Plan
  - The unique landscape of the Parish

### ***Housing Needs Survey***

- 4.79 A Housing Needs Survey was undertaken, at the request of Minchinhampton Parish Council and under the guidance of the Gloucestershire Rural Community Council (GRCC) in October 2016. This is the first time for many years that such a survey has been carried out and it provides valuable baseline information from which the NDP sets out this aspect of its policy for the supply of new housing. The survey was undertaken to establish the need for affordable housing in the neighbourhood area. It does not comment on the wider need for housing.
- 4.80 GRCC sent every one of the 2,505 households in the Parish of Minchinhampton a detailed questionnaire, to complete anonymously, regarding their housing needs. A standard format, employed for similar surveys undertaken in other Parishes across the country, was used for the questions. The survey addressed matters of tenure, size, household composition, affordability, and whether present and future housing needs were met by the home.

4.81 The Housing Needs Survey (HNS) report addresses the analysis of the required supply of housing for the existing population of the Parish. A copy of the survey report prepared by GRCC is contained in the Appendix. The report can be summarised as follows:

- 775 responses were received (31%), a broadly similar response rate to other similar sized communities in Stroud District.
- Half of all respondents had lived in their home for 20 years or more
- 77% live in houses, of whom;
- 50% in houses with four or more bedrooms
- 75% in households of one or two people
- 89% of responders owned their home, with or without a mortgage of their home
- 11% rented their home
- 25% said that someone in the household worked from home
- The average price paid in 2016 (HM Land Registry) for homes in the Parish of Minchinhampton was £440,000.

4.82 This information about housing in the Parish was gathered to establish the profile of the housing stock. When linked to information about population and incomes, from the ONS Census analysis using standard affordability appraisal criteria, identifies the number and type of housing that is needed to satisfy the demand in the Parish.

4.83 Based on the survey responses, it is concluded that:

- 24 households with a local connection have self-identified themselves as in need of affordable housing in the Parish,
- All of the households identified as in housing need are either single persons or couples. Although no families identified themselves as in housing need, other sources and comments suggest that it is essential to consider a range of house types and sizes,
- The mix of housing stock by size of homes suggests that there is a heavy over-provision of larger homes and an under-provision of smaller one-bedroom and two-bedroom properties,
- Given the relatively high average cost of houses sold in the Parish in 2016, the ability of young first time buyers to find an affordable home in the Parish is a concern for the future younger members of the community continuing to live in the Parish in their own homes,

4.84 New housing to meet local needs should therefore comprise small one and two bedroomed properties for rent, shared ownership or open market sale, and a smaller proportion of 3 or 4 bedroom homes for rent.

**Providing affordable housing for singles, couples both younger and older, and families**

4.85 Because the survey response rate was only a little over 30%, there is also uncertainty as to how the need will change over the plan period of the NDP.

4.86 To provide for any further affordable housing that might become necessary during the (NDP) Plan period an 'exceptions' policy MP3 based upon Local Plan Policy HC4

is included in Section 4 of the NDP. The policy notes that sites should be quite small in scale both to recognise the limitations of the services and facilities to be found in the Parish and to minimise the effect of development on the character, appearance and environment of the area. The creation of schemes through the Community Land Trust, using land identified for the benefit of the local community has the ability to be an economic and beneficial contribution to the affordable needs scenario.

4.87 SDC policy suggests that such sites should ideally be located within easy walking distance of the essential facilities of the centre of Minchinhampton and other village and hamlet settlements; preferably within 800 metres of the Minchinhampton Market House or within 800 metres of Brimscombe Corner. Given the limited land availability in Minchinhampton, some flexibility will be required in this regard.

4.88 The NDP considers that on average about 5 new affordable dwellings per year is an appropriate and sustainable rate of provision to reflect Consultation responses. Clearly the actual development may comprise more houses in fewer years, or vice versa according to local needs.

### **Protecting the Character of Town and Villages**

4.89 The essential character of the whole of the Parish of Minchinhampton is a mixture of exceptionally high landscape value combined with a uniformity of style and materials used in the tight and compact layouts of the settlements whether they be small hamlets or the larger settlements of Minchinhampton, Amberley, Box and Brimscombe.

4.90 Minchinhampton hosts a large number of listed buildings, as well as conservation areas, significant buildings and street frontages that help to define the character of the Parish. The sharp contrast between tightly knit settlements immediately giving way to open countryside is a key feature of the many settlements within the Parish.

### **Built Environment – Conservation Areas, Townscape, and Listed Buildings**

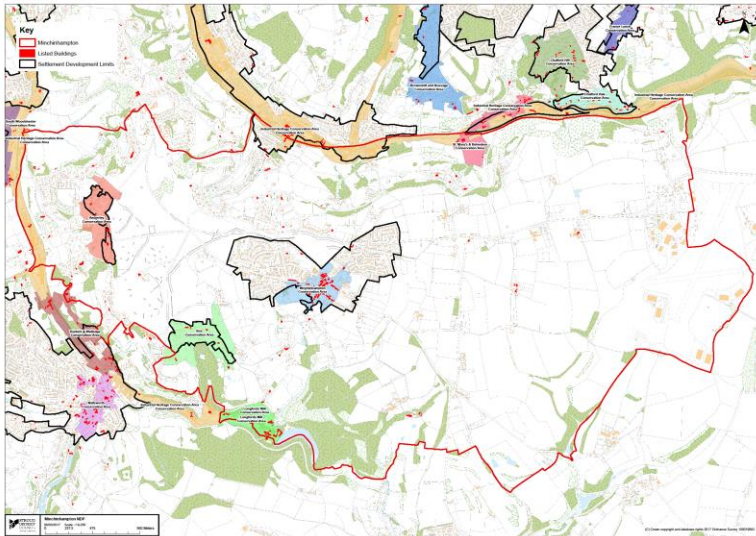
#### ***Conservation Areas***

4.91 Conservation Areas were first designated under the Civic Amenities Act 1967 and updated last in 1990. Five Conservation Areas have been designated within Minchinhampton parish: Minchinhampton, Amberley, Box, and two parts of the Stroud Valleys Industrial Conservation area are shown on Map 5.

4.92 It is customary for each Conservation Area to have been the subject of a formal Statement by the Local Planning Authority, setting out its character and the features that should be respected in considering future changes.

4.93 No formal Conservation Area Statements currently exist for any of the five Conservation Areas in Minchinhampton Parish. To partly remedy this, Appendix 3 contains informal descriptions intended to offer some guidance to any potential developer.

**Map 5. Conservation Areas and Settlement Boundaries within the Parish of Minchinhampton**



- 4.94 Outline guidance on Conservation Areas and townscape is provided In Appendix 3, and more detailed maps of each conservation area are given in the Appendix. There are specific procedures for planning applications that affect Listed Buildings or their setting and these are not discussed in this document.
- 4.95 Conservation Areas are a mixture of styles, reflecting different periods, influences and resources. This eclectic approach is often what gives a Conservation Area its distinctive flavour, and it is important not to reject contemporary solutions *per se*. That said, distinctive character can be defined by analysis and this can describe a framework in which development can be considered by working with the grain, or texture, of a place.



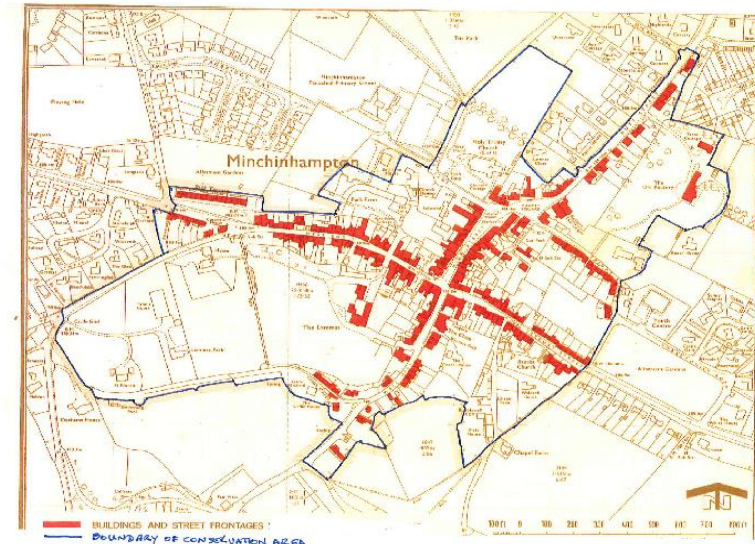
- 4.96 The character and appearance of a Conservation Area can be affected, either adversely or beneficially, by the slow processes of erosion and lack of maintenance, and by inappropriate new buildings. Mechanisms exist for the control of the design and massing of built development in Conservation Areas, and the Planning Acts give an opportunity to individuals and consultee agencies the chance to express a view before any alteration is authorised.
- 4.97 Often the works undertaken by utility companies and the highway authority may be outside such control, but can have significant influence. The impact of parked and moving vehicles cannot be readily or easily managed in historic environments.

4.98 Sympathetic design with respect to the immediate environment will be considered by the Parish Council as the benchmark of each development proposal; the approach that is appropriate on one building may be different on its neighbour. Scale, materials, and sympathetic detailing will be important considerations, as will concerns around over-looking and proximity.

### Listed and Important Buildings

4.99 Listed buildings and buildings assessed as of Heritage Asset status in Minchinhampton are shown on Map 6.

**Map 6 Listed buildings and buildings assessed as of Heritage Asset status in Minchinhampton**



## Policies for Development

4.100 The following policies, MP Dev 1 – 4, stem from the considerations outlined above. They are designed to achieve the overall Aims set out in Chapter 2 and to secure maximum benefit for the community from any development that does occur.

### New development Policy

The Parish Council will review applications for proposed new development and will assess whether the proposals help fulfil other aspirations of the community, including support and enhancement of the infrastructure, NDP Traffic and Parking and Public Rights of Way Policies, and do not conflict with NDP policy MP Env 3 Nature Conservation or Landscape Policy MP Env 1.

#### Policy MP Dev 1 New Development

*Development proposals that would deliver the social and environmental aims of the Plan will be supported. Particular support will be given to proposals that would;*

- *Demonstrate a high standard of design that respects and reinforces local distinctiveness and character through attention to matters of scale, density, massing and height, use of natural materials, landscape layout and access;*
- *Respect the natural environment, terrain and demonstrates how it might be enhanced through the incorporation of natural existing features such as trees, hedges, protected wildlife habitats, adjoining Key Wildlife Sites, wildlife corridors and water courses;*
- *Optimise the potential of the site to accommodate development incorporating green spaces appropriate to the scale of the development;*
- *Respect the setting of Listed Buildings and buildings considered to be heritage assets and significant buildings and street frontages;*
- *Respect the integrity, character and appearance of designated Conservation Areas,*
- *Provide good broadband facilities for homes and businesses.*

**Policy for Minchinhampton Town Centre**

- 4.101 The Parish Council wishes to encourage a cooperative approach to the redesign of the area around the school and in the Market Square. MPC will progress the preparation of Feasibility Studies and a Masterplan for the areas around the Market Square and particularly the zone between the Surgery, School, Library, and Bell Lane access to the Park.
- 4.102 The Parish Council will make a financial contribution to Feasibility Studies if necessary. Policy MP Dev 2 provides a supporting context within which the first phase of this work can proceed. The heritage and design criteria take account of the sensitive location of this part of the town centre.

**POLICY MP Dev 2 Minchinhampton Town Centre**

*Proposals for the redesign and/or redevelopment of the area off the Market Square based on Bell Lane and School Road, to provide new or improved Library, Surgery, School premises and associated parking and access improvements will be supported subject to the following criteria;*

- *They would preserve or enhance the character or appearance of the Minchinhampton Conservation Area;*
- *They would respect the integrity and setting of Listed buildings in the immediate locality; and,*
- *Their design would take account of the design, the materials and the massing of the buildings in the immediate area.*

**Policy for Affordable Housing**

The Parish need for affordable housing has been identified through a Local Housing Needs Survey (2016). Based upon this evidence, and further consultations, a projection of a minimum of 5 dwellings per year is considered appropriate to meet anticipated need in future years.

**POLICY MP Dev 3 Affordable Housing Provision**

- *Planning applications for small scale affordable housing sites adjoining the sustainable settlements of Minchinhampton and Brimscombe, to meet the needs identified in the Local Housing Needs Survey (2016) or any update of that Study will be supported providing the criteria of Local Plan Policy HC4 are met.*
- *Where new development is assessed under Policy MP Dev 1 of this Plan, affordable housing provision be distributed throughout the new development, where its size makes this approach practicable*

**Policy for Conservation Areas**

**POLICY MP Dev 4 Conservation area development**

- *Proposals for development in the Conservation Areas should preserve or enhance the character or appearance of the Conservation Area concerned taking account of the Conservation Area studies in Appendix 3 of the Plan.*
- *In addition, proposals which would protect and enhance the fabric of non-listed buildings in the Conservation areas will be supported*

## 5 EMPLOYMENT & BUSINESS ACTIVITY

### **Supporting business needs in the Parish to encourage retention and growth of employment opportunities**

#### *Historical Perspective*

- 5.1 Lying between Stroud and Cirencester, the Parish of Minchinhampton reflects the influences of these two significant towns in the county and has a long history of business and employment centred on agriculture, woollen mills and engineering. Over the past fifty years, there have been great changes in employment within the Parish. There is one surviving Woollen Mill in Stroud but no longer any working in Minchinhampton. The number of working farms has declined significantly and engineering businesses have changed to reflect the growing need for high technology solutions.
- 5.2 With faster and more diverse means of communications, the increase in people working from home has been significant. A large number of small start-up businesses have been established based around digital communications rather than being based in established centres of population. Nevertheless the number of people commuting to their place of work outside the Parish or outside the District has also increased with the consequence of greater traffic congestion and pollution.
- 5.3 From the survey of existing businesses within the Parish conducted in October to December 2016, there was no identified need expressed for additional land to be given over

to employment use. Redevelopment or intensifications of use within the above areas was considered adequate to meet foreseeable employment use. The cost in terms of rents charged within the existing stock of business and employment use was not a limiting factor for any businesses wishing to grow.

- 5.4 The main concerns expressed by businesses in the responses to the survey centred on the need for better levels of communications infrastructure in particular:
- Faster, better and greater capacity of broadband
  - Improved mobile telephone signal coverage

National policy on extending Broadband has encouraged some improvement in some areas, but much more needs to be done. There are new providers installing fibre.

- 5.5 For retail businesses, improvement in parking facilities for customers was a significant issue potentially affecting long term viability of their businesses (See MP Parking 1).

#### *Creating Employment*

- 5.6 Employment is key to a thriving community; where people work is a major determinant of where they live. Stroud district is a net exporter of labour of about 22% (SDC Local Plan), exacerbated by the easy motorway access. This is a marker of limited community sustainability and increased reliance on the motorcar. An aim of the plan for the Parish over the next 18 years should be to take careful account of new local employment opportunities that reduce commuting



and ensure there is a balance between increasing employment and increasing housing numbers for the Parish.

- 5.7 At present it is relatively easy to commute out of Minchinhampton to work. Transport links are good to the Parish with the M5 motorway junction 13 to the West, a railway station just 4 miles away in Stroud and other nearby centres of employment.

***Potential Employment Areas***

- 5.8 There are specific “areas of land” recognised in the Local Plan as designated for employment use within the Parish, notably in the following locations:
- Along the Cirencester Road to the east of Minchinhampton
  - The former Aston Down airbase
  - Brimscombe valley adjoining the areas of employment land in Brimscombe and Thrupp Parish
  - Nailsworth valley adjoining the area of employment land in Nailsworth Parish
- 5.9 Whilst these are intended to serve the district as a whole, they also provide employment opportunities for Minchinhampton Parish residents. Employment land allocated within the Stroud Local Plan exceeds the forecast growth in employment figures and therefore no further suggestions for employment land have been made in this NDP for Minchinhampton Parish.

- 5.10 There is a strong base of relatively small businesses in the Parish and the majority of local jobs are provided by small employers and self-employment. A general relaxation of business use classes for existing buildings and buildings of heritage value would be desirable to encourage more small and start-up businesses to stay within the Parish. There is also a national trend, fuelled by increasingly sophisticated technology, for homeworking. This is regarded as sustainable and something that should be encouraged as set out in **Policy MP Emp2 Working from Home**.

***Communications***

- 5.11 This NDP encourages proposals for the conversion of existing dwellings or outbuildings to provide space for increased home-working, and for the conversion of disused agricultural and other rural buildings of traditional sound construction for small business use. It is essential that those homeworkers and small businesses have access to high quality communications facilities for their business needs, to minimise the need for successful home-workers or small businesses to commute out of the Parish or to relocate to better connected dwellings or premises.
- 5.12 Continued growth in the use of 4G cell phones and optical fibre fixed lines to access the Internet is seen as an important criterion when choosing where to live and is now critical for home workers, schools, institutions and businesses. Good connectivity is therefore essential if the parish of Minchinhampton is to attract and retain permanent residents of working or school age, home workers, businesses and services that together form a thriving, dynamic community.

5.13 Minchinhampton was one of the first communities to engage with a telecoms company (Vodafone) and positively encourage the installation of their Rural Open Sure Signal equipment around the town centre. This particular technology remains limited however by both its geographical coverage and restriction to 3G, so similarly innovative technology should be encouraged to provide full coverage by all the main suppliers throughout the Parish – particularly to current cell phone “not spots” and those areas still enduring only slow or even no broadband offerings.

### **Policy to support Business and Employment**

#### **Policy MP Emp1 Business and Employment**

*Proposals for the following business and employment uses will be supported:*

- *The alteration of existing dwellings to provide space for home-working;*
- *The conversion of disused agricultural and other rural buildings of traditional sound construction for small business use;*
- *The diversification of business uses and the establishment of new businesses insofar as planning permission is required,*
- *Proposals that would result in the change of use of shops cafes, restaurants, public houses and other business uses will not be supported.*

5.14 Development proposals which are in scale with the rural nature of the Parish and either within designated employment land areas or involve change of use of existing properties, and which create, expand and generally help develop business initiatives, will be supported. This will be subject to there being no significant adverse impact on neighbouring properties, or the locality in general, by reason of noise, fumes, odour or other nuisances, or traffic related nuisance or visual impact.

5.15 Policy MP Emp 2 addresses this important potential for new economic growth. It recognises that some proposals will not need Planning Permission as a material change of use will not necessarily take place in the property concerned.

#### **Policy MP Emp 2 Working from Home**

*Insofar as planning permission is required, development proposals will be supported for the use of part of a dwelling for office and/or light industrial uses and for small scale free standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses provided that:*

- *No significant and adverse impact arises to nearby residents or properties from noise, fumes, odour or other nuisance associated with the work activity;*
- *Any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.*

## 6 TRAFFIC, TRANSPORT & PARKING

- 6.1 As in many historic towns, traffic and parking are elements of daily life that have a serious impact on the enjoyment of the town and its environment, as well as on the way the town functions commercially. Growth in numbers and speed of vehicles has thrown into sharp relief the difficulties of accommodating heavy traffic in very narrow streets.
- 6.2 This chapter of the NDP examines all the elements of traffic movement, both public and private, pedestrian issues and parking; as well as cycling and the provision of public transport.

### *Previous Transport work*

- 6.3 Traffic management was raised by many participants in the 'Planning for Real' exercise in 2010. An informal study of the potential for parking layout changes and revisions to the arrangement of the Market Square was undertaken in 2012. The proposals were not proceeded with, partly due to opposition to the relocation of the Cross by a few metres, to enable traffic to pass to the east, and the western side adjacent to the Crown Inn to be pedestrianised and used as outdoor space. These proposals could well be re-visited.

### *New Traffic Report*

- 6.4 In addition to previous work undertaken within the Parish, a Transport Appraisal Report, see Appendix 2, specifically surveying traffic, transport and parking issues, was

commissioned from Helix Transport Consultants Ltd for the NDP. The work undertaken (in May/June 2017) is noted in the following paragraphs.



**West End Traffic**

- 6.5 The survey by Helix looked at the traffic, transport and parking issues both across the Parish as a whole and also within each of the wards of the Parish. However, Helix considered the North and South wards together, as one, because they share Minchinhampton town centre and the key approach roads. The current relevant national design advice and codes relating to road traffic and road safety were considered in the report and recommendations made in the light of these requirements and current best practice adopted elsewhere.

- 6.6 Helix undertook peak time traffic surveys, assessing the volume of traffic and vehicle speeds, at several key points to supplement and update the existing traffic data that had been made available through the Parish Council. The appropriateness, or otherwise, of the current speed limits and other relevant road signs on the roads of the Parish was also considered.
- 6.7 The issues of the narrowness and poor forward visibility on key roads in the Parish, with the potential to cause traffic congestion at peak times, was considered together with the associated problem of vehicles mounting the pavement.
- 6.8 The poor environment for pedestrians, given the restricted visibility and narrow or non-existent footways at significant points where pedestrians need to walk along or cross the road, was noted and recommendations made to address these clear pedestrian-related safety issues
- 6.9 The current parking provisions in the various wards were considered using, for Minchinhampton town centre, the existing parking surveys carried out in 2005, 2010 and 2016 made available to the Parish Council.
- 6.10 Helix also considered the specific issues associated with traffic and the free-roaming cattle on Minchinhampton Common and made recommendations to try to reduce the potential conflict, and indeed frequent accidents, between the cattle and the traffic using the roads, and particularly the Cirencester Road.



*Drivers usually give way to cows: most accidents with cattle happen at night*

### **Managing Traffic Circulation and Parking**

- 6.11 Minchinhampton Parish is crossed by several busy roads that serve the town and villages and carry significant traffic between Cirencester, Stroud, Nailsworth, Avening, Tetbury, Junction 13 of the M5 and beyond, especially at peak times. Traffic on the Cirencester Road across Minchinhampton Common has increased significantly since the roundabout on the A419 at Aston Down was installed, effectively encouraging the use of this route rather than the policy-preferred route through the Golden Valley. High traffic speeds across the Common are associated with numerous cattle deaths every year.

- 6.12 Within Minchinhampton town itself there are narrow bottlenecks which cause congestion at peak times – for example in West End, Butt Street and Bell Lane. Parking in the town centre and in the surrounding villages is poorly managed, with adverse effects on residents, businesses and local amenities.
- 6.13 The Parish is poorly served by public transport, increasing the reliance of residents on private vehicles. With a growing and ageing population, the need for quality non-car access opportunities, designed to accommodate the mobility impaired and children in pushchairs, can only increase.
- 6.14 Helix’s Transport Appraisal Report concludes that the existing situation in the Parish discourages non-motorised trips. The principal reason for this is that there are relatively few footways, even in the built-up areas, and those that are provided are often very narrow. The creation of an inclusive and connected community lies at the heart of the recommendations made by the Helix report, which identified in detail many issues of concern to residents in all the wards in the Parish and has proposed potential solutions.
- 6.15 The NDP Steering Group has accepted many of the general recommendations of the report and recommends that the Parish Council also accept the findings, with a view to working with Gloucestershire County Council and other relevant agencies to address these issues through an agreed and prioritised improvement programme as part of their strategy.
- 6.16 The NDP therefore seeks to alleviate the adverse effects of traffic and improve traffic circulation and the management of

parking. In addition to these matters, the NDP seeks to address aspects such as walking, cycling, cycle racks, horse riding, disabled access and electric car charging points in the communities as well as measures to protect the free-ranging cattle and horses roaming the Common.

- 6.17 The NDP identifies specific projects that, over time, will improve matters for those living, visiting or working in the Parish. The Parish Council will seek to promote such works to improve safety, traffic circulation and parking.
- 6.18 The NDP recognises that the traffic and road safety issues are not new and aims to ensure that these issues are properly considered in any future developments, whether or not such developments contribute physically or financially towards them.

***Parking provision***

- 6.19 Parking provision has been identified previously and in the latest surveys as being a serious concern for residents, shoppers, local businesses and visitors to the Parish. Each community has its own particular problems but, as the key areas of the various communities that make up the Parish were largely established in tight compact settlements before the advent of the motor car, all the wards of the Parish have parking issues.
- 6.20 Parking is required for residents and businesses with no off-street parking, for shoppers, for schools and for visitors, whilst maintaining viable traffic routes through each community. The

parking requirements of these different groups are different in terms of timing and duration.

- 6.21 Parking is difficult and chaotic near the schools in the Parish at the beginning and end of the schooldays and all day at places like Beaudesert and Cotswold Chine Schools. This is potentially dangerous for those being delivered or collected and causes traffic disruption in the local area for all road users. There is also damage to the Common with school parking at Amberley, Beaudesert School and the Cotswold Chine.
- 6.22 Sufficient short-term parking for shoppers needs to be provided close to the shops in the Parish if they are to survive as viable businesses. To enable this to happen, there needs to be enough off-street parking available during the day for those residents (and business employees) who do not have their own off-street parking, so that spaces for shoppers and visitors are not “blocked” by residents.
- 6.23 Parking surveys have been conducted in the centre of Minchinhampton town approximately every five years since 2005, the last being in October 2016. All three surveys note that, if the parking provision was better managed, and on-street parking restrictions enforced, then there would be more parking for shoppers within a reasonable walking distance of the centre of the town. The key issue is that enforcement which comes from outside the Parish needs to be directed by the MPC to enforce.
- 6.24 Despite Minchinhampton Post Office moving a few years ago from Tetbury Street into the High Street, the dedicated short-

term parking spaces have not followed suit. This has increased the number of cars that park on double yellow lines at the bottom of the High Street, which can cause difficulties for large vehicles and buses turning from or into West End at The Cross.

- 6.25 The fundamental cause of the congestion and lack of shopping car park spaces is that, other than the areas marked by double yellow lines, there is no limit on how long a car can be left parked in the High Street, and many of the vehicles are residents’ cars left for long periods. Creating more residents’ spaces off-street, and establishing time limits on the spaces in the High Street, would be possible solutions.



- 6.26 Residents of Box, Amberley and other smaller hamlets have difficulty parking due to their very narrow roads; any development in these communities must not be allowed to make the situation worse.

**Public transport**

6.27 The public transport currently available within the parish is limited in locations served and frequency of services. For example, there is only one bus service per week to Cirencester.



6.28 School buses operate from the Parish taking students to and from Marling, Stroud High, Thomas Keble, William Romney, Cirencester Deer Park and several private schools.

6.29 The meagre provision of bus services, un-coordinated with other services running further afield, means that the majority of residents have to rely on their own private vehicles to get to work outside the Parish, to go shopping in the larger centres

or to travel to (relatively) local railway stations at Stroud or Kemble.

**Improving road safety for all road users; on foot, bicycle, horseback or in vehicles, by reducing speed of traffic**

6.30 The speed and volume of traffic is one of the main concerns of residents in all five wards of the Parish, in the parish-wide survey undertaken in October 2016.

6.31 To reduce the propensity for traffic to cross the Common, GCC Highways will be consulted on the potential to redesign the Aston Down roundabout.

6.32 Traffic regularly exceeds the current speed limits, particularly on Cirencester Road across the Common, where grossly excessive speeds are recorded on Brimscombe Hill, through Hampton Fields and on Tetbury Street past the allotments. In many other locations in the Parish, it is perceived that the traffic is travelling too fast given the narrowness of the road, poor sightlines and the close proximity to pedestrians on narrow or non-existent pavements.

6.33 The current speed limits on certain roads are inappropriately high for those locations, especially across the Common when the cattle are roaming free and are difficult to see after dark. The speed of traffic travelling on Brimscombe Hill is a danger to those accessing properties adjacent to the road.

6.34 To define and propose traffic management measures the Parish Council will work with GCC Highways, the National

trust, and the graziers and commoners to seek more effective traffic management measures.

- 6.35 Speed limits should be reviewed and consideration must be given to a 20mph limit within some areas of Minchinhampton including the Market Square and within other communities such as Amberley and parts of Brimscombe Hill. A 30mph limit is recommended for the main roads across Minchinhampton Common.
- 6.36 Poor sightlines and inconsiderate parking result in vehicles mounting the pavement, endangering pedestrians (especially where the roads are effectively one-way and pavements are narrow) in Minchinhampton town centre, particularly West End, Tetbury Street, Well Hill, High Street, Butt Street and Friday Street. There are also issues of poor or absent street lighting, for example in Bell Lane.
- 6.37 The traffic using the Tetbury Street-West End - East/West axis as a "rat run" causes frequent congestion and potential danger for residents and pedestrians regularly at the beginning and end of the school day during term time. Larger vehicles also using this route can cause particular problems due to the narrowness of the roads (making long lengths effectively one-way working) and with poor sightlines.
- 6.38 The busy natural crossing point across Cirencester Road at the top of Butt Street for pedestrians, dog walkers and horse riders has very poor sightlines and the provision of a controlled crossing would be of significant benefit for those crossing the road. MPC will seek advice from GCC Highways on the most

economic and environmentally appropriate solution for a pedestrian crossing. It would also have the benefit of slowing down traffic as they approached the crossing point.

#### ***Road maintenance***

- 6.39 The present very poor state of the roads in the Parish, is a major concern to residents. The many potholes cause damage to tyres, wheels and suspension. Their location coincides, unsurprisingly, with the normal tracks followed by vehicles' wheels and also with the margins of previous repairs or utility trench works. There are also issues with poor road foundations, which may be broken up by water running beneath the tarmac. Once a pothole has formed, drivers tend to steer or swerve to avoid it, putting the vehicle out of position on the road and causing a potential danger to other road users. It might be beneficial for MPC to initiate regular meetings with GCC highways.
- 6.40 Repairs to potholes appear to have a short life, especially when the repair overlaps with previous repairs. There appears to be little co-ordinated attempt to resurface larger areas so that they do not become potholed, and resurfacing works, when undertaken, are often of poor quality. The good quality re-surfacing of Hyde Hill was a notable exception.
- 6.41 Cyclists are particularly vulnerable to damage accidents and injury through hitting potholes or having to take avoiding action to try to miss a pothole or series of potholes. National Cycle Route No. 45 runs through the Parish. In the length running along Well Hill and New Road, the road is particularly prone to



potholes putting the steady number of cyclists travelling NCR 45 to avoidable and unnecessary risk.



### **Cycling**

- 6.42 Local residents cycle regularly around the Parish – for pleasure, for shopping and for commuting. Secure and convenient parking facilities provided for cyclists, in the centres of the various communities that make up the Parish, would encourage more people to cycle as an alternative to using a car, benefitting the community and the individual.
- 6.43 National Cycle Route No. 45 passes through the Parish and attracts a steady number of visiting cyclists. The current state of the roads and the poor vehicle parking arrangement on certain streets do not act as encouragement for these cyclists.

- 6.44 In addition, in Minchinhampton Town this lack of cycle infrastructure does not lend itself to these cyclists breaking their journey to visit the shops or cafes, which is a missed opportunity to help those businesses remain sustainable. As well as those cyclists following NCR No. 45 (along Tetbury St. and Well Hill), local cycling groups regularly tour the Parish’s communities, and would be encouraged to stay longer if dedicated cycle parking facilities were available.

### **Polices: Traffic, Transport and Parking**

- 6.45 In the light of the discussion above, the NDP proposes Policies to recognise that future developments, as well as on-going funding from other sources such as Gloucestershire Highways, contribute to the supply of parking, and to improvements to traffic management and road safety. They address the various matters raised in paragraphs 6.1 to 6.44. Policy MP1 identifies that new development should demonstrate how its generated traffic can be accommodated within the local road network.

#### **Policy MP Traffic 1**

*Proposals for developments should identify how they would be safely and satisfactorily incorporated within the local road networks in the neighbourhood area.*

*Proposals for development that would add significant levels of traffic to the local road network should be accompanied by a Transport Statement*

6.46 Where a Transport Statement is required it should identify the travel, transport and road safety issues associated with the development concerned. Where appropriate it should also address the particular challenges in the neighbourhood area and how the proposed development could enhance and improve the network.

**Policy MP Traffic 2**

*Where appropriate, development proposals will be supported where they contribute to the improvement of traffic movement and circulation within the Parish, especially around the centres of the communities and around the schools.*

**Policy MP Transport 1**

*Development proposals should be well located to reduce reliance on private cars*

**Policy MP Transport 2**

*Development proposals should provide access to safe and convenient walking and cycling routes to local services and facilities where it is practicable to do so*

**Policy MP Transport 3**

*As appropriate to the development concerned, proposals should provide facilities for cycle storage and, in the case of housing for the disabled, buggy storage*

6.47 Policy MP Parking 2 provides a policy context to the provision of car parking for new development. The current development plan standards are set out in the Stroud Local Plan. Clearly the standards may change within the Plan period. The second part of the policy comments on the circumstances where an otherwise acceptable and/or socially desirable development may not be able to provide parking to development plan standards. Clearly Stroud District Council will make decisions on a case by case basis. Nevertheless, this part of the policy has the ability to be applied in circumstances where the historic built environment may support such an outcome.

**Policy MP Parking 1**

*Where appropriate, development proposals will be supported which contribute to the improvement of parking facilities, especially around the centres of the communities and around the schools.*

*Proposals for the provision of cycle racks and electric car charging points will be supported*

**Policy MP Parking 2**

*Development proposals should provide off-street car parking to development plan standards. In the event that an otherwise acceptable proposal cannot meet development plan standards, evidence should be provided to demonstrate that the under-provision of off-street parking would not have an unacceptable impact on the operation of the local road network*



*Public Rights of Way (PROW)*

- 6.48 Minchinhampton Parish’s footpaths and bridleways are a beneficial feature of the Parish, linking outlying hamlets to the town. It is important to retain the sense of peace and tranquillity, as well as the enjoyment of the surrounding countryside, that these footpaths and bridleways provide. They are a valuable recreational resource, enjoyed by residents and visitors alike.
- 6.49 Responsibility for monitoring and maintaining these footpaths and bridleways lies primarily with Gloucestershire County Council, but the Parish Council and relevant landowners take a responsibility to preserve these valuable community assets.

- 6.50 Particular attention is drawn to Section 7 of DEFRA Rights of Way Circular 1/09 which advises that, in considering potential revisions to an existing right of way to accommodate new development, any alternative alignment should avoid the use of estate roads and preference be given to paths through landscaped or open space areas away from vehicular traffic.
- 6.51 Policy MP PRoW 1 seeks to ensure that footpaths and bridleways retain a sense of tranquillity and visual enjoyment even if development should occur nearby. In such circumstances the opportunity should be taken to route them through landscaped wildlife areas.

**Policy MP PRoW 1**

*New development should protect and, where possible, enhance the existing rights of way network and its ambience.*

*Where associated public footpaths or bridleways are proposed to be re-routed or realigned, they should be designed as part of the landscaped wildlife corridors, rather than being routed along estate roads as part of highway improvements.*

## 7 PUTTING THE PLAN INTO ACTION

### Fulfilling the Vision

7.1 The Vision set out at the beginning of this NDP was:

*“The Parish consists of a cluster of communities which have historically developed around The Common, an area of outstanding beauty and natural scientific interest, which has retained the benefits of the past and will continue to explore ways in which it creates new opportunities. Our communities may aspire to develop culturally, aesthetically, commercially, environmentally, educationally, socially and spiritually, providing a safe place for future generations and families who will want to be proud to be associated with and embrace the values of the past, the reality of the present and the ingenuity and innovation of the future.”*

7.2 Inevitably, the Consultations have resulted in people identifying their immediate concerns; it is more difficult to envisage the changes that may occur over 18 years, or conceive of the funding mechanisms that might enable enhancements to the facilities of the town and villages.

7.3 The Survey, Analysis and Policies set out in this NDP provide a sound, unambiguous and robust plan for putting the Plan’s Vision into effect, to develop the aspirations of the community of Minchinhampton Parish and provide for benefits to be derived from development within the Parish over the plan period.

### Assumptions and Pre-requisites

7.4 Meaningful implementation of the Plan must start with the acceptance within our communities that the *status quo* cannot continue. An improvement in community life, coupled with the desire to have good economic housing to suit home seekers, schools and employment, and creating or improving a safe economic environment for all who live in and visit the community, can only be achieved by embracing change.

7.5 Implementing the vision requires that decisions must be enlightened and innovative, unshackled from the tethering points that have prevented Minchinhampton Parish reaching its “Vision Potential.”

7.6 It is critically important that, where the Parish is challenged to undertake development, the District Council should recognise that any development must help solve existing problems in the Parish, supporting the sustainability, viability and central economic hub of the town or village centres.

7.7 Although Minchinhampton town itself may represent the core of the vision, implementing the vision in the villages and small settlements within the Parish is also essential for the success of the Plan as a whole.

## **Co-operative Working**

7.8 It will be a necessary discipline on the Parish Council, Stroud District Council and community groups to work closely together in a collaborative manner. Implementing this vision assumes that projects, whether for environmental improvements or development, or comprehensive schemes for both, will be seen – and will be planned and carried out - for their overall benefits, with people and organisations doing their best for the future and not unwittingly hanging on to the past.

## **Funding and Resources**

7.9 Historically, the Parish Council has relied mainly upon its own reserves, Public Works Loan Board money and other small-scale funds from developers to pay for projects such as the car park at the top of Bell Lane, the acquisition of the Trap House and contributions to the acquisition of Box Woods. The Parish Council holds the recommended reserves for the operation of the MPC.

7.10.1 Funding to achieve much of what is set out in this NDP will, however, need to rely on a range of potential funding sources. There are probably eight key options for funding that Minchinhampton Parish Council may consider; where development is proposed within the Parish, the Parish Council will work with the development designers to obtain the maximum contribution benefit for the Parish:

- The Parish Council can apply to the Public Works Loan Board (Government Mortgage Scheme) for specific

projects or a programme of projects. This would involve raising the Parish precept to repay the loan;

- Direct funding from increases in the precept;
- Funding from District and County Council, including for highway works;
- Crowd funding for specific projects;
- Community Land Trust Projects;
- Grant aid applications;
- Lottery or other charity funds;
- Bequests.

7.11 The Steering Group has considered a range of options in implementing the plan, taking account of degrees and rates of change that might be acceptable over the period 2018 – 2036.

7.12 Options will inevitably have different approaches with a specific level of investment required. In practice, the options set out for each phase may become stages in the evolution of the Parish.

7.13 The NDP stands to be reviewed alongside future reviews of the SDC Local Plan. The first Review is likely to commence in about 2021.

## **Key Elements of Implementation**

- 7.14 Implementation of the NDP involves three key components:
1. Carrying out the **general NDP policies** by MPC and SDC in development control decisions;
  2. Preparation of a **Feasibility Study and Masterplan** for the Bell Lane/Surgery/School area and access to it;
  3. Phased **implementation of the specific proposals** of the Plan.

### **1. General Implementation**

- 7.15 Implementation of the general policies involves MPC advising SDC of its views on development proposals in the terms set out in this Plan, to enable the Plan to gain traction at District level.
- 7.16 In addition, where development is proposed within Minchinhampton Parish, and accords with the Development Plan or is otherwise acceptable to the Parish, the Parish Council will work with the development designers to obtain the maximum benefit for the Parish, with contributions being targeted against the aspirations set out in the NDP, and beneficial timescales being agreed for implementation.

### **2. Masterplanning: Bell Lane/Surgery/School**

- 7.17 At Para 4.52 the Steering Group has identified a specific action for the preparation of Feasibility studies and potentially a

Masterplan, to identify ways of solving the present difficulties of school access, surgery location and parking space.

- 7.18 Minchinhampton Parish Council will take the initiative in this work, involving landowners and others as necessary. The Feasibility Study should be complete within 9 months of the adoption of this NDP by SDC.

### **3. Phased implementation of the Vision**

- 7.19 The following sections outline the Phases of priorities for implementation of the proposals in the Plan that the community might realistically expect to be achieved. This will create a dynamic target for development and improvement over the period of the NDP.
- 7.20 Each phase is set out over a timescale considered relevant to the development requirements of the community. At the same time, attention has been paid to ensuring that none of the proposals in any phase should entail works or commitments that would act as a “Show Stopper” for on-going implementation in subsequent years. In the tables below, the potential funders or organisers of each element are identified as follows:
- MPC – Minchinhampton Parish Council
  - SDC – Stroud District council
  - GCC – Gloucestershire County Council
  - NT – National Trust
  - TRO – Traffic Regulation Order

It is assumed that the organisation noted as the Promoter will have access to, and make use of, relevant funding to deliver the identified solutions. In summary these four phases are set out below:-

**Phase 1 - Years 0-3**

7.21 Constructively set out to promote and develop a “can-do” attitude and not “park” issues for others later.

- This phase seeks solutions to immediate problems. It is strongly focused on dealing with those aspects of life in the Parish that are seen by the community as needing urgent solutions, without postulating significant levels of growth.
- Although during this period there will be identifiable financial requirements, the Parish Council is empowered

to implement those aspects of the vision where funding is minimal and where budgets have been agreed for vision implementation in subsequent years of the NDP.

- It should be noted that much of these low cost areas could possibly be funded directly from a range of the financing sources.
- This phase will include the identification of financial requirements to implement the prioritised vision in subsequent years.

Critical features of this option are shown in the table below, reflecting and addressing some of the issues that were identified in the Parish-wide surveys and the NDP road-show consultations.

**PHASE 1 - Years 0-3**

	<b>ISSUE</b>	<b>CHALLENGE</b>	<b>POSSIBLE SOLUTIONS</b>	<b>COST RANGE</b>	<b>PROMOTER</b>
<b>1</b>	<b>Lack of affordable housing</b>	Demand for housing for locals	Seek land/allocate land		
<b>2</b>	<b>Traffic speed and cattle safety</b>				
	Cattle deaths on the Common	Traffic speed and lack of driver awareness	Traffic calming Speed limits	Low	MPC NT Graziers
	Amberley School / Amberley Inn	Traffic speed/visibility	20 mph limit covering school / church / Amberley Inn	Low	TRO/MPC GCC
	Amberley – minor roads	Traffic speed/visibility	20 mph limit on minor lanes of Amberley	Low	TRO/MPC
	Box –road between Halfway House and Village Hall	Traffic speed/visibility	Extend 20 mph limit up to junction with road at Halfway House	Low	TRO/MPC
	Box / Minchinhampton – Box Lane	Traffic speed / pedestrian safety	Introduce speed humps or designate as a Quiet Lane	Low	TRO/MPC
	Brimscombe Hill – near the school	Traffic speed	<ul style="list-style-type: none"> <li>• Make and extend the current 20mph length statutory rather than advisory and improve the signage</li> <li>• Add 20mph roundels on the road</li> </ul>	Low	TRO/MPC
				Low	TRO/MPC
	Minchinhampton North and South wards		Amend speed limit to 20mph for West End, Tetbury St., High St., Well Hill, Friday St. Tobacconist Road, Bell Lane, School Road, Market Square and Butt St.	Low	TRO/MPC
	The Common	Cattle safety	<ul style="list-style-type: none"> <li>• Reduce speed limit across The Common to 30 mph from 40 mph</li> <li>• Install average speed cameras at entry and exit points to The Common</li> </ul>	Low	GCC
				Medium	MPC



<b>3</b>	<b>Pedestrian safety</b>				
	Minchinhampton North and South wards	Improve safety for crossing Cirencester Road	Extend footway on west side of Butt St. up to Cirencester Rd. and provide pedestrian crossing onto northern verge of Cirencester Rd, west of Knapp Lane.	Medium	TRO/MPC
	Minchinhampton North and South wards	Pedestrian safety, traffic congestion and vehicle size	<ul style="list-style-type: none"> <li>Review Signage for the 7.5 t weight limit for Tetbury St, West End and in the Parish</li> <li>Ban West End as a bus route and re-route buses via Dr Browns Rd, Cirencester Rd and Butt St (buses to U-turn in Market Square; provide bus stop on Dr Browns Rd.</li> </ul>	Medium	TRO/MPC
				Medium	MPC
	Minchinhampton Parish	Reduce HGV traffic driving through Minchinhampton (non-delivery traffic)	Review and improve relevant traffic signs across the whole of the Parish and main roads that connect with the Parish	Medium	GCC
	Amberley school and Amberley Inn		Addition of footway fronting Amberley Inn	Medium	MPC
<b>4</b>	<b>Parking</b>				
	Minchinhampton	Town centre parking issues of conflict between different users	<ul style="list-style-type: none"> <li>Limit High St. on-street parking to 2hr provide enforcement</li> <li>Provide 'residents permit' parking in Friday St car park with some electric charging points for cars.</li> <li>Provide central disabled parking space(s)</li> <li>Mark-up parking bays to improve parking efficiency</li> <li>Provide more parking in Market Square (N.B. if buses NOT having to U-turn.</li> </ul>	Low	TRO/MPC
				Medium	SDC
				Low	TRO/MPC
				Low	TRO/MPC
				Medium	TRO/MPC

		Traffic flow	<ul style="list-style-type: none"> <li>Ban parking outside Woefuldane Café and make The Cross a proper roundabout, or alternatively</li> <li>Move The Cross to the north and add to pedestrian areas and/or parking</li> </ul>	Low Medium	TRO/MPC ?
		Provide attractive and safe pedestrian access from Bell Lane car park to town centre	Extend and widen existing footway along full length of Bell Lane with suitable lighting	Medium	MPC

## PHASE 2 - Years 3 – 6

7.22 During this time, it is a requirement of the NDP process that a review should be undertaken in Year 4. This period will be implementing definitive projects clearly identified in the plans following on from Phase 1 and financing options will be considered.

- For low to moderate growth, the options identified in this phase reflect a recognition that the Parish will need to accept some new development designed for people's social needs and the safety of all who live in and visit the community, whether this is for affordable housing resulting

from speculative development, safety of pedestrians and cyclists across the Parish, traffic flow rationalisation or other items not commenced in Phase 1.

- It is during this Phase that the Parish Council and community will need to be more ambitious and challenging as to how funding is secured for the key areas identified for community purposes.
- The table below shows some of the options in this phase coupled with some shared from Phase 1.

	<b>ISSUE</b>	<b>CHALLENGE</b>	<b>POSSIBLE SOLUTIONS</b>	<b>COST RANGE</b>	<b>PROMOTER</b>
1	<b>Lack of affordable housing</b>	Demand for housing for locals	Seek land/allocate land		
2	<b>Market sale housing</b>	Lack of available land	NDP policies to identify preferred areas for development leading to agreement of land allocation outside the settlement boundary in return for contributions to address community issues		
3	<b>Pedestrian safety and traffic issues</b>	Reduce traffic using Tetbury St. and West End as a 'rat run'	Change road priorities at Gatcombe Corner to route main road traffic coming from Avening up to The Ragged Cott	Medium	GCC / MPC
		Box – between road at Halfway House and Village Hall	New section of footway from Halfway House up to and including bus shelter	Medium	MPC
		Brimscombe Hill adjacent to The Common	<ul style="list-style-type: none"> <li>Extend the permanent footway south past the bus shelter to the edge of The Common</li> <li>Maintain/cut back vegetation blocking footway access</li> </ul>	Medium Low	MPC MPC / GCC
		Minchinhampton town centre	<ul style="list-style-type: none"> <li>Widen the footway adjacent to the corner of the Market House where High St. enters Market Sq. (this will cause one-way shuttle working and act as a traffic calming measure for vehicles)</li> <li>Provide dropped kerb crossing point midway along High St.</li> <li>Provide dropped kerb crossing points across all arms of the crossroads at bottom of High St.</li> </ul>	Medium Low Low	TRO / MPC TRO / MPC TRO / MPC
		Box: Traffic speed near Halfway House	Install rumble strips and coloured road surface – seeking GCC advice	Medium	TRO / MPC / Graziers /NT

3	<b>Pedestrian safety and traffic issues continued</b>	Minchinhampton: Poor inter-visibility causing traffic congestion in West End and at cross roads at bottom of High St.	Consider one-way traffic flow system for West End from the High St. crossroads to the junction with Cuckoo Row	Low	TRO / MPC
		Amberley: School traffic congestion	Designate school road during term time as one way with entry from Culver Hill and exit at junction with Pinfarthings Road	High	TRO / MPC
		Minchinhampton Town Centre: Integrated use of central area	Design/implement High St./Market Square area as a Living Street or Shared Surface	High	MPC / Grants / Public loan
		Minchinhampton: Narrow footways in West End	Narrow the carriageway in West End and therefore widen the adjacent footway, <b>if one-way working introduced</b>	Medium	?
		Poor inter-visibility at south end of Butt St.	Realign northbound approach within Market Square to provide direct sightline up Butt St.- using kerbs or road-marking	Low	TRO / MPC
		The Common: Traffic speed and volume on Cirencester Rd over The Common	Seek Advice from GCC Highways for camera speed reinforcement or traffic calming at junctions of Dr Browns Rd and Butt Street with Cirencester Rd and at the Ragged Cot	Medium/ High	MPC / Grants / Public loan
			Redesign Aston Down roundabout to encourage traffic to continue to use the A419, in accordance with Highways policy. Consider introduction of speed tables across the Common.	High  Medium	MPC / GCC  MPC / GCC

### Phase 3 - Years 6 – 10

- 7.23 This pivotal phase will reflect on the improvements undertaken to this date, and their effectiveness, and continue to analyse the perceived and actual economic and other benefits that have accrued to the community.
- 7.24 Positive plans to provide funding, accepting that growth will occur, will need to be in place and specifically directed to secure town centre and other improvements. It goes beyond dealing with the issues that just need urgent solutions and is

the period where the community can expect to see physical changes in the town and begin to reap the benefits of policies set out in the NDP.

- 7.25 Expectations of those who attended the road-show consultations would be that, in this phase, real results will be delivered having been given the opportunity to accept the cost implications in both the short and long term.

A number of options in this Phase are outlined in the table below:-

	ISSUE	CHALLENGE	POSSIBLE SOLUTIONS	COST RANGE	PROMOTER
	Minchinhampton North ward	Central traffic circulation	Consider introducing a comprehensive one-way system incorporating Tetbury St., Well Hill, West End, Friday St and a new link from School Rd to Cambridge Way	High	GCC?
	The Common	Traffic speed and congestion and cattle safety	<ul style="list-style-type: none"> <li>• Average speed cameras on routes across the Common</li> <li>• Consider changes to road surface to slow traffic</li> </ul>	High Medium	GCC?

## **Phase 4 - Years 10 – 20**

7.26 The following points are noted

- It is understood that an NDP covers an 18yr timescale.
- Minchinhampton NDP does not wish to have a cut-off at that time and will therefore continue to plan on either a subsequent NDP or a rolling 5yr programme to ensure that specifics of the plan in practice, guidance and culture are reflected in the future to bring about a better place within our communities.
- The areas of change, development and improvement should have been well planned, funded and begun to be implemented at the start of this phase. It will be incumbent on the Parish Council, Stroud District Council and key people in the town, villages and hamlets of the Minchinhampton Parish to be minded to achieve for the benefit of the whole, not to be reticent but be positive.