

***BRIMSCOMBE & THRUPP NEIGHBOURHOOD  
PLAN***

***CONSULTATION STATEMENT***

***January 2023***

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## 1 Introduction

- 1.1 This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Brimscombe and Thrupp Parish Neighbourhood Plan.
- 1.2 Section 15(2) of Part 5 of the Regulations requires that a Consultation Statement should:
  - contain details of the persons and bodies who were consulted about the proposed Neighbourhood Development Plan
  - explain how they were consulted
  - summarise the main issues and concerns raised by the persons consulted
  - describe how these issues and concerns have been considered
  - where relevant, addressed in the proposed Neighbourhood Development Plan (NDP)
- 1.3 The purpose of Regulation 14 consultation is to ensure Parish residents, stakeholders and other interested parties had an opportunity to comment on a pre-submission draft of the NDP. Those comments and issues raised will be included in this report, together with the Steering Group's responses to those comments. Changes made to the plan following consideration of consultation responses will be outlined.
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- 1.4 **Part A** Gives an overview of the consultation events and activities that have led to the production of the Draft Brimscombe and Thrupp Parish NDP and ultimately the planning policies contained within it that aim to control and promote sustainable development in Brimscombe and Thrupp Parish
- 1.5 **Part B** Gives an overview and description of the pre-submission consultation, known as Regulation 14, that will be undertaken on the Draft Brimscombe and Thrupp Parish NDP. The Regulation 14 Consultation is scheduled to take place over a six-week period from 15th October 2021 to 30th November 2021.

## **PART A**

### **2 Approach to Consultation**

- 2.1 Throughout the preparation stages of the Brimscombe and Thrupp Parish Neighbourhood Plan, Brimscombe and Thrupp Parish Council and the NDP Steering Group have worked hard to engage local people on the progress of the Neighbourhood Plan, and also ask for people's views on key topics.
- 2.2 The NDP Steering Group was formed in 2016, after consultation meetings were held in the local community in March 2015 and January 2016 to determine if there was local interest and appetite. The NDP Steering Group is made up of councillors and residents.
- 2.3 The NP's Stroud Council Link Officer, Simon Maher, supported the Steering Group throughout the Plan preparation process.

### **3 Plan Preparation and Consultation**

#### **Summary of Events and Activities**

- 3.1 This section sets out details of how the community and other stakeholders as a whole were engaged in the process of plan preparation.
- 3.2 Prior to the refresh and redesign of the Parish Council website, a community website was created to provide a living record of the process and results of producing a neighbourhood plan for the parish of Brimscombe and Thrupp. The website is now (as at November 2021) available as an archive and can be found at <http://www.brimscombeandthrupp.org.uk>

## Sequence of Events and Activities

3.3 The chart below shows the sequence of activities and events (other than those described as 'ongoing' below).

Event/Activity	Date(s)
<a href="#">Public Meeting</a>	20 <sup>th</sup> March 2015
<a href="#">Public Meeting</a>	9 <sup>th</sup> January 2016
<a href="#">Working Group Meeting (open to all)</a>	22 <sup>nd</sup> February 2016
<a href="#">Steering Group Meeting</a>	
<a href="#">Public 'Drop In' Event</a>	22 <sup>nd</sup> January 2017
Stand at Parish Fête	20 <sup>th</sup> May 2017
Neighbourhood Plan Design Day	21 <sup>st</sup> May 2017
<a href="#">Steering Group Meeting</a>	13 <sup>th</sup> November 2017
<a href="#">Steering Group Meeting</a>	4 <sup>th</sup> December 2017
<a href="#">Business Breakfast Meeting (Cancelled)</a>	27 <sup>th</sup> February 2018
<a href="#">Steering Group Meeting</a>	5 <sup>th</sup> March 2018
<a href="#">Steering Group Meeting</a>	17 <sup>th</sup> April 2018
<a href="#">Climate Change Workshop</a>	19 <sup>th</sup> January 2020
Stand at Parish Fête	July 2021
Stand at Stroud Brewery	September 2021
Neighbourhood Plan Informal Survey	November 2021
Stand at Parish Fête	16 <sup>th</sup> July 2022

\*Full reports (where available) from these events are available by following the hyperlink for the relevant meeting

## Further Detail on Key Events

### 3.4 Community 'Drop In' Event 22nd January 2017

- Around 120 people came along between 11.00 and 3.30 to the Stroud Brewery for this first open, public event for the Neighbourhood Plan facilitated by members of the steering group and plan consultants, Place Studio.
- It was remarkable how much time people spent – we estimate the average was 1 hour!
- This was not just talking to the Steering Group members present, or to the consultants (Place Studio);
- people actively committed themselves to the various tasks (all important, all clearly
- interesting, some quite challenging). People were invited to look at emerging topic areas and comment
- And finally, it was great that so many people commented on how much they valued this opportunity of really early and practical involvement.

### 3.5 Design Day 21st May 2017

The aim of this event was to build on work that had been done by members of the public at the first Steering Group workshop on 14th December 2016 and the open drop-in held on

22nd January 2017. These events had generated some very useful but still ‘first stab’ attempts at defining various different Character Areas within the parish.

The main aim of the Design Day was to check, redefine, consolidate and provide detailed evidence for the Character Areas, supporting this with a medley of photos of each area. If enough people had attended, the aim was also to undertake some other exercises to provide different ways of seeing the parish and its settlements. With a core group of only around 15, this did not prove possible, although the work that was then done was done in considerable detail, so nothing was lost. This event generated the baseline material for the Brimscombe and Thrupp Community Design Statement, which is part 2 of our Neighbourhood Plan.

### **3.6 Climate Change Workshop January 2020**

On 19th January 2020 Brimscombe and Thrupp neighbourhood planning group held a public workshop facilitated by the Centre for Sustainable Energy, looking at the likely predicted impacts of climate change within and beyond the plan period, and of the actions the community could take to address and resolve the climate crisis. CSE gave an introductory presentation on the likely impacts of climate change and the UK’s current legal commitments to reduce carbon emissions by 80% by 2050 (now likely to be upgraded to a commitment to full carbon neutrality by 2050). Attendees were challenged to:

*“Imagine its 2050 (or 2035 – choose your own date) and we’ve solved the climate crisis and are enjoying a safe, stable climate. Look back and describe what you did to reduce emissions and you adapted your neighbourhood in response to the climate crisis.”*

### **3.7 Neighbourhood Plan Survey Autumn 2021**

This survey that was undertaken in Autumn 2021, was undertaken with the aim of collecting information and evidence for policies in the Neighbourhood Plan. It was felt important to informally consult again due to the break in work on the NDP as a result of the Covid-19 pandemic. There were 129 full or partial responses to the survey which was conducted through a mixture of face to face and online survey responses. A summary of the results can be found in Appendix B.

## **4 Ongoing Activities**

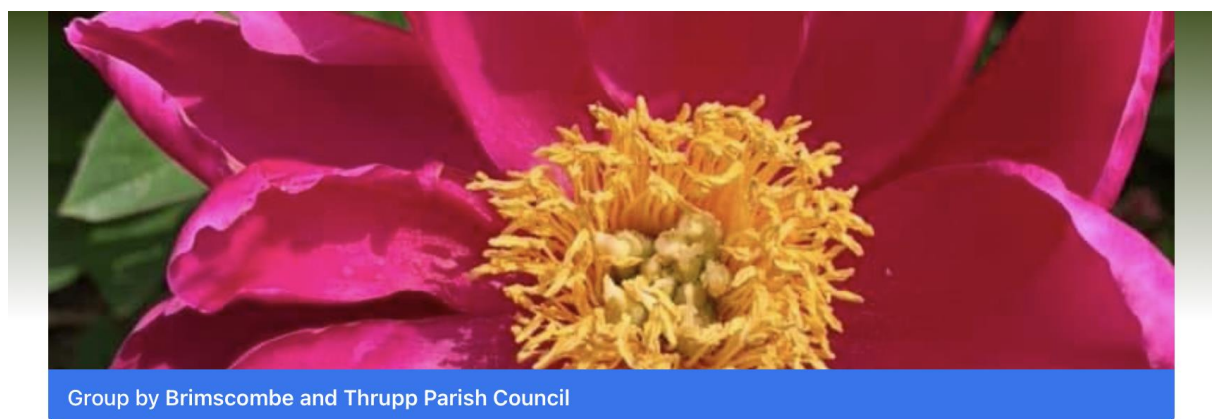
### **4.1 Parish Council Meetings**

At the monthly Parish Council meetings, a member of the Steering Group informs the [councillors](#) and the public attending the meeting of the work being undertaken on the Neighbourhood Plan. The reports on the NDP are recorded in the Minutes of the meetings, available to the public on the Parish Council website.

### **4.2 Facebook**

The Parish Council's Facebook account has been used to keep residents to keep up with NDP progress, we have also used it to share information about sub-

consultations (such as on Local Green Spaces) and to flag up activities and events. The Parish Council Facebook page has just under 1500 followers. Additionally, there is a 'Community Development Group' page which is also used to communicate information. This has around 1500 members as well.



### 4.3 Parish Website

The Brimscombe and Thrupp Parish Council website, <https://www.brimscombeandthrupp-pc.gov.uk> was extensively redesigned and reformatted during 2020 and is used to promote the details of events and activities, hosts the latest NDP webpages and links to the original community site (see 3.2) which contains consultation documents and evidence etc.





Please let us know if you can't find what you are looking for on our website...

- Home
- The Council
- Community
- Planning**
- Brimscombe Port Development FAQ
- Planning Applications
- B&T Neighbourhood Development Plan**
- Neighbourhood Plan Archive
- Parish Plan 2011 - 2016
- Stroud District Local Plan

Home » Planning » B&T Neighbourhood Development Plan

## Neighbourhood Development Plan

Our Neighbourhood Development Plan (the "NDP") has been developed to establish a vision for the parish and to help deliver the local community's aspirations and needs

Building from our Brimscombe and Thrupp Parish Plan 2011 – 2016, our Neighbourhood Development Plan will be a planning policy document that will be a statutory document incorporated into the district planning framework and must be used by Stroud District Council to determine planning applications in our parish.

Every effort has been made to ensure that the views and policies contained in this document reflect the views of Brimscombe and Thrupp parish residents.

Some of the key benefits of our Plan are to:

- Enable the community to play its part in addressing climate change.
- Protect the parish from uncontrolled or poorly placed development;
- Ensure that development is sympathetic to and improved the look and feel of the parish;



Open "https://www.brimscombeandthrupp-pc.gov.uk" in a new tab



## **PART B**


### **5 Regulation 14 Pre-submission Publicity and Consultation**

- 5.1 The Neighbourhood Planning (General) Regulations 2012 states that before submitting a plan proposal to the local planning authority, a qualifying body (Brimscombe and Thrupp Parish Council) must:
- publicise in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
  - details of the proposals for a neighbourhood development plan
  - details of where and when the proposals for a neighbourhood development plan may be inspected
  - details of how to make representations and
  - the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised
  - consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood plan and
  - send a copy of the proposals for a neighbourhood development plan to the local planning authority
- 4.3 This section of the Consultation Statement describes the approach taken by the Steering Group to consult on the Draft NDP at the Regulation 14 stage of the process. The Steering Group ensured that all relevant bodies and parties were informed of the consultation period, as well as ensuring that local residents were made aware of the consultation period and provided with opportunities to provide their views and comments.
- 4.4 **Consultation Period.** The Regulation 14 consultation period was launched on Saturday 16<sup>th</sup> July 2022 and ran for eight weeks until Saturday 10<sup>th</sup> September. It was held for 8 weeks rather than the compulsory 6 weeks due to the consultation period being held during the summer holidays. The draft Neighbourhood Plan, associated draft evidence base reports were included in this consultation.
- 4.5 **Contacting Statutory Consultees.** The draft Plan and associated documents were shared with a list of statutory consultees as agreed with Stroud District Council and in accordance with the Neighbourhood Planning (General) Regulations 2012 as amended. A copy of the notification sent to statutory consultees, along with the list of contacts to which it was sent is available in Appendix A.
- 4.6 **Feedback.** An online survey was prepared to capture local community feedback, and hard copies of the survey were made available. Statutory Consultees responded via letter to the Parish Clerk.
- 4.7 **Viewing the Documents.** The draft Neighbourhood Plan and associated draft evidence base documents and feedback forms were available to view and download on the Brimscombe and Thrupp Parish Council website (<https://www.brimscombeandthrupp-pc.gov.uk/ndp.html>) during Regulation 14 consultation. Hard copies of the Plan, as well as hard copy feedback forms, were also available on request, and were presented to view during drop-in sessions held at Brimscombe Mill on 22<sup>nd</sup> August and 1<sup>st</sup> September.

- 4.8 **Publicity.** As well as contacting statutory bodies as above, the Regulation 14 consultation was publicised through a range of methods, as detailed below.
- 4.8.1 Launch Event, Saturday 16<sup>th</sup> July at the Party on the Playing Field, a major village event attended by many local residents
  - 4.8.2 Posters advertising the consultation published on every notice board in the parish
  - 4.8.3 Notifications published on the Parish Web site
  - 4.8.4 Messages posted on local Facebook Groups
  - 4.8.5 Word of mouth as councillors met and talked with members of the parish

Example Poster:

**BRIMSCOMBE & THRUPP PARISH COUNCIL**



**NEIGHBOURHOOD PLAN**  
**CARE for Each Other – EQUIP for the future – ENABLE sensitive development**

**DROP-IN SESSIONS**

Your chance to meet the team and to ask any questions. These will be held at the **West Suite, Brimscombe Port Mill**. The entrance is on the Ground Floor at the base of the fire escape at the rear of the car park.

MONDAY 22<sup>nd</sup> August – 5:00PM to 7:00PM  
 THURSDAY 1<sup>st</sup> September – 5:00PM to 7:00PM

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**NDP POLICIES IN BRIEF**

- CC1: Support the retrofitting of energy efficiency measure to existing buildings.
- CC2: Encourage the development of small-scale renewable or low-carbon energy generation in the parish.
- CC3: Promote sustainable transport and active travel
- CC4: Preserve and develop the natural environment and ecosystem services.
- LRD1: Promote locally distinctive high-quality design
- LRD2: Preserve and Protect locally valued views
- LRD3: Encourage developments that have good community engagement early in the process
- E1: Encourage new and start-up business development within the parish.
- E2: Support proposals which encourage and develop potential for home working.
- CW1: Designate and protect Local Green Spaces of community significance
- CW2: Protect and develop footpaths, bridleways, and cycle paths
- CW3: Protect existing community facilities

Page from the Parish Council Website:

## Neighbourhood Development Plan

Regulation 14: Notice of Public Consultation >

### Notice of Regulation 14 Pre-submission Consultation and Publicity on the Draft Brimscombe & Thrupp Neighbourhood Plan

Brimscombe & Thrupp Parish Council has prepared a Draft Neighbourhood Development Plan for the parish. The Plan proposes a number of planning policies which, once adopted, must be used in the determination of planning applications within the parish/town.

**In accordance with The Neighbourhood Plan (General) Regulations 2012, Brimscombe & Thrupp Parish council is required to publicise the Draft Neighbourhood Plan and invite comments. Copies of the Plan will be available for public inspection for a period of 8 weeks commencing on Saturday 16th July 2022 and ending at midnight on Saturday 10th September 2022.**

**Click on the link below to read the draft neighbourhood plan**

 [Draft Neighbourhood Development Plan for Consultation \(PDF, 23.8 Mb\)](#)

Please note that the plan is in DRAFT form, ready for your review and comment. Once the plan has been finalised and submitted to Stroud District Council, it will be republished. The 'Have Your Say' link below will take you to a secure survey site where you can record your views and provide feedback.

[Have Your Say - Comment and Feedback on the Draft Plan](#)

If you have any questions, or wish to get a hard copy of this questionnaire for yourself or anyone you know of who may prefer that format, you may email "[clerk@brimscombeandthrupp-pc.gov.uk](mailto:clerk@brimscombeandthrupp-pc.gov.uk)" or call 01453 367980

## 5 Regulation 14 Consultee Comments & Responses

- 5.3 The Neighbourhood Plan received a total of 15 responses to the Regulation 14 consultation from a mixture of statutory consultees and local stakeholders and from the local community.
- Key points that emerged from the Regulation 14 consultation:
    - 5.3.1 Comments were generally supportive of the content of the Plan and in many cases added useful local detail, and constructive input for the final drafting of the Plan.
    - 5.3.2 Only 1 formal comment was received from the community via the online survey. People in the community who came along to events where the NDP material was on display were generally very supportive of the Plan.
    - 5.3.3 Local Green Space landowners / representatives responded on three of the sites.
- 5.4 All comments were logged, along with any suggestions / proposals made by respondents. The responses were considered by the Steering Group, and where appropriate, amendments were made to the Plan.
- 5.5 Below is a table setting out the main comments received and modifications made to the NDP as a result (red crossed out text will be deleted / new text indicated in blue). Full comments are in the appendix.

Comments from Reg 14	Responses / Changes
<p>General:</p> <p>As is the nature of these plans, it is quite "wordy" so may not be accessible for all members of our community. Is there is a way of making it easier to read.</p>	<p>The NDP has aimed to do so with easy to read explanations at the bottom of each policy.</p>
<p>DRAFT POLICY CC1: Retrofitting Existing Buildings to Improve Energy Efficiency</p> <p>Consider an explanation in the supporting text of what constitutes "micro-renewables" or change to "small scale domestic renewable".</p> <p>Although the wording covers safeguarding historic assets, it perhaps needs tweaking for clarity and to emphasise the policies place within the development plan hierarchy and its relation to designated historic assets.</p>	<p>ACTION - Update policy wording:</p> <p>The sensitive retrofitting of energy efficiency measures and the appropriate use of <del>microrenewables</del> <b>small scale domestic renewables</b> in existing buildings will be supported. <del>This includes the retrofitting of historic and Listed Buildings, buildings of solid wall or traditional construction and buildings within the Conservation Area, whilst safeguarding the special characteristics of the individual heritage assets, and the wider area, for the future.</del> <b>Proposals that help to increase resilience to climate change and secure a sustainable future for buildings in the Conservation Areas, listed buildings, historic buildings or non-designated heritage assets, will be supported where they satisfactorily demonstrate how the special characteristics of the individual heritage assets are preserved and where possible better enhanced or revealed.</b></p>

	<p>The supporting text will be updated: Small scale production of heat and/or electricity from a low carbon source is considered to include technology such as Solar, micro-wind, micro-hydro, heat pumps, biomass, and micro combined heat and power (micro-CHP).</p>
<p>Policy CC2: Renewable or Low Carbon Energy Generation in Brimscombe and Thrupp</p> <p>I think this policy needs to suggest that the 3 criteria would be <b>considered</b> rather than that they must be fulfilled. As it stands the policy is in conflict with ES2 by prescribing more conditions. The term “demonstrable community scale benefit” would be better added as a 4th criteria. The final paragraph is unnecessary as any proposals would need to be in align with adopted Local Plan policy anyway.</p>	<p>This policy seeks to add local level detail to the district policy – it seeks only to demonstrate where support would be given.</p> <p>ACTION - Update policy wording:</p> <p>Proposals for renewable or low carbon energy schemes in Brimscombe and Thrupp <del>that provide demonstrable community scale benefit</del> will be supported where they:</p> <p>(a) provide demonstrable community scale benefit  (b) are integrated so that the energy generated can be supplied directly or virtually to domestic, business and other buildings in the parish; and,  (b) are fully or partly owned by Brimscombe and Thrupp residents and businesses. This can be demonstrated by evidence of the development being fully or partly owned through an appropriately constituted Community Energy Enterprise (CEE), whose members include Brimscombe and Thrupp residents and/or businesses. If the applicant has sought to deliver via this model but this has not been possible, a share offer would be accepted, providing there is evidence CEE delivery was not possible, and that Brimscombe and Thrupp residents are given priority; and,  (c) are sensitively sited in response to ecology, landscape and heritage setting.</p> <p><del>Proposals for commercial renewable energy generation should ensure that adverse harmful impacts to the local landscape, environment and heritage are appropriately avoided or mitigated, and made acceptable.</del></p>
<p>DRAFT POLICY CC3: Sustainable Transport</p> <p>Concerns raised by about impacts on the wider road network outside the NDP Parish.</p>	<p>6 The supporting text to this policy will be updated to reflect concerns raised by Minchinhampton Parish Council. References will be added as proposed by GCC The policy will be updated.</p> <p>ACTION - Update policy wording:</p> <p>All developments <del>must</del> should be planned in line with the Sustainable Transport Hierarchy.</p>

<p>Stroud District Council suggested slight amendments and Gloucester County Council (GCC) requested that references were added to further support the section.</p>	<p>Applications for major development must demonstrate through an effective Travel Plan how sustainable transport modes are maximised, both within the parish and to key destinations in the wider area, delivering safe and suitable options for all people.</p> <p>Development proposals, or projects along the A419 corridor are expected to contribute positively to the implementation of an improved environment for pedestrians and cyclists along the A419 (London Road).</p>
<p>DRAFT POLICY CC4 – Natural capital and Ecosystems Services</p> <p>Review wording. Paragraph 7.30 of the supporting text gives a more clear impression of what is trying to be achieved with this policy and would probably serve as a good blue print to base a policy.</p>	<p>ACTION - Update policy wording:</p> <p>All developments will set out how the proposal integrates positively into the natural environment, and has an overall positive impact on the ability of the natural environment to contribute a range of ecosystem services.</p> <p>Applications should demonstrate, where relevant how the proposal:</p> <ul style="list-style-type: none"> <li>a) Improves the area’s resilience to, and mitigation of, climate change, such as the need to manage and mitigate the increased risk of flooding;</li> <li>b) Adopts best practice in application of nature based Sustainable Urban Drainage Systems to deliver a whole surface water drainage system linked to the wider Green and Blue Infrastructure network (as indicated on figure 9);</li> <li>c) Connects into and where appropriate extends the network of the Green Infrastructure of the parish (woodland / allotments / play areas etc) and Blue (River Frome / Canal);</li> <li>d) Increases the ability of the natural environment to store carbon through new planting or other means;</li> <li>e) Incorporates habitat features of value to wildlife within the development and building design, including those which meet the needs of local species (such as provision of nesting features for swifts, swallows, house sparrows, bats and hedgehog fences, and native pollinator-friendly planting in landscaping proposals);</li> <li>e) Supports the sustainable production of food;</li> <li>i) Reduces levels of pollution, especially along the London Road; and,</li> <li>j) Provides opportunities for access to the natural and cultural resources, such as the Stroudwater Canal, which contribute to the special qualities of Brimscombe and</li> </ul>

	<p>Thrupp and improve opportunities for people’s health and wellbeing.</p>
<p>Draft Policy LRD1: Locally Distinctive, High Quality Design</p> <p>Remove the last paragraph as this is implied by what WILL be supported</p>	<p>ACTION - Update policy wording:</p> <p>In order to create high quality buildings and places that are beautiful and enduring, development proposals should respond positively and distinctively to the National Model Design Code and the Brimscombe and Thrupp Community Design Statement as appropriate to their scale, nature and location. In particular, development proposals should be designed in a way which takes account of their surroundings in their built form, height, materials, historic character and boundary treatments.</p> <p>Developments which feature innovative and/or modern designs will be supported where they respect their surroundings and complement the setting of other buildings in terms of their height, massing and use of materials.</p> <p><del>Proposals which do not result in the creation of high-quality development or which unacceptably conflict with their surroundings will not be supported.</del></p>
<p>The first 2 paragraphs of this policy needs to be re-written and simplified for clarity</p>	<p>ACTION - Update policy wording:</p> <p><del>Any development proposal that is likely to affect any of the views which have been identified as being locally valued in this Plan, should through the planning application permission, assess the impact of their proposals on the view(s) and demonstrate how the proposal would alter it.</del></p> <p>Development proposals which would have a negative impact on identified Locally Valued Views will not be supported.</p> <p>Major development proposals should show how the development would appear from the viewpoints and others where appropriate. <del>Proposals which have a significant adverse impact on any of these views, which cannot be mitigated, will not be supported.</del></p> <p>Development proposals are encouraged to create views towards heritage assets, or out to the wider landscape</p>



	from new public spaces within developments where possible.
<p>Draft Policy E2: Home Working</p> <p>Remove reference to requirement for planning permission</p>	<p><del>Insofar as planning permission is required, p</del> Proposals that increase opportunities for residents to work from home (such as a home office for remote working) and/or to work from within the parish will be supported. Where commercial space at residential properties is required, support will be given to proposals for small scale, proportionate residential extensions or modest conversions of existing buildings in the gardens of residential properties proposals should clearly demonstrate that the work area for its occupants:</p> <ul style="list-style-type: none"> <li>a. is ancillary to the primary residential use</li> <li>b. does not have an unacceptable impact on the amenities of residential properties in the immediate locality</li> <li>c. incorporates measures to mitigate the impact of traffic generation, noise and odours</li> </ul> <p><del>Insofar as planning permission is required m</del> Measures which would improve internet efficiency will be supported.</p>
<p><b>Policy CW1</b></p> <p>Separate out the Local Green Space into a separate policy</p> <p>Remove LGS 2 as the status of the land is (subject to final approval) designated as a public thoroughfare</p> <p>Bourne Orchard landowners object to the designation. The designation will however be progressed due to the space being considered to meet the tests of designation criteria by the community.</p>	<p>ACTION - Update Figure 9 The map will be updated to include the space(s) not being taken forward as LGS.</p> <p>ACTION - Update policy wording:</p> <p>Draft Policy CW1 - Green Spaces <del>The Neighbourhood Plan proposes to designate Local Green Spaces in the locations shown on Figure 9 and listed below.</del></p> <p>Designated Local Green Spaces, as shown on figure 9 and listed on below, will be protected from inappropriate development, particularly regarding the characteristics underpinning its designation, such as beauty, historic importance, recreational value, tranquillity or richness of wildlife.</p> <p>LGS 1. Thrupp Lane Allotments <del>LGS2. Thrupp Lane—Gunhouse Lane Link</del> LGS3. Yew Tree Playing fields LGS 4 3. Yew Tree Corner LGS 5 4. Fromeside Playing Fields LGS 6 5. Fromeside Wilde Area</p>

	<p>LGS <del>7</del> 6. Fromside Riverside Path  LGS <del>8</del> 7. Stringer's Wood  LGS <del>9</del> 8. Bourne Orchards  LGS <del>10</del> 9. Charlea Community Gardens</p>
<p><b>Policy CW2</b></p> <p><b>Note renumbering needed of subsequent policies in this section</b></p>	<p>ACTION – Separate GBI elements of policy CW1 into a separate policy:</p> <p>Individual Green Spaces and the overall Green and Blue Infrastructure Network, as shown on Fire 9 should be protected and where possible enhanced.</p> <p>Proposals for new development should include well designed open outdoor space, and contribute to improving the overall network of green and blue spaces that contribute towards health and wellbeing of people, and the ecology of the natural environment.</p>

# Appendices

- A1 List of Consultees
- A2 Letter sent to Statutory Consultees
- A3 Letter Sent to Owners of Proposed Green Spaces
- A4 Responses from Consultees
- B1 Results of November 2021 Parish survey

## A1 List of Consultees contacted by email and/or letter

Gloucestershire Fire and Rescue Service
Community Engagement Gloucestershire Constabulary
Office of the Police and Crime Commissioner for Gloucestershire
Gloucestershire County Council
Minchinhampton Parish Council
Rodborough Parish Council
Bisley with Lypiatt Parish Council
Chalford Parish Council
Stroud Town Council
Stroud District Council
Stroud District Council Asset Management
Stroud District Council Tenant Services
Stroud District Council Canal Project Manager
Stroud District Council Conservation Officer (Heritage)
Stroud District Council Biodiversity Officer
Planning and Local Authority Liaison Department
The Coal Authority
Homes and Communities Agency
Natural England
Environment Agency
Historic England
Network Rail Infrastructure Limited
Highways England
Sharpness Port Authority
The Marine Management Organisation
Vodafone and O2 EMF Enquires
EE
O2 (UK) Ltd (Telefonica UK Limited)
Three
Above Net Communication UK Ltd
AT&T Telecommunications
BT Group Plc
NHS England Bath, Gloucestershire, Swindon and Wiltshire Area Team
Gloucestershire Primary Care Trus
Director of Public Health for Gloucestershire
NHS Gloucester
Gloucestershire Health and Wellbeing Board
Western Power
Npower Centre
Wales and West Utilities
National Grid
AMEC Environment & Infrastructure Limited
British Gas Connections Ltd
ES Pipelines Ltd
SSE Pipelines Ltd
The Gas Transport Company Ltd
United Utilities Network Ltd
Severn Trent Water
Bristol Water Plc

Wessex Water
Campaign for the Protection of Rural England
Cotswold Conservation Board
National Trust (Stroud Centre)
Royal Society for the Protection of Birds
Severn Wye Energy Agency
Sport England
Sustrans
Gloucestershire Wildlife Trust
Stroud Youth Council
Cotswold Canals Trust
Equally Ours
The Nelson Trust
Brimscombe and Thrupp Social Centre
The Grace Network
Confederation of British Industry South West
Home Builders Federation
National Housing Federation
Federation of Small Businesses
Road Haulage Association
Gfirst Local Enterprise Partnership
Stroud Chamber of Trade and Commerce
Allsorts
Disability Rights UK
Carers Alliance Carers Gloucestershire
Adult Carers United Carers Gloucestershire
Gloucestershire Older Persons Association
Gloucestershire Voices
Stagecoach Group plc
Royal Mail

## A2 Letter sent to Statutory Consultees

Dear Consultee,

### NOTICE OF REGULATION 14 CONSULTATION ON THE BRIMSCOMBE & THRUPP NEIGHBOURHOOD DEVELOPMENT PLAN

In accordance with the requirements of Paragraph 1 of schedule 1 of the Neighbourhood Planning (General) Regulations 2012, I am writing to let you know that the Brimscombe & Thrupp Neighbourhood Development Plan will be out for Regulation 14 Consultation for a period of 8 weeks from Saturday 16th July 2022 until Saturday 10th September 2022.

The draft Plan and associated material is available at: <https://www.brimscombeandthrupp-pc.gov.uk/ndp.html>

A copy of all the material has also been sent to Simon Maher at Stroud District Council.

All representations must be received by the Parish Council no later than midnight on 10th September 2022. All representations will be publicly available\* and will be considered by the Parish Council in producing the final Plan which will then be submitted to Stroud District Council for Regulation 16 consultation and Independent Examination. (\* With personal information redacted).

We will share information of who was contacted with Stroud District to enable contact again at the Regulation 16 stage.

Yours sincerely,

Hannah Warren  
Clerk to Brimscombe & Thrupp Parish Council

## A3 Letter sent to landowners of proposed Local Green Spaces



### **Brimscombe and Thrupp Parish Council**

#### **Notice of Regulation 14 Consultation for the Neighborhood Development Plan**

Dear Landowner

We are writing to you because you own land in our parish which we are seeking to designate as a Local Green Space. This indicates that it is a significant asset to the community and is deserving of special status and protection.

The Brimscombe & Thrupp Neighbourhood Development Plan will be out for Regulation 14 Consultation for a period of 8 weeks from Saturday 16th July 2022 until Saturday 10th September 2022.

The draft Plan and associated material is available at:

<https://www.brimscombeandthrupp-pc.gov.uk/ndp.html>

If you would prefer to receive a paper copy of the plan, please contact me at the email address below and we will deliver one to you.

All representations must be received by the Parish Council no later than midnight on 10th September 2022. All representations will be publicly available\* and will be considered by the Parish Council in producing the final Plan which will then be submitted to Stroud District Council for Regulation 16 consultation and Independent Examination. (\* With personal information redacted).

We will share information of who was contacted with Stroud District to enable contact again at the Regulation 16 stage.

  
Yours sincerely,

Hannah Warren  
Clerk to Brimscombe & Thrupp Parish Council  
clerk@brimscombeandthrupp-pc.gov.uk



### **A3 Complete log of comments received from consultees**

**Note:** The Steering Group's responses and agreed actions to update the NDP are noted in Section 7 of this document

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#### **Rodborough Parish Council**

Rodborough Parish Council had a look at your NDP last week and although they didn't have any comments to make on the consultation, they did ask me to pass on our congratulations on producing such a thorough and interesting document. We'd be grateful if you could pass this on to those who spent long hours working on the project.

We hope it proves an effective tool.

Best Wishes

██████████

Deputy Clerk to Rodborough Parish Council

**NDP Response:** Not needed

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#### **Minchinhampton Parish Council**

Hi ██████████,

Many thanks for sending Minchinhampton Parish Council the link to Brimscombe and Thrupp's draft Neighbourhood Development Plan. This has now been reviewed and MPC's response is attached.

If you have any comments or questions regarding this, please do let me know.

Best wishes,

██████████

Deputy Clerk

[See separate PDF document](#)

**NDP Response:** We are very sympathetic to MPC's concerns regarding traffic and will incorporate the need to consider impact on neighbouring areas for any proposal affecting A419 traffic flows. Our vision is that active travel provision in the parish will enhance traffic safety through segregation. We would like to reduce

overall traffic volume and speed on the A419, but would not seek to do so at the detriment of traffic across the common. We would strongly support measures to further reduce volumes and speeds across the common. Supporting text to the policy will be amended to reflect this.

---

### **Stroud District Council**

Dear [REDACTED],

Please find attached the Regulation 14 Consultation comments.

Kind regards,

[REDACTED]  
**Senior Neighbourhood Planning Officer**  
**Stroud District Council**

[See separate PDF document](#)

**NDP Responses:** Following discussion with the link officer, changes to the Plan will be made in response to the constructive comments from the District Council.

---

### **Gloucestershire County Council**

Dear [REDACTED]

Thank you for consulting Gloucestershire County Council (GCC) on this matter. I have the following officer comments to make.

#### **Ecology Comments**

We assume the draft Neighbourhood Development Plan (NDP) has been screened and it has been determined there is no need for a Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment (HRA) to be completed. The district council and Natural England should be able to give a definitive view on these matters if not already.

The main biodiversity constraints and opportunities have been identified (Figures 4, 5 & 6) and taken into account in formulating the NDP. Gloucestershire Centre for Environmental Records (GCER) has been contacted and data on the Natural Capital website has been reviewed.

The vision, objectives and resulting policies of the plan give support for the conservation and enhancement of local biodiversity although the emphasis is often from a Natural Capital or Climate Change perspective. Green space, landscape character, ecological networks (wildlife corridors) and SuDS are being valued.

To avoid the alternative meaning of view as ‘an opinion’ rather than that of a ‘visual viewpoint’ then for the benefit of the casual reader Draft Policy LRD2 should be clarified. We suggest edited wording such as:

“Draft Policy LRD2: Locally Valued **Visual Viewpoints**

Any development proposal that is likely to affect any of the **visual viewpoints** which have been identified as being locally valued in this Plan, should through the planning application permission, assess the impact of their proposals on the **viewpoint(s)** and demonstrate how the proposal would alter it.

Major development proposals show the development from these **viewpoints**, and others where appropriate. Proposals which have a significant adverse impact on any of these **viewpoints**, which cannot be mitigated, will not be supported.

Development proposals are encouraged to create **viewpoints** towards heritage assets, or out to the wider landscape from new public spaces within developments where possible.”

Similarly figure 8 could perhaps be labelled “Locally Valued **Visual Viewpoints**”

**NDP Response:** *Thankyou for the suggestion, however at this stage we’d prefer to keep the description as views which have been identified as being locally valued through local consultation and using a methodology to ensure a consistent approach.*

### **Library Comments.**

**Draft Policy CW3: Support and Additional Comment:** GCC (‘the Library Authority’) operates the libraries that would attract new users from new development in the Parish. New users will place additional pressure on these library services, and this in turn could require mitigation via planning obligations, proportionate to the scale of growth proposed.

Given this, the Library Authority welcomes the references in draft Policy CW3 to the need for community facilities ‘to be provided in tandem with population growth’ and that ‘additional provision will be sought to meet any identified shortfall’. The Library Authority suggests that the wording of the policy and/or the supporting text is amended to make it clear that ‘local’ provision of community

facilities impacted by new development can also include facilities outside the Neighbourhood Plan Area, such as libraries.

**NDP Response:** *happy to include reference to impact on facilities outside NDP area, but not to single out libraries*

### **Transport Planning Comments**

This NDP is very thoughtful and comprehensive. It gives careful consideration to multi modal transport issues affecting Brimscombe & Thrupp.

The strategic transport team would only add that it may be helpful to refer to both the adopted Local Transport Plan 2020-2041 (LTP) <https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2020-2041/> and the Stroud Walking and Cycling Investment Plan (Stroud CWIP) where they apply to this area of the County.

The LTP 'Link and Place Spectrum within the LTP helps to contextualise areas of the county in terms of transport, service and access provision and potential provision. The Stroud LCWIP see <https://www.gloucestershire.gov.uk/media/2115398/stroud-lcwip-final-draft.pdf> is also highly relevant to Brimscombe and Thrupp.

**NDP Response:** *Happy to include references*

### **Archaeology Comments**

No comments

If you would like to discuss any of the points raised above, please do not hesitate to contact me.

---

### **Gloucestershire County Council Minerals and Waste planning**

Please see attached GCC M&W policy comments concerning: **Draft Brimscombe & Thrupp Neighbourhood Development Plan Consultation**

If you have any further queries please do not hesitate to contact us again at: [m&wplans@gloucestershire.gov.uk](mailto:m&wplans@gloucestershire.gov.uk)

Kind regards,



**NDP Response: No action needed**

---

**Historic England**

Dear [REDACTED]

Thank you for your Regulation 14 consultation on the emerging Brimscombe and Thrupp Neighbourhood Plan.

There are no specific issues upon which we wish to comment.

We note and applaud generally the value placed by your community on its distinctive historic environment and the regime of policies the Plan contains to promote, protect and enhance them.

Our congratulations to your community on its progress to date, and we wish it well in the making of its Plan.

Kind regards

[REDACTED]

[REDACTED] | Historic Places Adviser

**NDP Response: No action needed**

---

**Environment Agency**

Dear [REDACTED]

Thank you for consulting us on the Regulation 14 consultation of the Brimscombe and Thrupp Neighbourhood Development Plan (NDP).

We do not offer detailed bespoke advice on policy but advise you ensure conformity with the Stroud Local Plan and refer to guidance and information within our proforma guidance, a copy of which is attached.

Whilst we do not make detailed bespoke advice, one comment we would make is that it is clear that climate change is very prominent in the NDP and we support this along with the proposals for retrofitting the existing building stock.

Kind regards,

██████████

NB/ Local plan in separate word document

**NDP Response:** *No action Needed*

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## **Natural England**

Planning Ref: Brimscombe & Thrupp Development Neighbourhood Plan –  
Regulation 14

Our Ref: 402907

Dear ██████████

Thank you for your consultation request regarding the REG 14 for the Brimscombe & Thrupp Development Neighbourhood Plan.

Please find attached a copy of your consultation letter and Natural England's response to this request.

Regards

██████████

Operations Delivery  
Consultation Team

See separate PDF document

**NDP Response:** No Action

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## **National Highways**

Dear Sir/Madam,

### **NOTICE OF REGULATION 14 CONSULTATION ON THE BRIMSCOMBE & THRUPP NEIGHBOURHOOD DEVELOPMENT PLAN**

Thank you for consulting National Highways on the Notice of regulation 14 consultation on the Brimscombe & Thrupp neighbourhood development plan. As you are aware, we are responsible for operating, maintaining and improving the strategic road network (SRN) which in the Stroud district area comprises the M5

motorway including Junctions 12 and 13. If adopted, the policies set within the Neighbourhood Plan will provide guidance to residents and Brimscombe & Thrupp Parish Council to make informed decisions.

Having reviewed the available documents, I can confirm that National Highways have no specific comments in regards to the draft Neighbourhood Plan.

I trust the above is clear, but please do not hesitate to contact me if I can be of any further assistance,

Kindest regards,

[REDACTED]

[REDACTED]

**Planning Manager, Highways Development Management | South West Operations**

**NDP Response:** *No action but note that National Highways have no objection*

---

## **Severn Trent**

ST Classification: OFFICIAL PERSONAL

Dear Sir/Madam,

Thank you for the opportunity to comment on your Neighbourhood Plan consultation. Please see our response attached.

Best Wishes,

See separate PDF document

**NDP Response:** Update Plan as necessary and appropriate



---

**Coal Authority**

Dear [REDACTED]

Thank you for your notification below regarding the Regulation 14 Consultation on the Brimscombe & Thrupp Neighbourhood Development Plan Consultation.

The Coal Authority is only a statutory consultee for coalfield Local Authorities. As you are aware, Stroud District Council lies outside the coalfield, therefore there is no requirement for you to consult us and / or notify us of any emerging neighbourhood plans.

This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.

Kind regards

[REDACTED]

**NDP Response:** *No Action*

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**Response on behalf of Landowner of the land identified as LGS9**

Dear Sir / Madam

Please find attached a representation in response to the Brimscombe & Thrupp Neighbourhood Development Plan in respect of Land identified as LGS9.

The representation is made on behalf of the Landowner.

I would be grateful if you could confirm safe receipt of the representation.

Many thanks and Kind regards

[REDACTED]

[REDACTED]

Planning Manager

[See separate PDF document](#)

**NDP Response:** The objections are invalid because it is of community value, wasn't designated for development and is an important green space. The public do have

access to the land as there is a Public Right Of Way running across it. The planning application was refused at the DCC meeting on 15<sup>th</sup> November 2022

### **Charlea Community Gardens**

Dear [REDACTED]

Thank you for your letter, dated 16 July 2022, re the Neighbourhood Development Plan.

The Directors of Charlea have no issues with Charlea land being identified as a green space.

Please note the following comments though:

1. On page 73 the report should read Charlea not Charles
2. Please can you add to the report that Charlea has been recognised by GCC as a Village Green and cannot therefore be developed on under current legislation.

With regards to LGS9 Bourne Orchard we would make the following comments:

1. The western part of the Orchard benefits from planning permission for play space use under the reference 2742/B which is dated March 1973.
2. Further evidence on the planning status of the Orchard can be found in an OS extract dated 1985 which clearly shows the western part of the site as a "play area".
3. The Orchard is assessed in the Stroud District Council's Strategic Housing Land Availability Assessment, under reference BRI014 as public open space.
4. There is a current planning application on the Orchard reference S.21/1240/ful (decision due before Christmas we understand).
5. There is no play equipment in the Orchard the PCC removed this some years ago.

If we can be of any further assistance please contact us.

With kind regards

For and on behalf of

**Charlea Community Gardens C.I.C.**

[REDACTED]  
**Director**

**NDP Response:** *Update Plan as necessary.*

- 
- M [REDACTED] landowners

Submitted by post

See two separate jpeg files for photos of letter and map

**NDP Response:** Now that the status of the land is (subject to final approval) designated as a public thoroughfare our interest in the recreational value of the land being protected is fulfilled so we are happy that this area is withdrawn as a LGS

---

██████████ – **Community Member**

Support for all the draft policies was registered on the survey. Specific comments are below:

The plan is good and has lots of important proposals in it. I am particularly pleased to see the green spaces will be protected. It is important to keep development to the brown sites we have. I can see that a lot of work has been put into the plan, thank you.

As is the nature of these plans, it is quite "wordy" so may not be accessible for all members of our community. Is there is a way of making it easier to read.

the Comment on DRAFT Policy CC3: Safe crossings are important along the A419 and have been requested by residents for a long time.

Comment on DRAFT Policy LRD3: this is particularly important for the Port development which has been somewhat lacking in consultation so far.

Comment on DRAFT Policy CW3: there needs to be some discussion about what we need as community space and how it will be used. who will manage it ?

**NDP Response:** Comment noted with thanks

## Appendix B: Parish Survey November 2021 Results

### 7 Parish Survey Results

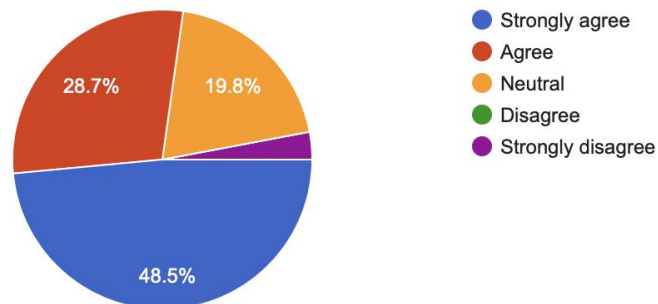
7.3 104 results were received from respondents to the survey, representing just over 13% of the households in Brimscombe and Thrupp. Graphs and a representative selection of comments are included here. The full results are available at <https://docs.google.com/forms/d/1W7AYwO4cZUeECPPa6iRs70DSM-4UTV93h5QVAn3R5YI/viewanalytics>

7.4 Strong support was in evidence for increased use of locally generated renewable

1.1 To what extent do you agree with this statement: “The parish should maximise the proportion of our energy needs met from locally generated renewable energy, to make our parish more self-sufficient”.



101 responses

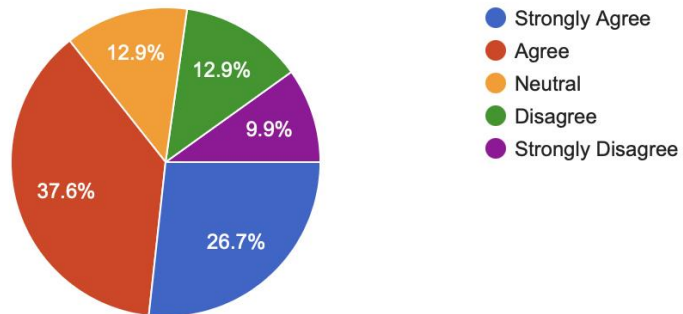


energy.

7.5 Support was less strong for wind and solar projects on the high ground above the parish

## 1.2 Small scale wind turbines on the higher ground above Thrupp and Brimscombe

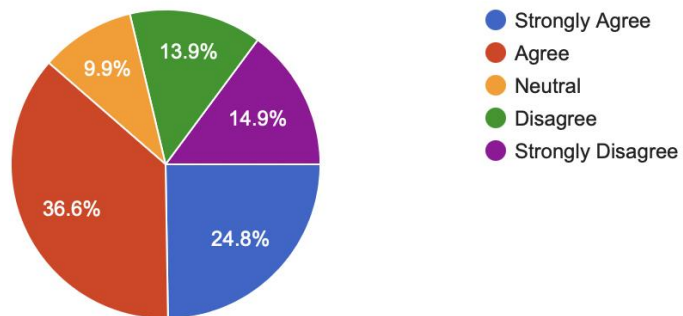
101 responses



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## 1.21 Solar farms on the higher ground above Thrupp and Brimscombe

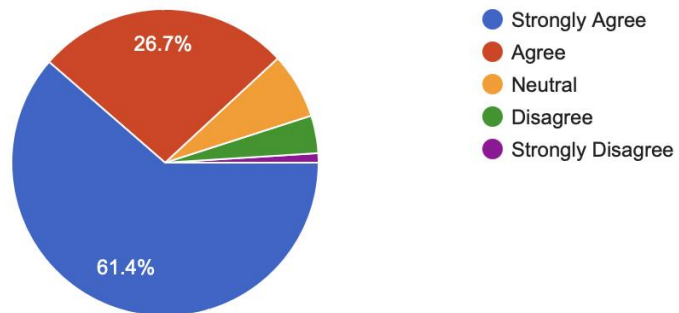
101 responses



## 7.6 There was strong support for micro-hydro projects

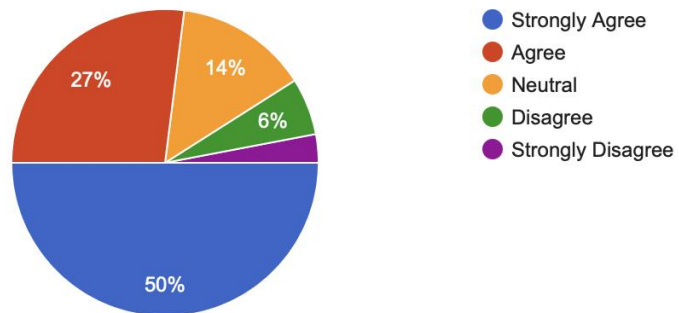
### 1.22 Micro-hydro projects at the locations of former mill sites

101 responses



### 1.23 Water source heat pumps extracting background heat from the canal and river

100 responses

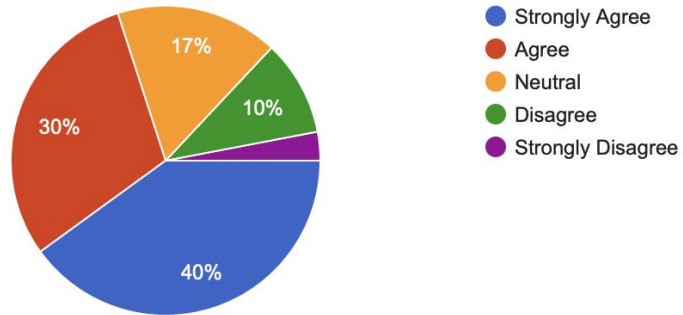


7.7 There was strong support for extensive use of solar panels on the roofs of buildings

1.24 Solar panels on all houses and buildings (including the back of listed/heritage buildings)

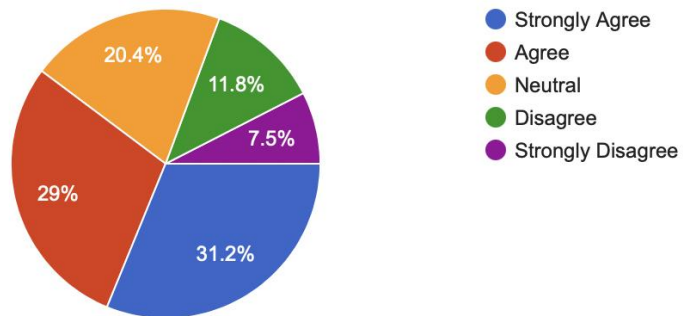


100 responses



1.25 Solar panels (only on non-heritage houses and buildings)

93 responses

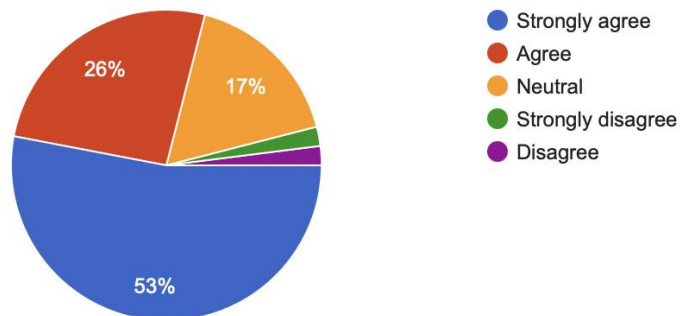




7.8 Very strong support for encouraging owners of older buildings to improve their energy efficiency

1.3 To what extent do you agree with this statement: "Homeowners of historic buildings (including Listed Buildings) should be encouraged to improve their homes to reduce bills, reduce heat loss and generate renewable energy, provided that their historic interest can be conserved."

100 responses



7.9 Additional comments received about renewable energy

Water wheel at Brimscombe Port development

Subsidise the cost. Solar panel pay back still 20 years

We need more information about the impact of these, what they mean for this community and bordering parishes. Also, have limited information on how they would work for the community and how it could be self sustaining.

You have asked about the technologies for renewable energy, but what about the ownership? Community ownership options should be explored, and group purchases to bring down costs e.g. every house in a street buying solar panels.

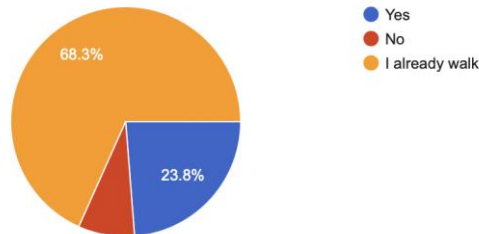
I think all options should be investigated and compared

For any option, clearly the distinctive character and beauty of the area, as well as the local wildlife, would need to be fully considered, but in principal I agree that renewable energy that can be more locally sustaining would be preferable to continued dependence

7.10 Support for climate-friendly transport solutions was widespread and strong, but tempered with a common set of concerns, chiefly the state of paths and cycleways, and the safety aspects of the A419, especially in terms of traffic speeds and lack of controlled crossing points

1.41 Walking

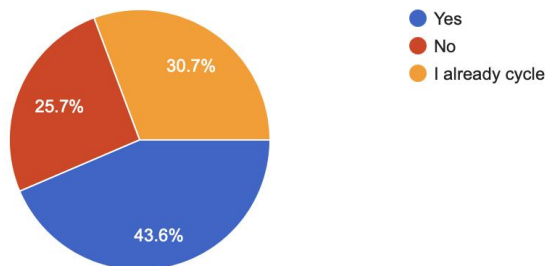
101 responses



- Better management of paths and bridleways.
- Unfortunately the walk between Lavender and Felt cafe the tow path is over grown and canal full of reeds. Obviously the new build area around Knapp Hill is questionable, unsure how it was approved and the effect on traffic adjacent to Toadsmoor Road
- Laziness
- Paths are overgrown and not pushchair friendly
- No reason to walk anywhere
- Safe pavements, good access to cancel. Busy A419 with lack of crossings
- Fear (being someone who has had a family member followed locally recently)
- Traffic. puddles and pollution if you walk the main road

1.42 Pedal Bike

101 responses

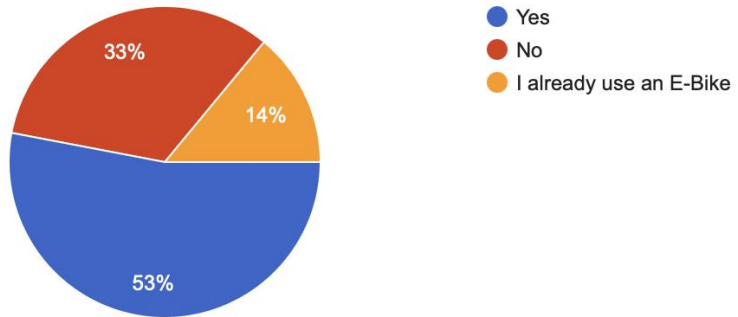


- canal path too busy
- Uneven paths and overgrown
- Too many hills cost, not practical for shopping
- Lack of cycle ways between Thrupp and Minchinhampton; bad road surface
- A clear continuous off road route to the train station- the cycle path breaks up near Waitrose and have to cross road and use mix of road and pavement. Fine for me but if I want to take kids with me it's not so safe
- Speed of traffic on A419. Lack of cycle paths.
- To be honest a combination of fitness and busy roads deter me from cycling.
- Hills, traffic, canal path narrow

7.11 Support for electric bikes was strong but concerns about cost were commonly expressed.

1.43 E-Bike

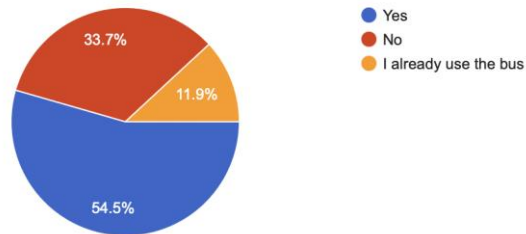
100 responses



- Cost
- cost
- Cost
- Too expensive
- Cost and not practical for shopping or bad weather
- Lack of cycle paths between Thrupp and Minchinhampton, bad road surface , heavy traffic
- I have one but more places to secure it to ie near shops, bus stops etc
- Don't have one
- Unsafe roads. Cost of purchasing.

7.12 Support for public transport like buses and trains was strong in principle but tempered with concerns about cost, quality and availability of service.

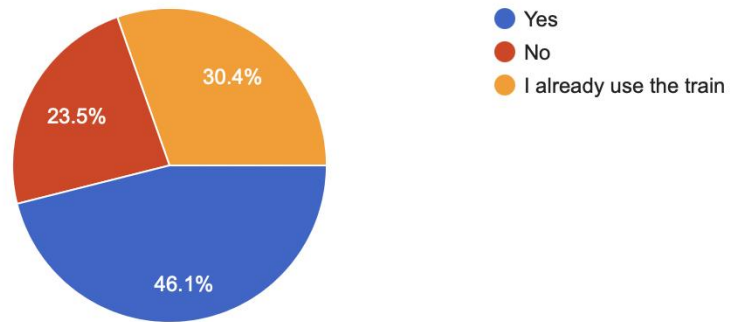
1.44 Bus  
101 responses



Cost and convenience
Poor service and cost
people not obeying covid rules, lack of services, lack of updates on service changes
In frequency and old polluting vehicles
Covid
Timetable and long walk up hill afterwards
Availability of buses
Buses are unreliable
Poor service
Don't join up with rail connections very well. Not reliable at the moment.
There hasn't been a bus service on Thrupp Lane for a number of years. I used to use it to bring me and my shopping home after walking into town. Now I use the car!
Convenience, cost
No busses at times I need one
Not enough buses
Too expensive.
Route along Thrupp Lane was discontinued
The stroud bus service is abysmal one of worst I've seen and expensive. They are irregular unreliable and finish far to early.
Not frequent enough
More reliable, more often needed
Not frequent enough to be able to use for work
It's quite a walk up and down to Brimscombe corner. If the bus service still existed along Bourne Lane we would definitely use that. As it is, it's easier to use the car or cycle into Stroud
Not enough buses and bus routes
very difficult bus time tables (visually) and not going where I need to go

## 1.45 Train

102 responses



Cost

Direct line to Bristol

Cost and a need for more local stops on route

incredibly expensive even with a railcard

Cost, times, not near town centres or family locations

Have to drive into Stroud, parking at station is poor.

Ability to get to the station at times required

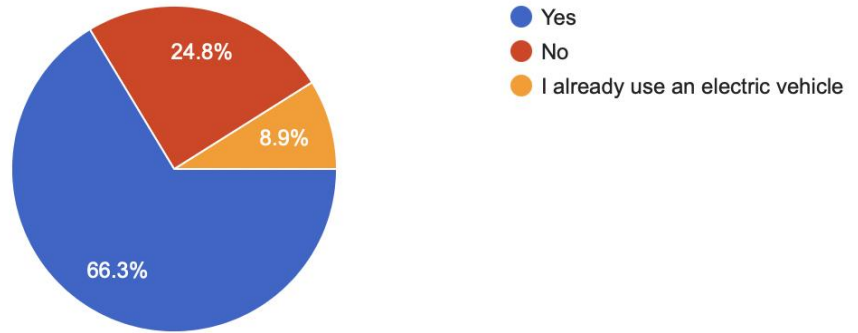
If I visit my family near Truro it costs £62.60 each way and takes over 5 hours with two changes. I can drive down in just over 3 hours, £50 fuel will get me there and back. I can go when I like, have the use of the car when I get there, am not dependent on some one taking me to the station or picking me up...and I can fill the car with goodies, not limited

7.13 There was very strong support for increased use of electric cars, but the cost of purchase was frequently mentioned as an obstacle.

### 1.46 Electric Vehicle



101 responses



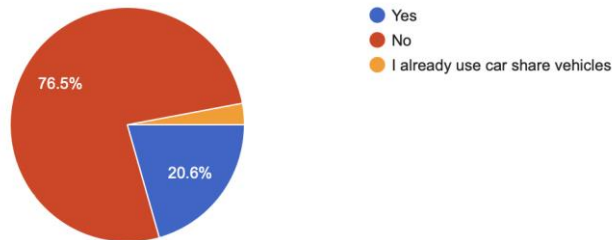
Cost
Too expensive
cost
Initial cost and electric charging points.
expense
Cost
Range, range, range and costs
Cost (I have a 2011 petrol family car and can't afford to replace it). Waste of existing vehicle which is still in good repair. Lack of charging points and short battery range.
Too expensive to buy

7.14 There was comparatively little support for a car-share club, the comments mainly focused on practicality and applicability for personal needs – although they did recognise the advantages in principle.

1.47 Car Share Club



102 responses



One of us is self employed from home. The other works in retail in Gloucester with no local contacts. I can see this working for bigger companies with a larger catchment of employees. It is something that we have done in the past.

We are a family of 4 with a dog so often need a car. If I was single I'd use more public transport. Paying for 4 tickets compared to cost of fuel is too expensive

Not that well promoted.

Not convenient enough and price/car selection for impracticality not attractive enough.

I'm not aware of any near me.

home location is relatively remote and assume sharing would be difficult

Lack of information probably, and also the fact that we own a car, which we try not to use as much as possible and never for short journeys. In theory I think a car share scheme would be brilliant as it's known that cars spend 96% of their lives being parked

Not aware of accessible car share club. I am a poor planner and this would need planning ahead

Not aware of a car share club locally.

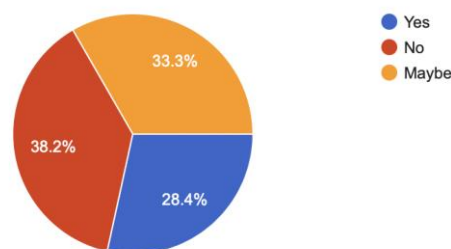
Need local information

Is there one here??

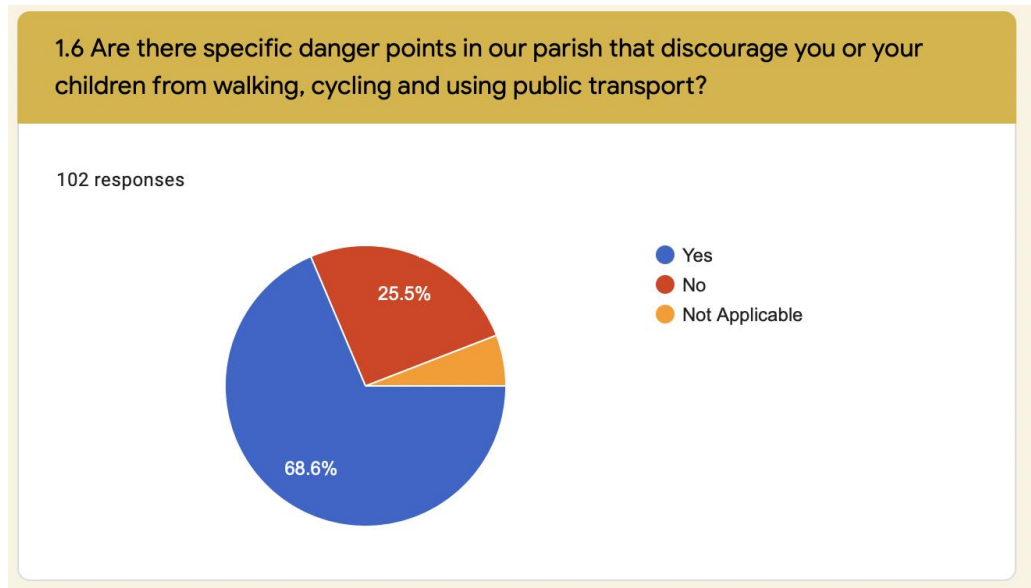
No local availability

1.5 A pilot electric car share enterprise is planned for the Stroud area (see co-cars.co.uk). Would you be interested in joining if a car to share/hire was parked near to you?

102 responses



7.15 There was a great deal of concern expressed about the danger from traffic, especially on the A419 and to a lesser extent along Thrupp Lane.



The comments showed widespread support for a reduction in speed limit to 30mph on the A419, and a need for more safe crossing points. The junction of the Toadsmoor Road with the A419 was also mentioned as being problematic. More widely, the general failure of car drivers to obey speed limits and drive carefully was often expressed.

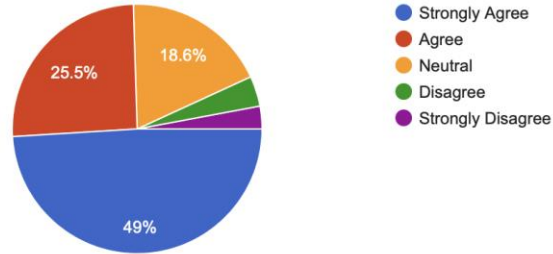


1.7 Would you like to see additional safety measures along the A419/London Rd?

1.71 More pedestrian crossings and islands

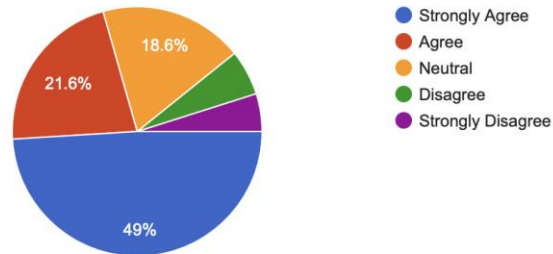


102 responses



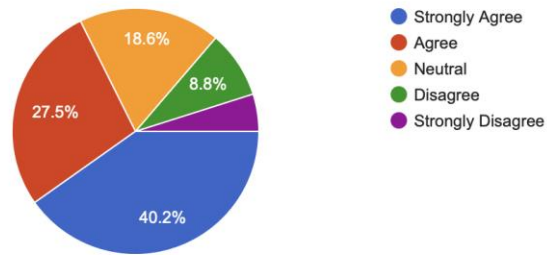
1.72 A separate cycle lane

102 responses



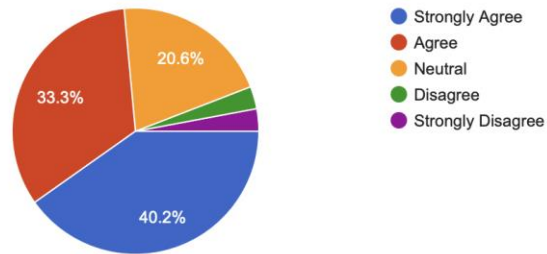
### 1.73 Reduced speed limits

102 responses



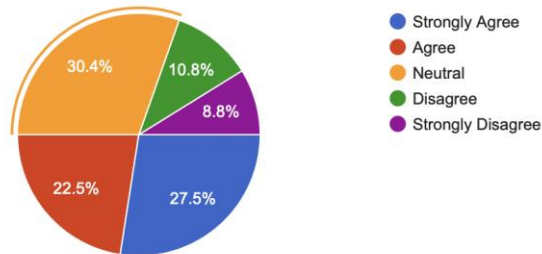
### 1.74 Vehicle activates 'Slow Down' sign

102 responses



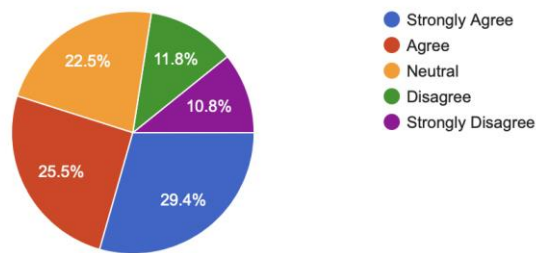
### 1.75 Spot speed camera

102 responses



### 1.76 Average speed camera

102 responses



- 7.16 Preservation of the local character and design was widely seen as being very important, with many places in the parish specifically mentioned. Protecting the views of the hills and high ground was seen as especially significant.

The view of the commons and Stroud from the fields at Lypiatt next to Park Wood and Claypits Lane. The view looking across the valley towards Brimscombe Hill and Tom Longs post from the fields next to Quarhouse Farm and Park Wood. The view towards Rodborough from Claypits Farm fields above Thrupp School. The view of Brimscombe from the field behind Park Wood Cottage. The view from Quarhouse onto Brimscombe Hill and Church.

Swing park at Brimscombe bear canal

Green spaces, trees, open fields

Views of the fields and woods are all really important. For example, the views from Thrupp Lane across the valley and up the hillsides; the views of the area known as the Heavens which is used by walkers and children a lot.

View over the Severn from the top of Claypits Lane

All of them to be honest!!

The views of open land surrounding on the valley sides. Avoid high buildings (over 2 storeys) that will obscure the views

The views from the valley up to the hills is valuable along the whole route of the main road. We should be careful to keep this very pleasant aspect along its whole length.

View over Stroud from the fields above Browning's Farm and along the lane at Lypiatt.

The view from the top fields above the heavens/Claypits Farm out across Rodborough Common, town and to the estuary.

All views should be protected

All the high ground

As much of the valley should be protected as possible their's plenty of areas that can be redeveloped without building on the green area's

From the North of London road from Charlea community gardens and the lane leading to it across the valley

The Remaining mills

Yes, the views across the valley to the hillside opposite

Woodlands

View from and to the heights over the Heavens and Thrupp - seen from Lypiatt and the top of Quarhouse from one side of the valley, and from Rodborough and Minchinhampton commons from the other side

View across the valley above and below Bagpath from Far Thrupp



7.17 Opinions about the local landmarks and features focused on 3 areas: restoring the canal & port, preserving and using local mills and other listed/significant buildings, and maintaining the industrial/heterogeneous nature of the valley.

The canal is a wonderful asset and continued support for the canal trust is important.

Mill buildings, chimneys and industrial heritage all the way along London Road. The view of the open Rodborough common land from all along Thrupp Lane.

All the listed buildings

Canal should be reconnected to Port area, I understand this has not been made part of the forthcoming port development scheme.

The return of the Blue Tin Church that's was listed, located at Ham Mill,.currently in storage

No more gentrification. It's lovely being ramshackle

Keep the character of the Port. No dense standard housing.

Diversity of wildlife and green areas, inc woodland and canal

The canal sides where there is no path should be treated a wildlife haven. A very whole review of the land in the valley to be reviewed to encourage wildlife wherever possible.

The Ship Inn, The Canal and the old stone quarries.

Rush skatepark but sadly too late for that

Canal. Renewal of Brimscombe port

The woodlands and fields are a vital part of the local character and should not be impinged on by developments. The canal path should remain attractive and accessible.

Ham Mill has lain derelict for years and should be renovated into flats or a German style park

All the churches, mills, canal

Old mills should be preserved. More grants for homeowners to restore original features

The mill buildings. Tree lines and hedgerows. Churches

The remaining mills

The canal, river and views

Mill buildings

River more management and pollution checking. The Canal and that Brimscombe becomes a Port/Mania again . The bottom flat green areas for the valley for local sporting and play areas.

Mixed housing. Mills. Canals.

7.18 Improving the Quality of the Natural Environment produced many (c. 66) comments, mainly around

- Detecting, reducing and eliminating pollution
- Preserving and extending existing areas that are rich in wildlife and biodiversity
- Provision of leisure and play spaces

It would be lovely to have some play equipment in the Brimscombe and Thrupp playing field. We could have some bird boxes down there and wild flowers.

There is a lot of open land that needs protecting from more building. We don't have many hedgerows so maybe plant some?

Maintain the character of the canal corridor. Support the ecosystem

Minimise building. That includes canals east of the Port.

I'd like to see more grazing on the hillside above Thrupp, to encourage/preserve grassland, wild flowers, insects. It's being swallowed up by brambles, bushes, saplings

Stop aeroplanes spraying chemicals.

The play area at risk of development next to Charlea is rich with habitats for slow worms, lizards etc

Traffic calming including reduction to the width of the London road in places : possibly adding tree lined pavements with cycle paths. Think what was planned at Stratford Park! Protesters prevented a wider road being created and the removal of trees and it all now works perfectly. The London Road could be reduced in width in certain places and a few curves added to the road to stop it being such a 'motorway.' With the addition of trees and footpath/cycle track we could even make the London Road a pleasant area to walk along. If we were able improve this area, the impact of other installations (to help us become carbon neutral) up on the hills would not have such a negative visual impact.

Manage the pollution coming from Pangolin Studios on Knapp Lane - lots of chemicals used and clouds of smoke seen leaving the building. Is it safe? Again, the traffic levels at the junction of Toadsmoor Road and London Road are already high - the new Knapp Lane development will only make it worse!

review of the river Frome - its beautiful but there is always talk that it is full of toxic waste - is this true? can it be improved? can we create a safe place for cold water dipping? or toe dipping in the summer for kids?

More grazing on marginal land to keepdown scrub and encourage wildflowers

Encourage wildlife and have more nature areas with seating.. not fill area with houses and play areas

I think the Cotswold Canal Trust is the pivotal point regarding improvement to the quality of natural environment for residents and wildlife. And that is a charity to which we contribute rather than parish council, SDC or GCC, to which we are forced to contribute through a council tax that appears to be going up by 5% soon.

7.19 The importance of protecting all our existing green spaces was widely recognised, with 41 comments given in responses.

Frome river and it's environs.
Stringers Wood
Sssi above thrupp lane
The Heavens; the canal path; the beech woods
All footpaths
Brimscombe kids park, thrupp playing fields
The river/canal side walk
Thrupp Allotments
I love the path along the river at the rear of Kingfisher Business Park. Also river bridge area near Stanton Bridge on canal.
All
Black Ness to the north of London rd
Brimscombe playground
All of them. We cannot keep putting concrete down and reducing our green spaces!
planted triangle at the bottom of Yew Tree Way
Not many in the parish so all important
Canal bank
Brimscombe Playing Field
Toadsmoor woods
All green spaces behind Thrupp lane
Toadsmoor Lakes
Charlea Community Gardens, London Road playing field
Valley Playing Field
Trees and hedges maintained
All the footpaths and wild areas should be looked after



7.20 Responses (61 of them) about the lack of sufficient open/green spaces were very heavily centered on two issues:

- The need for more allotments
- The need for more/better play areas for children

Communal Allotments for local people to take part in and have a share of the produce.

Allotments and play area in Thrupp

You could cut the grass more at the Brimscombe playground. It is impossible to play football for small kids there

Allotments maybe depending on demand

I believe there is a shortage of allotments. More play spaces for children would be wonderful.

See back - playground

Allotments!!

Yes a playground on the playing field would be good! The play park in Brimscombe needs updating desperately.

More play space would be great.

When my grandchildren come to stay, the nearest play park is Stratford Park or Chalford...all needing car transport.

Play areas for children

Need a dry-play all-weather pitch for sports esp. football

A playpark or open communal space would be very beneficial for the valley . There is no communal gathering space at the moment. Including this in the development of Brimscombe port would be very welcome with all the locals.

A 'green'

Stop cutting trees and grass down

Community compost

As in prior comment the space between the old brewery and the football ground could have a play ground picnic benches community kitchen acces to the river and clean it up so kids can paddle.

Play space for children

Brimscombe playground needs to be bigger/better in order to meet requirements of increased residential development at Brimscombe Port. Maybe even moved.

Park for children

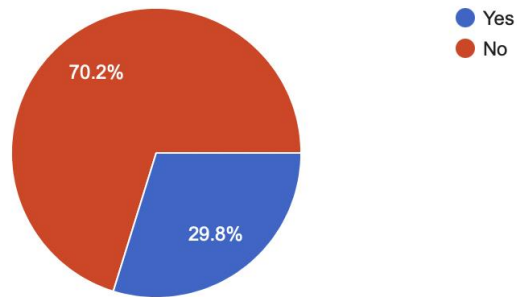
Flat Children's play area with soft and hard areas



7.21 Footpaths around the parish were generally felt to be adequate, but there were several comments about the need to ensure they were properly maintained and protected.

3.5 Are there any footpaths (official or unofficial) that need improvement or should be protected and you haven't already told us about?

94 responses



Bourne lane to London road paths are often overgrown opposite car wash.

London road to allow cyclists to use to get them off main road. Very few pedestrians

There has been an application in respect of the shortcut from Thrupp Lane to Gunhouse Lane and then along Gunhouse Lane. This should be accessible to walkers, horse riders, and cyclists.

Footpaths are mainly really brilliant in the parish. Keep them as they are!

Lawrence Lane to Mackhouse Woods through Toadsmoor Woods

already mentioned - near river at Stanton bridge and behind Kingfisher park

Across the play area behind Queens court

The footpath to left of Quarhouse from Bourne lane is often fenced off and has an odd style that is difficult to climb.

Bourne to Toadsmoor Lakes

Canal path from brimscombe to chalford

Toadsmoor to Churchill road (steep one opposite Bourne lane). Footpath from Churchill close to chalford becomes unusable at time due to mud and vegetation.

The one across Brimscombe Port from Port Lane should be reopened as soon as possible

Brimscombe cemetery up to Minchinhampton and beyond towards Chalford - really hard to find and navigate

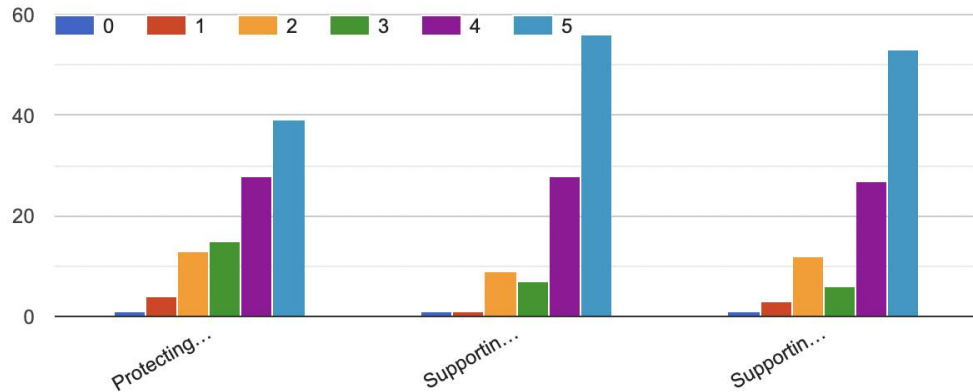
All footpaths in parish must have adequate signage and entrance points

Pavement along A419

Thrupp to Stroud

7.22 Protecting and Supporting the local economy, especially the social enterprises like The Long Table and Kid's Stuff, was seen as very important.

4.1 How important are each of the following to you and our community?  
Please rank from 0 (not important) to 5 (very important)

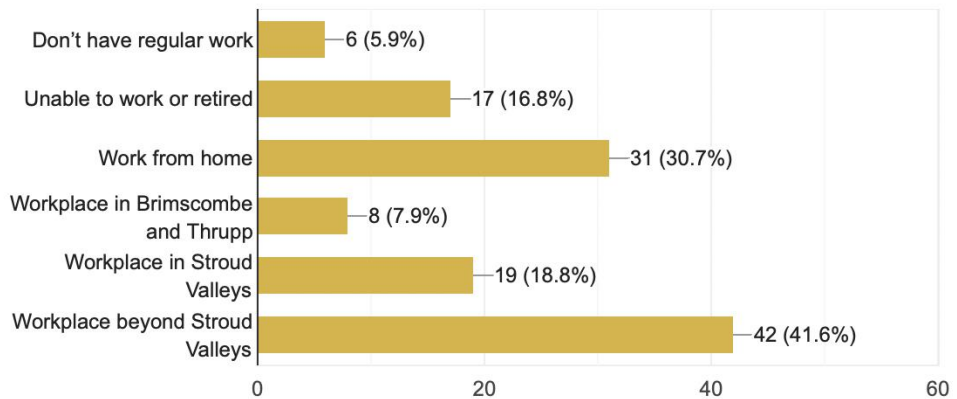


7.23 The majority of respondents work locally, either from home, in the parish, or in the 5 valleys (c.56%)

4.2 What was the usual (pre-Covid) workplace for you or any other adult member(s) of your household? (please tick all that apply – one tick for each family member)



101 responses

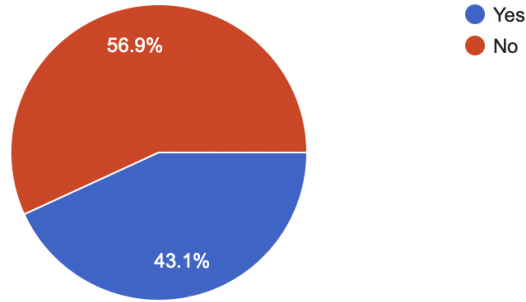


7.24 Requirements for better public transport provision were reasonable evenly spread around local destinations, but with a notable peak around transport to Bristol.

4.3 Are there places that you need to regularly get to that need better public/active travel options?



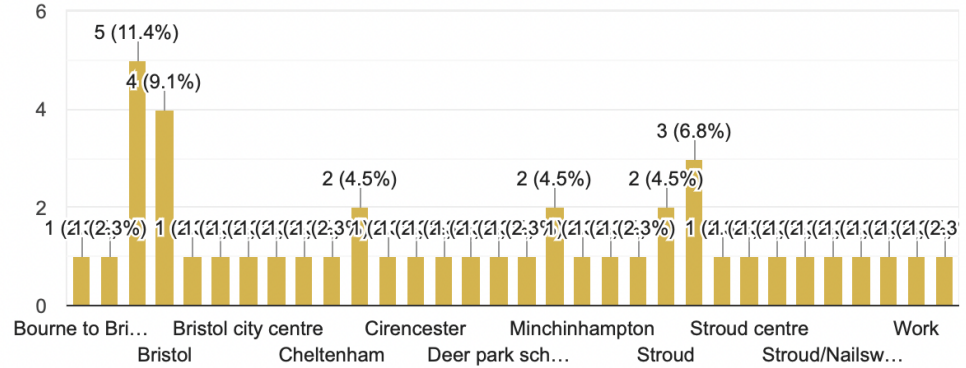
102 responses



4.3 Are there places that you need to regularly get to that need better public/active travel options?

Place

44 responses



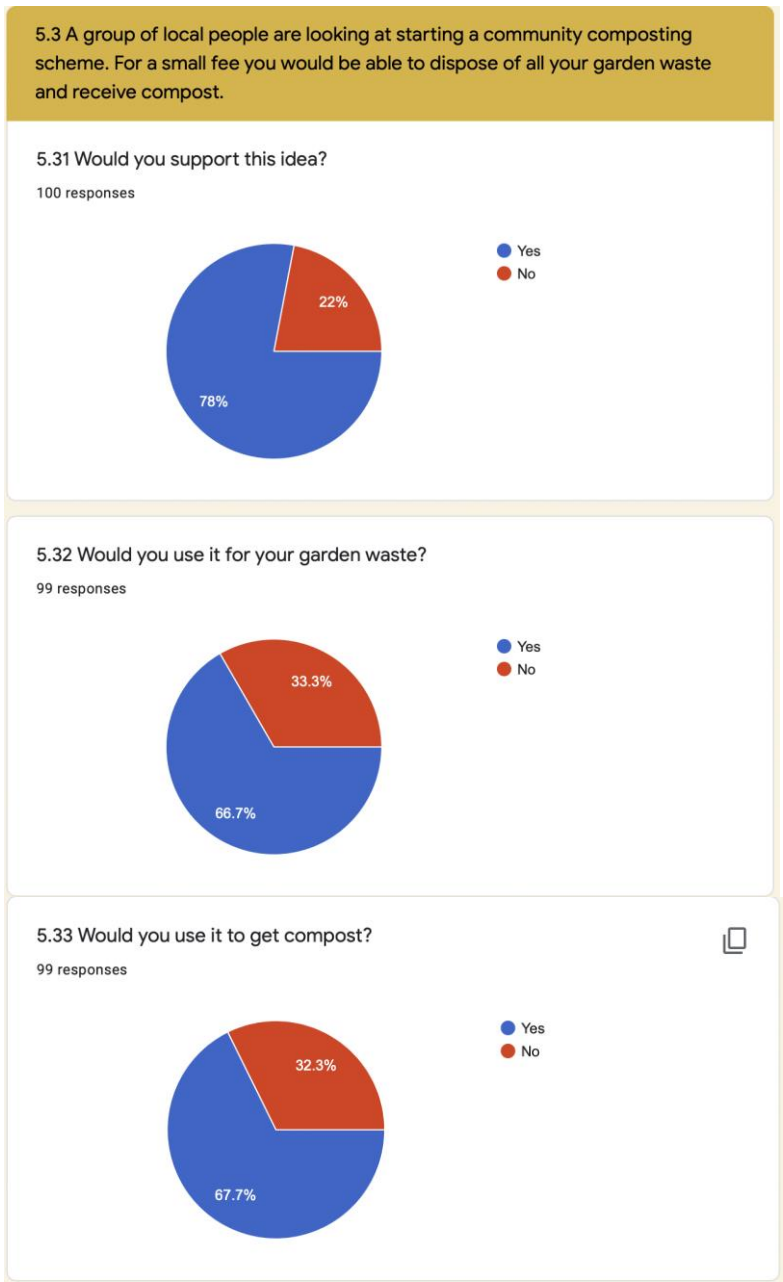
7.25 Responses regarding use of community facilities were slightly contradictory. Very few respondents seemed to actually use the schools, for example. Perhaps this reflects the demographic of the parish. Further analysis of the data may be required.

5.2 Are there any services or facilities which are missing, and which would make the community more self-sufficient?

39 responses

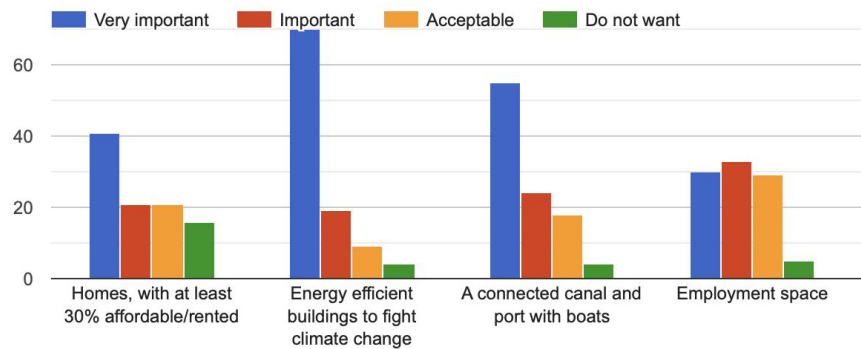
- Post office
- Doctors
- Somewhere for young teenagers to go - like Rush or the Indoor football space
- Accessible walks / meeting places for people with disabilities/ mobility scooters
- Post office, ev very fast charging station
- Health care, extended shops for fresh local produce, made in Brimscombe shop for local businesses
- Is self sufficiency really a viable goal for the parish?
- Doctors surgery. Pharmacy. Post office
- Better support for Football Club as it's a major community asset. Should be expanded with a better club house ideally with a dance floor
- A community garden
- Local shop for thrupp
- A better community centre.
- Children's playground area in Thrupp  
Facilities at the playing field eg picnic tables, a loo
- A community shop, championing local products
- Small food shop
- More local food shops


7.26 Very strong support for a community composting scheme was expressed.

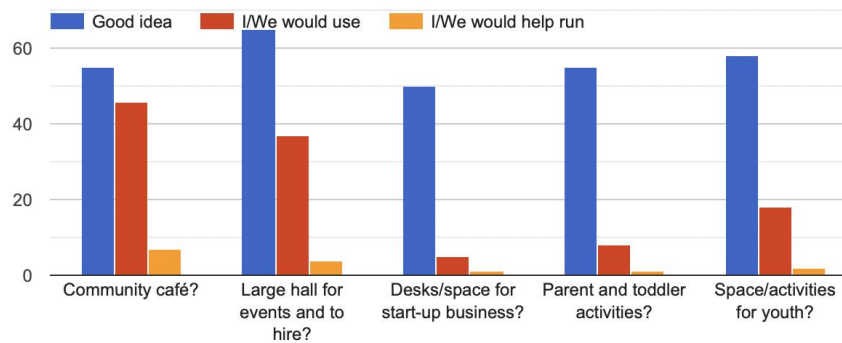


7.27 Brimscombe Port Development attracted a range of ideas and suggestions. The concept of a community hub building was popular, with varied ideas about its potential use. Some concerns were expressed about cost and viability. The loss of youth-oriented facilities like Indoor Football and Rush Skatepark was felt quite widely, with associated concerns regarding potential increase in anti-social behaviour.

5.4 When BRIMSCOMBE PORT is redeveloped, what would you most like to be included? 



5.5 In a COMMUNITY BUILDING in the redeveloped port what would you like? (Tick) 



7.28 Overall suggestions for the parish were many and varied, but exhibited the expected common themes of preservation/restoration of the natural environment, availability of truly affordable housing, provision of workplaces, and facilities for young people.

Protect the local countryside. Bring back the local railway holts. Improve the bus service.

Combat loneliness for adults and five teenagers something to do together.

Clear canal  
Improve Walk along canal  
Start Brimscombe Port development

Redevelop the port, get cyclist onto footpaths, stop digging the road up and using traffic lights everywhere

Increase renewable energy and energy efficiency; protect green spaces and historic buildings; support social enterprise and charities like Kids' Stuff, Long Table, etc.

Truly affordable housing for young people living in the Parish  
Rush skatepark or equivalent for young people - this was a fabulous resource that should not have been lost to the Parish  
Protecting existing wild spaces, and creating wildlife corridors, drawing on expertise of Gloucestershire Wildlife Trust

Improve sustainable travel, support port development in conjunction. With canal restoration and full connection at with end to other waterways, things for kids and older people do do and mix

Better buses, fix potholes, play equipment for all ages

Protect natural environment, develop the port as a community central area, slow traffic on A419

1) generate renewable energy 2) develop community spaces 3) improve road safety

Set requirements for development of new houses which include sustainable energy requirements, help improve safety for walking and cycling especially.

Genuine workshop space, affordable sustainable housing, slow traffic on A419

Support the football club with expansion and drainage. Build a community centre with dance floor/space for indoor sports

Protect the wildlife and biodiversity, especially the waterways. Create communal spaces. A safe cycle track to stroud.

1. Protect open spaces
2. Protect canal access
3. Prevent large scale inappropriate housing development.

Reduce speed limit on A419. Improve cycle lanes and encourage self build projects.



