

# Brimscombe and Thrupp Parish Plan Consultation Results

## 1) Introduction

This document explains the consultation process used to test that the Interim Parish Plan adopted by Brimscombe and Thrupp Parish Council on 4<sup>th</sup> January 2011 accurately reflects the priorities of local people and is consistent with the strategies of other organisations and local authorities. Below you will find an explanation of how the consultation was carried out, the number and type of comments received and a detailed description of changes made to the Interim Parish Plan as a result. The final Plan was adopted by the Parish Council on 5<sup>th</sup> April 2011.

## 2) Methodology

A questionnaire was designed to test public support for the key priorities in the Interim Parish Plan. The survey was printed in the Parish Newsletter which was distributed to homes and business in the parish and made available for download on the Parish Council's website, together with pdfs of the Plan itself and the accompanying Parish Appraisal.

Key local stakeholders we contacted by email or letter – the list of recipients is in Appendix A. Copies of the documents and supplies of survey forms were made available at: Brimscombe and Thrupp schools, Brimscombe Newsagents/Post Office and the Ship Inn. Completed survey forms could be left at these locations, returned by post or email.

Detailed press releases were sent to the local press, TV and radio. The first release invited general comment and explained how to access the documents and survey form. The second covered the question relating to changing in parish boundary. The consultation, in particular the boundary issue, was also covered in the Minchinhampton publication Tom Long's Post.

A consultation event specifically on the Interim Plan was held on 19th January 2011 to which members of the public were invited. This was followed by consultation events on the proposed plans for Brimscombe Port, organised jointly by the Parish Council and Stroud District Council. These included a public meeting on 20th January 2011, drop-in sessions on 21st and 22nd January 2011 and a visit to the village youth club.

## 3) Feedback received

### Survey forms

38 forms were completed, mostly by individuals or households (a total of 41 individuals) and one by Rodborough Parish Council.

### Letters and emails

5 other communications were received – these may be found in Appendix B.

### Consultation events

The Parish Plan meeting was attended by 11 members of the public and members of the Parish Council. After taking the opportunity to look at some displays showing a summary of the Interim Parish Plan and a brief presentation on its key priorities people worked in groups to discuss their thoughts on its content. There was then an open forum. Notes taken during the forum are shown in Appendix C.

The Brimscombe Port meeting was attended by approximately 70 people, 90 people attended the drop-in sessions and 25 teenagers were consulted through the youth club. Ninety-one comments forms were received.

#### 4) Localism Agenda

During the consultation period there has been much speculation about the new government's Localism Bill, the aim of which is to "shift power from central government back into the hands of individuals, communities and councils"<sup>1</sup>.

Of particular relevance to Brimscombe and Thrupp will be the proposals for:

- **Neighbourhood planning** – the Bill introduces a new right for communities to draw up a "neighbourhood development plan" which could say where the community think new houses, businesses and shops should go – and what they should look like.
- **Community right to build** – the Bill will give groups of local people the ability to bring forward small developments.
- **Requirement to consult communities before submitting very large planning applications** – the Bill introduces a new requirement for developers to consult local communities before submitting planning applications for very large developments.
- **Strengthening enforcement rules** - the Bill will strengthen planning authorities' powers to tackle abuses of the planning system, such as making deliberately misleading planning applications.
- **Reforming the community infrastructure levy** – to make it more flexible.

The Bill is currently progressing through Parliament, so in the meantime the existing legislation will prevail, but it will be important to monitor the Bill and ensure that its implications are considered in any decision making.

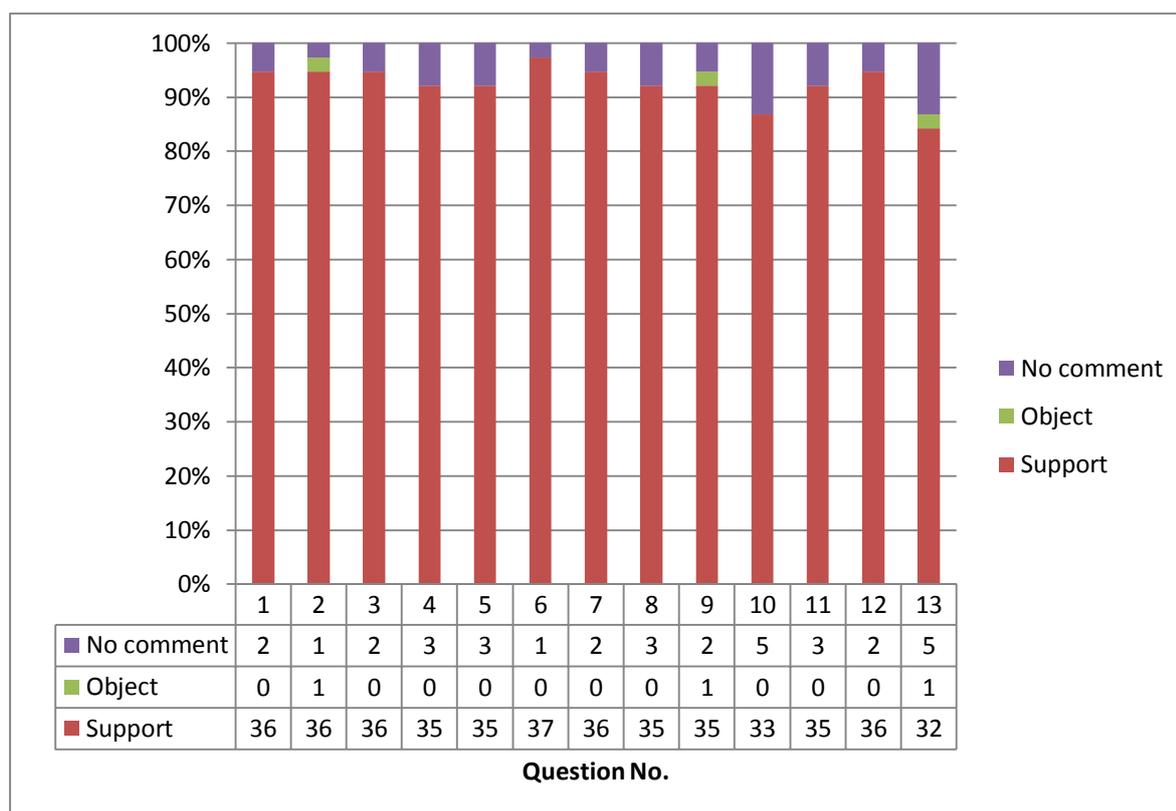
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<sup>1</sup> A plain English guide to the Localism Bill, [www.communities.gov.uk](http://www.communities.gov.uk)

## 5) Analysis of results

### Survey forms

For all questions the majority of respondents supported the proposed priorities. Some people answered “no comment” to question 13 about the parish boundary because they said they did not fully comprehend the issues involved or did not know where the current boundary lies.



Specific comments, for each question, are shown in Appendix D, and are summarised below.

1. We will encourage, support and engage with initiatives which make Brimscombe and Thrupp more **sustainable** as a place to live, work and play.
  - "Sustainable" should embrace economic, social and environmental factors
  - Greenfield nature of the area should not be compromised in the name of sustainability
  - Wish we had a local shop selling local produce (food, beer, honey etc.)
  - A good place to showcase renewable energy
  
2. We will encourage and support development of appropriate brownfield sites, in particular along the canal corridor. We will not support development on greenfield sites outside of the settlement boundary.
  
3. We will support high quality, sustainable, mixed development (supported by appropriate infrastructure improvements) that provides employment and housing to meet local needs. *Largely overlapping comments for these 2 priorities, so comments considered together.*
  - Strong feelings about the importance of keeping greenfield areas and preserving nature areas. Specific sites mentioned:

- greenfields/agricultural land on Butterow side,
  - Far Thrupp
  - Hill Farm
  - Need to develop brownfield sites. Specific sites mentioned:
    - Carpets of Worth site (Ham Mill),
    - area by canal,
    - bottom of Toadsmoor (Lewiston Mill).
  - Importance of getting balance and density right.
  - Area is an important entry into Stroud for tourism and prospective economic development.
  - Importance of planning the infrastructure, esp. road access – Manor Road estate cited as an example of poor road planning.
  - “Brownfields sites must come first - there is no need to develop (*greenfield*) areas while there is so much space on the valley bottom”.
4. Housing developments should include: low-cost starter homes, family housing and affordable housing to rent, all built to a high standard of design.
- Importance of **mixed** development – not just low cost
  - Design standards/sustainability important (Mayor of London Housing Design Guide cited as an example). New buildings to fit in with the rural location
  - Importance of getting balance and density right
  - Location important i.e. not on greenfield
  - Consider housing for the elderly too e.g. sheltered accommodation or nursing home
  - Need for high quality starter homes
  - “Have seen my home village plagued by - vandalism, graffiti, petty crime, due to affordable and low cost homes - and single parent families, income support - at night no longer feels safe to go out. Don’t want this to happen in Brimscombe.” (*“Low-cost starter homes” and “affordable housing to rent” crossed out in question.*)
5. Commercial developments should support employment opportunities which meet the needs and skills of local people.
- Need for commercial developments to be sustainable and support local needs in terms of skills and the needs of the community for services like shops, doctors, pharmacy.
  - Important to balance level of commercial development against desire to be a tourist attraction and amount of new housing provided.
  - Need for a better understanding of what the local skills set is and whether there is a need for retraining. What sort of mix of skilled and unskilled jobs is needed? Skilled jobs mentioned include:
    - specialist crafts
    - boatbuilding
  - Commercial development should be brownfield only
6. We want to ensure that the canal regeneration is used to revitalise the whole area and to make Brimscombe Port the vibrant heart of our community.
- Support for a new centre for Brimscombe which is seen as a vital part of the recovery of the area.
  - “A central area for children to play would benefit the local community, but also encourage families to visit the port, particularly if it has small café adjacent for parents to meet up and watch their children play. It would probably become a regular meeting place for a lot of

mums and dads.”

- Important that development at the Port supports the community in terms of affordable housing and employment and not just the “massive building of homes at the Port envisioned at the moment”. Much concern about the height, scale and density of plans proposed by Stroud District Council for Brimscombe Port.
7. Development at Brimscombe Port should include a significant element of community use, including at the heart of the site a new multi-use building offering a range of facilities, services and employment opportunities, to be developed, owned and run by the community as a social enterprise centre.
- Some concerns about the viability of this scheme and where the funding might come from, but otherwise a popular proposal.
  - Ideas for what could/should be provided include:
    - studio space at reasonable rates, esp. for community members,
    - shared facilities e.g. broadband, photocopying, small shared kitchen etc.,
    - exhibition space,
    - parking area.
  - Importance of retaining the name Thrupp for the new building, i.e. Brimscombe and Thrupp Social Centre.
8. We will establish a Brimscombe and Thrupp Community Development Trust which will become active in developing opportunities for local people.
- Questions about who could be involved and how it will be funded.
  - One offer of help with this project.
  - Could the trust lobby for the reopening of Brimscombe station?
9. We will work to improve road safety, accessibility and parking.
- Concerns about traffic speeds on A419 and requests to reduce speed limit to 30mph.
  - Problem areas mentioned include:
    - around Brimscombe Corner,
    - near the site of old blue tin church,
    - Thrupp Lane, especially school traffic and parking,
    - walking to and from school ,
    - noisy mopeds.
  - Need to consider effect of development on traffic volumes on A419 and consequent access problems.
  - Need for safe level pavements to encourage walking and prompt repair of road surfaces.
  - Don't forget public transport. Ideas suggested:
    - river boats,
    - re-open station,
    - cycle paths,
    - Park & Ride.
  - High stone walls on Brimscombe Hill, which often fall after rain or frost.
  - Parking very important.
10. We will seek opportunities to reduce crime and anti-social behaviour.
- Not seen as a problem by some people.

- Importance of designing in measures at planning stage.
- Thrupp and Brimscombe Watch team?

11. We will preserve our local heritage, landscape and wildlife especially buildings of historical importance and wildlife conservation areas.

- “‘Preserve’ should be a minimum aim. How about ‘enhance our local heritage, landscape and wildlife?’”
- Very high priority for many respondents.
- Areas requiring attention include:
  - Preservation of a variety of wildlife corridors
  - Reduce tree cutting in area and plant more.
  - footpaths which are in a terrible state along canal side
- Reminders of the importance of the landscape and historic buildings for attracting tourists.
- One opposing view that, “We have too many old buildings. Some should be identified for demolition thus providing space for development”.

12. Overall, I agree that these are appropriate priorities for Brimscombe and Thrupp.

- A very worthwhile project long overdue.
- Benefits of the Parish Plan should not compromise the natural beauty of the Parish.

13. The boundary of Brimscombe and Thrupp Parish should be moved so that it includes the whole of Brimscombe village.

- General agreement that it makes sense for Brimscombe to be in one parish.
- However, some people felt unable to make an informed decision without a boundaries plan and details of proposed changes.
- Areas requiring consideration include:
  - small area along Gunhouse Lane (Stroud)
  - west side of lower Thrupp Lane (Stroud)
  - Swellshill (Rodborough)
  - Brimscombe Hill area (Minchinhampton). “For those of us on the hill we tend to identify ourselves with the valley, it is also visible from our windows.”
  - parliamentary constituency – Minchinhampton residents are part of Cotswolds not Stroud.

## Consultation meetings

### Parish Plan meeting

There was general support for the Parish Plan **and** for changing the parish boundary. Discussion centred on the need for development of brownfield sites, in particular Brimscombe Port, the need to create a heart for Brimscombe to generate jobs. One person commented that “the Golden Valley has lost its shine”.

There was much stress on the importance of getting the right mix of development – need to balance the number of houses against other uses, especially employment. Some concerns were expressed about the impact on traffic, especially access to Port and parking.

Suggested that the plan could be improved by including an inspirational vision of the future of Brimscombe – what will Brimscombe look like and feel like in 10 years' time.

## Brimscombe Port Consultation

Whilst a high proportion of respondents were generally supportive of redevelopment in principle, there were many negative comments about the proposals presented.

Two different water lay-outs were proposed the most popular being one which includes an island, like the original Port.

The most frequent positive comments mentioned were: the size of the proposed area of water (17 mentions), the provision of a community enterprise centre at the heart of the development (15) and the inclusion of an island (7).

The most frequent dislikes were:

- The height and density of the buildings (23 mentions)
- Too many flats (15)
- Not enough parking (11)
- Not enough employment or the wrong type of jobs (8)
- Not enough shops or leisure (7)
- Design too modern (7) (*not in character with Port or rural area*)
- Traffic generation (6) (*Brimscombe Hill mentioned as a potential problem area*)
- Too much residential (6)
- Hotel (5)
- No playground (2)

In response to the consultation the Parish Council and District Councillor have issued a statement expressing concerns raised by the consultation. Specific areas to be addressed include:

“We do have some concerns about the proposals, which we would like to see changed before we can support the outline planning application. These are:

- The overall density and height of the development, with the majority being 4-5 storeys, is too high.
- There are too many flats (214), which we think will be difficult to sell- we believe fewer units and a broader mix of housing would be more appropriate. It remains important that 30% of housing should be affordable
- The current allocation of only 17% of the floor-space to employment/commerce/retail use doesn't provide enough jobs. We would like to see all existing jobs on the site protected and 30% of new floor-space allocated to employment.
- More work needs to be done on both the parking and traffic implications of the proposals.

Other issues, like whether the design is modern or traditional and the amount and design of green/public space, will be addressed through further consultation at the detailed planning application stage.”

## 6) Changes made to Interim Plan following analysis of consultation results

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
All	Number the actions in the Action Plan	For ease of reference	Helen Bojaniwska				Actions number 1.1, 1.2. etc., with the number before the point relating to the Priority number
All	Add a Vision	To describe what the Parish will look and feel like in 10 years' time	Consultation meeting	Add new Vision paragraph	PP page 5		New Vision paragraph.
All	Monitor progress of Localism Bill	To ensure that its implications are considered in any decision making	Helen Bojaniwska	Add new paragraph and Action	PP pages 10 and 15		New paragraph (see Parish Plan). New action: <u>We will monitor progress of the new Localism Bill to ensure that its implications are considered in any decision making.</u>
11	That priority 11 is amended.	This suggested wording is considered a more positive attitude to these important local assets than their mere "preservation".	Cotswold Conservation Board	Agree - amend wording	PP page 4	"11. We will <del>preserve</del> our local heritage, landscape and biodiversity especially buildings of historical importance and wildlife conservation areas."	"11. We will <u>conserve and enhance</u> our local heritage, landscape and biodiversity especially buildings of historical importance and wildlife conservation areas."

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
11	Refer in the Plan to the Cotswolds AONB Management Plan, and the Landscape Strategy and Guidelines produced by the Board.	These provide detailed advice on the management of the particular landscape character within which the parish lies.	Cotswold Conservation Board	Agree – but add to Parish Appraisal rather than Plan	PA p14		<p>“The Cotswolds AONB Management Plan, and the Landscape Strategy and Guidelines produced by the Cotswold Conservation Board provide detailed advice on the management of the particular landscape character within which the parish lies.</p> <p>The Management Plan can be viewed at:  <a href="http://www.cotswoldsaonb.org.uk/management_plan/index.html">www.cotswoldsaonb.org.uk/management_plan/index.html</a>  The Landscape Strategy and Guidelines can be found at  <a href="http://www.cotswoldsaonb.org.uk/?page=LandscapeStrategyDocs">www.cotswoldsaonb.org.uk/?page=LandscapeStrategyDocs</a>”</p>
11	Mention the landscape character areas in the plan.	In order to identify management required.	Cotswold Conservation Board	Already mentioned in the Parish Appraisal	PA p14		
11	Include the Board’s Voluntary Warden Service in the Action Plan	May be able to assist with implementing any small scale projects in the Parish.	Cotswold Conservation Board	Agreed	PP page 15		Add “Cotswold Conservation Board” to the WHO column with regard to priority 11.
2	Information regarding future plans for Ham Mill		Cushman & Wakefield LLP on behalf of Arab Investments Ltd	Noted – feeds into Action 2.2	PP pages 6 & 12		

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
2	Plan ... needs to ensure that sufficient flexibility is provided in terms of what is considered to be employment use ...	...to ensure that appropriate and viable redevelopment is not precluded.	Cushman & Wakefield LLP on behalf of Arab Investments Ltd	Noted – plan already deals with need to provide jobs to meet local needs.	PP page 8		
	Greater emphasis should be given to ensuring new uses secure the viable long term future of the buildings and recognise the need to balance the protection and reuse of listed buildings against other requirements within the plan.		Cushman & Wakefield LLP on behalf of Arab Investments Ltd	Noted. The protection of historic buildings is a priority in the plan. Each site will need to be considered in terms of <b>all</b> of the priorities in the plan.	PP page 10		

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
11	Requirement for Environmental Impact Assessment for major developments the plan to make reference that these should be sought in accordance with the current regulations.		Cushman & Wakefield LLP on behalf of Arab Investments Ltd	None – this requirement speaks for itself.	PP page 10		
3	Additional actions in respect of Flood Risk Many Parishes have formed flood warden groups to keep an eye on the state of watercourse, trash screens, and the like; if you are interested you might like to contact SDC	The theme from Defra, Environment Agency, GCC, is now very much about people helping themselves to protect their property and maintaining watercourses in good order.	John Parson, Principal Flood Risk Manager, GCC	Add new text and action	PP pages 7 and 12	Page 7: We will seek to ensure that flood risk issues ...	Page 7: <u>The Parish Council maintains a watching brief in respect of flood risks and will take action to report any problems, for example blocked culverts to the necessary authorities.</u>  <u>In respect of new development</u> we will seek to ensure that flood risk issues ...  Page 12: <u>3.2 We will continue to maintain a watching brief in respect of flood issues, reporting any problems to the necessary authorities.</u>

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
1	Information on cycle route to Stroud	useful tool in informing decisions on future cycle improvements when funding becomes available	GCC	None – for reference only	PP page 6		
1, 2 and 9	Emphasis on non-car access when brownfield sites are developed	To reduce vehicular traffic	GCC	None – already covered by Priority 9	PP page 9		
2	Additional text regarding infrastructure	For clarification	GCC	Amend text	PP page 6	The impact of development on infrastructure and local services must also be considered, in particular community facilities, healthcare provision and local schools.	The impact of development on infrastructure and local services must also be considered, in particular community facilities, healthcare provision and local schools. <u>Infrastructure needs also include highway infrastructure and related transport services such as buses.</u> We will seek ...

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
9	Additional text regarding sustainable transport	Additional options	GCC	Amend text	PP page 9	We will seek opportunities to promote alternatives to the use of private motor vehicles, including public and community transport schemes.	We will seek opportunities to promote alternatives to the use of private motor vehicles, including public and community transport schemes, <u>for example local car club.</u>
9	Refer to <i>Local Transport Plan</i>	For reference	GCC	Add text to Parish Appraisal Add to references	PA page 24		New paragraph after "...through the heart of the villages."  Gloucestershire Local transport Plan 3 is due to be adopted from 1 <sup>st</sup> April 2011. One of its primary goals for Stroud District is:  "to reduce the need to travel, supported by more opportunities to use public transport, walking and cycling to key local and County centres. This vision of a more sustainable transport future, with a District which is more 'self-sufficient' and 'self-contained', will not only bolster the local economy, but also reduce carbon emissions by encouraging the adaptation of lifestyles to limit environmental impact."
1 & 9	Reopen Brimscombe Station	To provide access to sustainable transport.	Survey results	Add text and new action	PP page 9		We will also investigate the possibility of reopening Brimscombe station.

Priority area	Suggestion	Reason	Suggested by:	Proposed changes	Page/section	Before	After
11	Create a Village Design Statement	To describe the distinctive characteristics of the parish and provide design guidance for future development.	Survey results Brimscombe Port consultation	Add text and new action	PP pages 10 and 15		<p>Page 10: We will create a Village Design Statement to describe the distinctive characteristics of the parish and provide design guidance for future development.</p> <p>Page 15: 11.6 Create a Village Design Statement to describe the distinctive characteristics of the parish and provide design guidance for future development.</p>

## Appendix A

County Councillors	Charles Fellowes
	Stan Waddington
District Councillors	Charles Fellowes
	Debbie Young
	Elisabeth Bird
	Joe Forbes
	Liz Peters
	Martin Whiteside
Local authorities/ organisations	Brimscombe C of E Primary School
	Campaign to Protect Rural England (Gloucestershire)
	Cotswold Green
	Cotswolds Conservation Board
	Dr Crouch T & Partners
	Dr Evans MR & Partner
	Dr Lewis ED & Partners
	Dr Marlow & Partners
	Dr Staniforth CR & Partners
	Dr Swindell PJ & Partners
	Dr T J MacCallum & Partners
	English Heritage, South West Regional Office
	Environment Agency
	Gloucestershire Constabulary
	Gloucestershire County Council Chief Executive: Peter Bungard
	Gloucestershire County Council - Highways
	Gloucestershire County Council Waste and Recycling Team
	Gloucestershire First
	Gloucestershire Playing Fields Association
	Gloucestershire Primary Care Trust
	Gloucestershire Rural Community Council
	Gloucestershire Wildlife Trust
	Housing and Communities Agency
	Ken Burgin, Chief Executive, Cotswold Canals Trust
	Local Strategic Partnership
	Natural England
	Neighbourhood Warden
	Neighbourhood Watch
	Severn Wye Energy Agency
	Sport England (SW)
	Stagecoach
	Stroud and District Chamber of Trade and Commerce
	Stroud College, The Principal
	Stroud District Council - Barry Wyatt, Strategic Head (Development Services)
	Stroud District Council - Carl Brazier, Strategic Head (Tenant Services)
	Stroud District Council - David Hagg, Chief Executive
	Stroud District Council - Karen Toole, Strategic Head (Community Services)
	Stroud District Council – waste and recycling
	Stroud District Council, Paul Coupe, Canal Project Manager
	Stroud Safer Community Team

	Stroud Valleys Project
	The Home Builders Federation
	Thomas Keble
	Thrupp Primary School
Local businesses	The Corner Cupboard
	Chip shop
	Mary's Hairdressers
	Howard Tenens
	Nelson Trust
	Newsagents/Post Office
	Noah's Ark
	Nu-Pro Surface Treatments Limited
	Owners of Brimscombe Mill
	Owners of Griffin Mill
	Owners of Ham Mill, Arab Investments Limited
	Owners of Hope Mill/Canal Ironworks
	Owners of Hope Mill/Canal Ironworks
	Owner of Lewiston Mill
	Ship Inn
	Sutton Contractors
	The Olympic Varnish Company Limited
	The Pavillion Indian restaurant
Local Community Groups	Allotments
	Brimscombe and Thrupp Football Club
	Brimscombe Methodist Church
	Christ Church, Chalford
	Holy Trinity, Church of England, Brimscombe Hill
	Holy Trinity, Church of England, Stroud
	Indoor Bowls club
	Keep Fit classes
	Minchinhampton Youth Football
	Petra Christian Fellowship, Brimscombe and Thrupp Social Centre, c/o Steve & Katrina Woodcock
	Pilates (at Brimscombe school)
	Rock Club and Rock Café, c/o Steve & Katrina Woodcock
	Social Club Trustees
	St. Mary Magdalene, Church of England, Rodborough
	Weight Watchers
	Brimscombe and Thrupp Women's Institute
MEPs	Ashley Fox
	Giles Chichester
	Graham Watson
	Julie Girling
	Trevor Colman
	William (The Earl of) Dartmouth
MPs	Geoffrey Clifton-Brown
	Neil Carmichael
Parish Councils (clerks)	Bisley-with-Lypiatt Parish Council
	Chalford Parish Council
	Minchinhampton Parish Council

	Rodborough Parish Council
	Stroud Town Council

## Appendix B

### RESPONSE FROM Cotswolds Conservation Board

1. The Cotswolds Conservation Board (“the Board”) is the statutory body established in 2004 under the provisions of the Countryside and Rights of Way Act 2000 with the duty to pursue two purposes:

- To conserve and enhance the natural beauty of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- To increase the understanding and enjoyment of the special qualities of the AONB.

In fulfilling these roles, the Board is required to seek to foster the economic and social well-being of people living in the AONB.

2. The initiative of the Parish Council to produce this plan is welcomed.
3. The Board will be pleased to work with the Parish Council to implement the aspirations of the plan.
4. The Board would suggest that priority 11 of the plan is amended to “11. We will ~~preserve~~ **conserve and enhance** our local heritage, landscape and biodiversity especially buildings of historical importance and wildlife conservation areas. “ This suggested wording is considered a more positive attitude to these important local assets than their mere “preservation”.
5. The Board is pleased to see reference in the plan to most of the parish being within the Cotswolds Area of Outstanding Natural beauty, which is a nationally designated protected landscape. The setting of the valley bottom of the parish is considerably enhanced by the landscape which surrounds it. This landscape requires appropriate management. In this regard it could be helpful to refer in the Plan to the Cotswolds AONB Management Plan, and the Landscape Strategy and Guidelines produced by the Board. These provide detailed advice on the management of the particular landscape character within which the parish lies.
6. The Management Plan can be viewed at [http://www.cotswoldsaonb.org.uk/management\\_plan/index.html](http://www.cotswoldsaonb.org.uk/management_plan/index.html)
7. The Landscape Strategy and Guidelines can be found at <http://www.cotswoldsaonb.org.uk/?page=LandscapeStrategyDocs>
8. The parish to which the plan relates lies within the “Settled Valleys” and “High Wold” “landscape character areas”. The Board will be pleased to help identify these to the Parish Council.
9. The Board’s Voluntary Warden Service may be able to assist with implementing any small scale projects in the Parish. Please contact the Board offices for further information. The Board could be included in the Action Plan in this regard.

Malcolm Watt, Planning Officer, Cotswolds Conservation Board  
March 2011

**RESPONSE FROM Cushman & Wakefield LLP** on behalf of Arab Investments Ltd, (land owners of the Ham Mill site)

We act on behalf of Arab Investments Ltd, land owners of the Ham Mill site in Thrupp, to the south east of Stroud. We have reviewed the draft Parish Plan and welcome the opportunity to provide comments in relation to the proposed document, which we set out below.

We have been actively working on this site with our client to understand its context and available options for its use. Our objective is to work with the District Council and other stakeholders to develop an appropriate and viable development for this sensitive site and protect its historic Heritage.

#### Ham Mill Site

We support the identification of the Ham Mill site as a brownfield site appropriate for redevelopment.

The site at Ham Mill is a former cloth mill that has been vacant for a significant period of time. The listed building is located to the west of the site beyond a collection of other building types and ages. The site measures approximately 5 acres in total, with about half of the site covered in buildings. The vacant, and increasingly deteriorating site requires investment to return the building to active use and secure the listed buildings, and the site's, long term future.

As part of a wider team we have undertaken a detailed assessment of the site to understand the context and options for conversion of the mill and redevelopment of the surrounding land. The assessment sought to identify the potential mix of uses that would be appropriate and viable in relation to environmental, transport, heritage and commercial considerations. We have had discussions with the District Council to understand their aspirations and to establish the issues and planning parameters to inform the site's redevelopment.

The assessment concluded that to secure the long term future of the listed building and return both the mill building and surrounding site to active use the only potential viable option was the conversion of the mill and provision of development to cross-subsidise the cost of the mills renovation. Potentially viable and appropriate uses for the site were identified to be residential use or a care home facility, with these providing the potential to assist with the subsidy of employment development on site.

Other benefits that could be secured on this site as a result of an appropriate development were identified in relation to the listed building, remediation of the contaminated land, protection and enhancement of the environmental assets, access to the river, and restoration of the collapsed chapel structure and provision of new homes.

#### Detailed Considerations

Whilst the need to provide a balanced mix of jobs and homes in Thrupp is recognised, careful consideration is required in relation to the location and characteristics of each site, the existing and likely future demand and the viability of particular uses.

#### Housing

The limited capacity for new housing, as identified on page 8, within the Stroud area is clear. Opportunities to maximise appropriate brownfield land for new appropriate residential uses should therefore be supported, such as the site at Ham Mill, where we consider the site's location and

characteristics offer great potential for a residential development which would integrate into the community.

#### Employment

In relation to employment uses, the desire to provide new employment is understood. This needs to be located in the most appropriate locations, meeting identified demand and providing sites with suitable characteristics (unconstrained and accessible sites of an appropriate size and configuration) to meet these requirements. The Parish Plan identifies that many former commercial buildings are vacant or derelict. Whilst new opportunities to reuse these for employment should be encouraged, in association with new uses, where the provision of new employment floorspace on site is either inappropriate and/or unviable, alternative non-employment uses should be supported.

Our feasibility work to date has indicated that significant employment use is not viable at the Ham Mill site and have therefore been seeking to work with stakeholders to understand what use or mix of uses might be suitable. The Parish Plan therefore needs to ensure that sufficient flexibility is provided in terms of what is considered to be employment use (including a wider definition such as care home, creative uses, leisure) and the levels of employment use that are sought on sites to ensure that appropriate and viable redevelopment is not precluded.

#### Heritage, landscape and biodiversity

The importance given to preserving the historic buildings within the area on page 10 is supported. We recommend however that greater emphasis should be given to ensuring new uses secure the viable long term future of the buildings and recognise the need to balance the protection and reuse of listed buildings against other requirements within the plan.

In relation to the requirement for Environmental Impact Assessment for major developments the plan should make reference that these should be sought in accordance with the current regulations. I look forward to receiving your confirmation of receipt of this letter. I would be happy to discuss in more detail or arrange to meet with you on site if this would be of assistance.

Matthew Brewer, Senior Planner

### **RESPONSE FROM Environment Directorate, Gloucestershire County Council**

I note that you are seeking comment on your draft parish Plan. In respect of 'Flood Risk' you may wish to add the following to the section:

*"We will encourage residents to protect their properties against flood risk by the use of flood resilience products, such as door boards, air brick covers, etc., wherever appropriate. We will also encourage riparian owners to maintain watercourses in good condition."*

The theme from Defra, Environment Agency, GCC, is now very much about people helping themselves to protect their property and maintaining watercourses in good order. Many Parishes have formed flood warden groups to keep an eye on the state of watercourse, trash screens, and the like; if you are interested you might like to contact SDC. Your District Council contact is Ian Kear at SDC Tel No. 01453 754480.

If I can assist you further please let me know.

Regards

**John Parsons**  
**Principal Flood Risk Management Officer**

## RESPONSE FROM Gloucestershire County Council

### Transportation comments

Page 7 – In reference to the target for a cycle route to Stroud, attached with these comments are the outcomes of a Stroud cycling report produced by an Independent Consultant for Stroud District Council, including discussion on provision for cycling along the Stroud to Chalford corridor. As a piece of work the County Council does not necessarily agree with some of the sentiments expressed or solutions proposed. However, it stands as a useful tool in informing decisions on future cycle improvements when funding becomes available.

Page 7 – In terms of the redevelopment of brownfield sites and sustainability, strong consideration will need to be given the ease of accessing the site by non-car modes, with mixed use schemes potentially helping to alleviate trips.

Page 7 – With regard to the paragraph “The impact of development on infrastructure and local services must also be considered”, this also includes the highway infrastructure and related transport services such as buses.

Page 10 – Further to “We will seek opportunities to promote alternatives to the use of private motor vehicles, including public and community transport schemes” – this is fully agreed, and perhaps in the longer term there is potential to develop local car club arrangements and provision of electric charging points to assist in carbon reduction.

In terms of the transport elements of this interim parish plan, reference should also be made to Gloucestershire’s Local Transport Plan 3 2011-2026 which is due to be adopted from 1<sup>st</sup> April 2011. The latest version can be found here: <http://www.gloucestershire.gov.uk/index.cfm?articleid=100012>. Gloucestershire County Council is also revising the highways design guidance - *Manual for Gloucestershire Streets*. This document is currently out to consultation until the 17<sup>th</sup> March, and can be found here: <http://www.gloucestershire.gov.uk/index.cfm?articleid=102331>

From page 13 onwards:

Referring to the action plan, in 1. Sustainability, reference should be made to encouraging developers to provide means of access by sustainable modes of transport, including public transport, cycling and walking (where practicable and feasible) to encourage low/no carbon forms of transport and to ensure accessibility needs are met.

In terms of 3. Development/Infrastructure, reference should be made to ensuring new developments provide means of access by sustainable modes as highlighted above.

In terms of 9. Road safety etc... - *‘negotiate with Gloucestershire Highways for the installation of a new pedestrian crossing on A419 by Brewery Lane/Hope Mills Lane’*, and *‘negotiate with Gloucestershire Highways for improvements to the junction of Toadsmoor Road and the A419’*, Gloucestershire Highways are aware these schemes have been requested by the parish. The pedestrian crossing proposal did not score highly enough in the County Council priority assessment process to receive funding.

### Biodiversity comments

#### General:

GCC welcomes the inclusion of biodiversity within the plan. Parish Councils, like all public bodies, have a “biodiversity duty” under the Natural Environment and Rural Communities Act 2006. The Wildlife Trusts nationally have produced guidance on how this duty relates to public bodies and the local trust for Berkshire, Buckinghamshire and Oxfordshire have produce a useful guide written specifically for parish councils.

#### Specific:

Priorities for Action (page 5 and 6 and Action Plan starting page 13)

GCC welcomes point 11 which includes biodiversity. However, there may be a conflict between point 11 and point 2; that is the aspirations of biodiversity protection and enhancement as opposed to the encouragement and support of development on brownfield sites. GCC notes that the point states that this relates to “appropriate development”, however best practice on this matter suggests highlighting the key issues for biodiversity on such sites:

*For point 2 – We will encourage and support development of appropriate brownfield sites, in particular along the canal corridor, where this does not conflict with the preservation of our local heritage, landscape and biodiversity.....*

Brownfield Sites (page 7) – Brownfield sites and the old canal corridor are a biodiversity resource. This section could highlight the existing value of such sites and how this can be incorporated into the design of schemes. Issues from priority habitats to protected species may need addressing, e.g. bats in buildings, nesting birds plus existing wetland/aquatic and woodland habitat.

GCC suggest the detailed surveys referred to should include assessment of their biodiversity value.

Canal Regeneration and Brimscombe Port (page 9) – GCC welcomes the inclusion that wildlife areas are seen as a ‘key ingredient’ for the site. It has existing value and this should be thoroughly assessed to ensure the development is appropriate and biodiversity is not only retained but enhanced.

Heritage, landscape and biodiversity (page 10 and 11 and Action Plan table) – GCC welcomes the recognition of biodiversity as a key issue. Developments affecting habitats and species must avoid impacts to biodiversity or provide adequate mitigation. It may be worth noting that there are a number of designated Key Wildlife Sites in the parish (this information is available from the Gloucestershire Centre for Environmental Records) <http://www.gloucestershire.gov.uk/index.cfm?articleid=96009>. In addition within 1km of the parish are 2 Sites of Special Scientific Interest (SSSIs) and the internationally important site Rodborough Common, designated as a Special Area for Conservation (SAC).

GCC notes that the last sentence refers to Strategic Nature Areas. It may be worth explaining what these areas are. Strategic Nature Areas (SNAs) are not designated areas designed to protect existing value (although they contain concentrations of good habitat) but are areas where restoration and enhancement are a priority. SNAs are the basic units that comprise the county’s “Nature Map” which is a Gloucestershire Biodiversity Partnership project. SNAs are the focus of Gloucestershire’s local delivery plan for biodiversity. Further information on Nature Map and its Strategic Nature Areas can be found on the partnerships website: <http://gloucestershirebap.org.uk/index.php>

### **Archaeology Comments**

GCC is aware of the rich archaeological sites and historic buildings located within the Brimscombe & Thrupp parish area, including those associated with the canal and the industrial development of the valley. Regeneration and redevelopment offer significant opportunities to enhance the historic environment of the area, but will require careful balancing of the need to conserve existing historic structures and below ground remains, and the extent of new development. The aspirations of the parish plan to protect the local heritage of the parish are therefore supported by GCC.

If you have any further queries or require clarification concerning the comments made please do not hesitate to contact me.

**Robin Drake**, Planning Unit - Strategic Policy, Environment Directorate, Gloucestershire County Council

### **RESPONSE FROM Chalford Parish Council**

A couple of our councillors read your interim plan and do not have any suggestions, just well done and we look forward to seeing it in print.  
Chalford P.C.

## Appendix C: Notes from Consultation Evening 19<sup>th</sup> January 2011

### Brimscombe Port

Need to create a heart for Brimscombe – “the Golden Valley has lost its shine”.  
The plan should stress the importance of canal users to the local economy.  
Is there potential for residential mooring at the Port?

### Community/Enterprise Centre

New community/enterprise centre needs to be available for a broad range of uses.  
Would like to see shared facilities for home workers, e.g. access to IT, photocopying, networking opportunities.

### Development/Employment

Support for use of brownfield sites for development.  
Concern about getting the right mix of development – need to balance the number of houses against other uses, especially employment.  
Need to provide space for local businesses and to secure their support and co-operation.  
People in favour of development generally and the need to create jobs.

### Roads and Accessibility

There is a need for traffic calming in built up areas along the A419 – needs to be taken into account when determining access to the Port.

### Housing

Importance of taking into account the older/aging population in determining housing needs.

### Parish Boundary

Wide support for moving parish boundary up Brimscombe, but no clear take on where to draw the new line.

### Overall

General support for the Parish Plan overall.  
Plan could be improved by including an inspirational vision of the future of Brimscombe – what will Brimscombe look like and feel like in 10 years' time.

## Appendix D – Comments from Survey Forms

1. We will encourage, support and engage with initiatives which make Brimscombe and Thrupp more sustainable as a place to live, work and play.
  - Provided that the term sustainable does not imply that the greenfield nature of the area is compromised.
  - Wish we had a local shop selling local produce (food, beer, honey etc.)
  - I am in 2 areas? I live in the Bourne and vote with Chalford for Town Councillor.
  - A good place to showcase renewable energy
  - I understand "sustainable" to embrace economic, social and environmental factors
  - Add: setting out clear targets
  
2. We will encourage and support development of appropriate brownfield sites, in particular along the canal corridor. We will not support development on greenfield sites outside of the settlement boundary.
  - In particular no development on the green fields on the Butterow side. That is agricultural.
  - We will not support development on ANY greenfield sites in this area.
  - What about Carpets of Worth site?
  - However the balance has to be correct. Commercial/housing. As this area is an important entry into Stroud for tourism and prospective economic development.
  - Provided this is not high density and sufficient regard in given to planning the infrastructure, esp. road access
  - Essential that greenfield site Far Thrupp is not developed
  - If does not spoil anyone's view
  - Roads will not take so much, more traffic
  - Very important to keep greenfield
  - Brownfield sites as a priority
  - Brownfields sites must come first - there is no need to develop areas like Hill Farm while there is so much space on the valley bottom
  - Nature areas along the canal must be preserved too
  - Area by canal is badly in need of regeneration
  - Like the bit about not supporting development on greenfield sites
  
3. We will support high quality, sustainable, mixed development (supported by appropriate infrastructure improvements) that provides employment and housing to meet local needs.
  - Employment is a key issue
  - Provided development is not on greenfield sites
  - What about Carpets of Worth site? For mixed housing/factory use?
  - As previous question. *(However the balance has to be correct. Commercial/housing. As this area is an important entry into Stroud for tourism and prospective economic development.)*
  - See above, this infrastructure has been disregarded in the past, with inadequate road access, e.g. Manor estate
  - Bottom of Toadsmoor derelict buildings seem in need for development
  - Affordable housing must be a priority
  - Building should be in proportion to the size of village

4. Housing developments should include: low-cost starter homes, family housing and affordable housing to rent, all built to a high standard of design.
- Plus high energy efficiency
  - Balance is paramount here as maintenance must be key to the high standard required.
  - As long as these are built in the right areas and not on greenfield
  - From the plans I have seen I believe the storeys should be reduced to fit in with the calibre of a local rural community
  - All housing should be built to high space standards e.g. Mayor of London Housing Design Guide.
  - Mixed housing not just low cost
  - Housing should be mixed, not just low cost
  - Has housing for the elderly been considered? Sheltered accommodation or nursing home in conjunction with private initiatives.
  - Sheltered housing too
  - High quality starter homes imperative in area
  - And hopefully very energy efficient and if possible incorporating renewable energy systems
  - “Have seen my home village plagued by - vandalism, graffiti, petty crime, due to affordable and low cost homes - and single parent families, income support - at night no longer feels safe to go out. Don’t want this to happen in Brimscombe.” (*“Low-cost starter homes” and “affordable housing to rent” crossed out in question.*)
5. Commercial developments should support employment opportunities which meet the needs and skills of local people.
- Yes. Unskilled and skilled.
  - Small scale development of specialist craft units would be welcome
  - An appropriate number of jobs should be provided alongside new housing
  - Yes, but not all commercial developments can support/sustain employment available
  - Has any research been done to discover what skills the local population has? What about training for new skills?
  - Or people that are claiming social benefits that could retrain - initiatives
  - Commercial development should be brownfield only
  - If the area is to be attractive to visitors commercial development should be limited and in keeping with the new port area
  - V. important for sustainability
  - Local jobs are much needed, skilled jobs only likely (i.e. boatbuilding) after area has been developed
  - Commercial developments should also serve the needs of the community - what local shops do we need? Is there a gap that the community needs and so is likely to support, rather than having to go into Stroud e.g. bakery, doctors, pharmacy
  - How can you guarantee this?
6. We want to ensure that the canal regeneration is used to revitalise the whole area and to make Brimscombe Port the vibrant heart of our community.
- Important that some of the housing is affordable and that there is also employment
  - But without the massive building of homes at the Port envisioned at the moment
  - This is a vital part of the recovery of the area
  - Yes part of the community not like a sore thumb!

- Business could include a boatyard?
  - Wouldn't that be brilliant!
  - We need a visible "centre" for Brimscombe
  - A central area for children to play would benefit the local community, but also encourage families to visit the port, particularly if it has small café adjacent for parents to meet up and watch their children play. It would probably become a regular meeting place for a lot of mums and dads.
  - New development at the Port to include social housing
7. Development at Brimscombe Port should include a significant element of community use, including at the heart of the site a new multi-use building offering a range of facilities, services and employment opportunities, to be developed, owned and run by the community as a social enterprise centre.
- Personally I would welcome studio space at reasonable rates, esp. for community members. I would welcome some shared facilities e.g. broadband, photocopying, small shared kitchen etc. Exhibition space would be good too.
  - see above - there should be MORE water not less as we see in the present plans and proposed buildings seem out of scale with the scheme
  - Where will finance come from for the ownership and must be run as a profitable organisation and NOT a drain on society
  - Yes very important
  - This would need significant S106 contributions for both capital and start-up costs
  - I am a member of the Canal Trust and was a teacher at Brimscombe school so I was interested in this survey form and hope you achieve success and support with the plans.
  - And parking areas?
  - Care should be taken not to attempt enterprises that worthwhile but not doable
  - Yes!
  - Excellent idea
  - This must be Brimscombe and Thrupp Social Centre. The name Thrupp must be included.
  - I am concerned about the scale and density of plans for the Port. Traffic issues.
8. We will establish a Brimscombe and Thrupp Community Development Trust which will become active in developing opportunities for local people.
- Yes as long as it isn't just a talking shop.
  - Would this development trust be a body that residents could join?
  - How will this be funded?
  - Request British Rail a stop near development on Glos-Swindon line
  - Would like to be involved in this project
9. We will work to improve road safety, accessibility and parking.
- Concerned about increased traffic on A419 - access onto this road from side roads is already difficult.
  - Need to take action to reduce speeds around Brimscombe Corner and near the old blue tin church
  - Lower A419 speed limit to 30mph
  - We need safe level pavements to encourage walking. Road surfaces also need prompt repair.

- Essential. Don't forget public transport. River boats?
- Most definitely needed.
- Road safety along Thrupp Lane is an issue walking to and from school and noisy mopeds!
- Strengthen and make safe the high walls on the right and left-hand side of Brimscombe Hill going up, which often fall after rain or frost.
- This has contradictory indications. More parking means more traffic. Re-open station? Cycle paths? Park & Ride?
- Parking very important
- A public car park is always useful re: snow
- Get the A419 slowed down and made safer
- Add: setting out clear targets
- Speed of traffic on A419 needs addressing, as does Thrupp school traffic and parking. Brimscombe Hill surface dangerous.

10. We will seek opportunities to reduce crime and anti-social behaviour.

- It would be sensible to design those in.
- I don't think this is a really a problem
- Thrupp and Brimscombe Watch team?
- This needs to be considered when planning etc. is finalised.
- Stupid question
- Don't see this as a problem
- Add: setting out clear targets

11. We will preserve our local heritage, landscape and wildlife especially buildings of historical importance and wildlife conservation areas.

- These are our valuable amenities. No shop or pub in Thrupp, but what a view!
- Preservation of a variety of wildlife corridors is important too
- We should do more
- Reduce tree cutting in area and plant more. Too many trees being removed.
- We have too many old buildings. Some should be identified for demolition thus providing space for development.
- Essential must be preserved for the future.
- Of high importance
- Priority. Also footpaths which are in a terrible state along canal side
- If the area is to attract visitors this is essential
- High on my list of priorities
- Absolutely
- Historical buildings i.e. mills are potential tourist attractions in the area.
- "Preserve" should be a minimum aim. How about "enhance our local heritage, landscape and wildlife"?
- Add: setting out clear targets

12. Overall, I agree that these are appropriate priorities for Brimscombe and Thrupp.

- I would welcome a health centre
- Whilst we appreciate the benefits of the Parish Plan for this area we trust that the natural beauty of the Parish will not be compromised.
- Good work so far

- A very worthwhile project long overdue
- Strongly agree with all above
- Most of these are overdue anyway
- Yes but they are mainly things that no one will object to. Something more distinguishable would be good e.g. v. high quota of social housing in Port development

13. The boundary of Brimscombe and Thrupp Parish should be moved so that it includes the whole of Brimscombe village.

- Also need to look at small area along Gunhouse Lane and west side of lower Thrupp Lane which are officially in Stroud Town!
- Rodborough Parish Council wish to comment that is Swellshill is being considered under the possible boundary changes then there should be a full consultation involving all residents of Swellshill as well as Rodborough Parish Council.
- It makes sense for Brimscombe to be in one parish.
- Although I am not affected by this decision it would seem logical course of action.
- I live at 53 Thrupp Lane, I am secretary of the Thrupp PTA, have an allotment, involved in the community and yet I don't qualify as a Thrupp resident!
- Unable to comment as not aware of all of the issues/advantages
- Do not know where present boundaries are!
- Does this include or exclude the Bourne?
- I thought it already was
- For those of us on the hill we tend to identify ourselves with the valley, It is also visible from our windows. The parish boundary also affects our parliamentary constituency. Minch residents are part of Cotswolds not Stroud
- Unable to make an informed decision unless we have sight of a detailed boundaries plan and a plan of the proposed changes