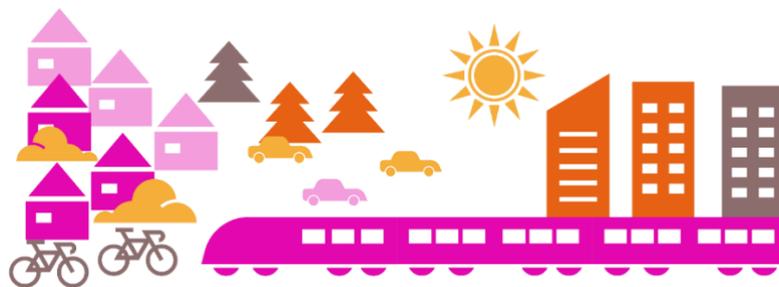


Report on community vision event, 1 May 2019

Stoke Orchard and Tredington Parish Council and NDP Steering Group

(7 May 2019)



Introduction

Stoke Orchard and Tredington Parish Council (the PC) commissioned Andrea Pellegrani Ltd. to support them and the emergent Steering Group in the preparation of the Neighbourhood Development Plan (NDP) for the area, shown on the following page.

Though the NDP Area Designation was granted in August 2016, the PC has struggled to get the process underway and felt that it would be beneficial to have professional support from an experienced town planner to guide them through the process.

Andrea Pellegrani addressed the Parish Council on 21 March 2019 and gave a briefing which covered the basic process and benefits of neighbourhood planning. That event was attended by Jane Wormold, the Tewkesbury BC planning officer supporting NDPs in the area.

Following the March briefing, the PC decided to host a community consultation event to agree a draft Vision for the NDP (the Vision).

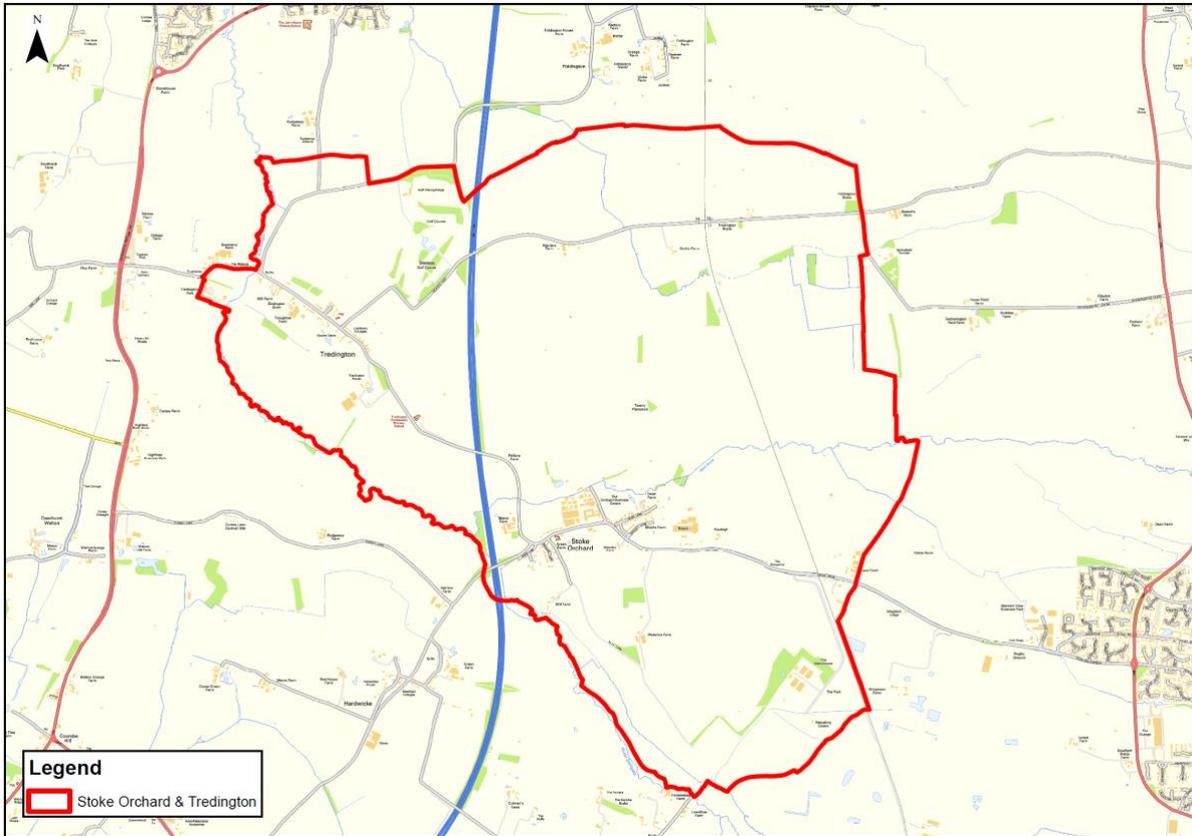
1 May Vision consultation event The event was held in the Stoke Orchard Community Centre from 19.00 to 21.00 on 1 May. 44 people were in attendance and joined in a lively debate about their community and what they wished to see in the future.

The event was structured as follows:

- An introduction by the Chairman of the PC, Cllr. Richard Chatham
- A powerpoint presentation by Andrea Pellegrani on neighbourhood planning
- A SWOT analysis (Strengths/Weaknesses/Opportunities/Threats)
- A discussion about what the parish should be like in 20 years' time (to feed into the Vision)
- An agreement of the main policy themes that the NDP would seek to pursue through evidence gathering
- An invitation for those gathered to provide support to the Steering Group as evidence was gathered.

This report reviews the outcomes from the consultation event and considers how they can be used to determine the way forward on the preparation of the NDP.

Parish Area



The way forward....

The Steering Group is advised to undertake the following tasks in the light of the above:

1. Create a new page on the PC website for the NDP. This should provide the community with an ongoing progress report and should be the place to store NDP documents that are referred to or that have been agreed (such as this report and the PowerPoint presentations). Somebody should be given responsibility to keep the website pages updated.
2. Agree the wording of the Vision and make any changes necessary. Consider whether the bullet points in Appendix 2 can be used as the basis for policy objectives. Post the draft Vision and Objectives on the Parish Council Website.
3. Undertake the policy gap analysis to have a clear understanding of the evidence you require and where additional NDP policies are NOT required because the Development Plan policies provide sufficient detail for good decisions. Only collect evidence where policies will make a real difference and a clear improvement over what is there.
4. Use email addresses gathered at the 1 May event and invite members of the community to join the Steering Group. Send invitations to known PC contacts or post in parish newsletter (if you have one).
5. Set up a schedule of regular Steering Group meetings and invite the community to attend.
6. Consider the policy themes and delegate responsibility for evidence gathering. It would be helpful if the Steering Group could form sub-groups to consider each policy.
7. Call Andrea Pellegrani if you get stuck! 01285652 304 or send an email andrea@pellegram.co.uk.
8. Once you have made significant inroads into the above, it will be possible to start to put a first draft together. This can then be discussed with the planning authority and we will take it from there.

SWOT analysis

The full results of the SWOT analysis are shown in [Appendix 1](#).

Taken as a whole, the SWOT analysis showed a strong sense of community. Local services such as the community hall, churches and primary school were valued but there was not enough of these, and the attendees felt that there was a need for better access to doctor's surgeries, larger shops, employment opportunities and better bus connections. There was also a wish to have a pub, or perhaps a brewery, run by the community, as was the current village shop.

Though the community is very small, there is an inordinate amount of traffic which is mainly through traffic either traversing the parish to and from Bishops Cleeve or moving north/south between M5 motorway junctions. This would probably be exacerbated if the Aschurch Masterplan was incorporated in the reviewed Local Plan and Joint Core Strategy. Stoke Road was reported to have 10,000 movements a day. Overall, the local road network is characterised by winding country roads that can be unsuitable for the current level of traffic, and where walking and cycling along them is hazardous.

Overall, traffic was seen as a real problem, also causing harm to local amenity in terms of severance, road noise and pollution. The M5 was seen as a major contributor to noise and air pollution. It was hoped that this would be alleviated in future as more vehicles were electric.

Sustainable transport was generally perceived to need improvement. Though there was a good network of footpaths, their condition was often poor due to lack of management, and in some instances, there is poor signage. Road surfaces were not conducive to safe walking and cycling and road widening in the past has led to a loss of verges – this renders many of the roads unsafe for cyclists who have no place to find refuge if they were to come upon a large vehicle or two vehicles passing. Bus services existed which was seen as positive by some, but the services were infrequent and did not go to desirable locations, so they were not an attractive alternative to the car.

There is a history of flooding in the area and this has been made worse by road engineering of the M5 which culverted streams where they traversed the motorway (3 streams into 1) and the lack of flow capacity has led to serious surface water flooding incidents.

The countryside was highly valued for its tranquillity, long distance views, dark skies, biodiversity (especially deer), and openness. This was seen as a positive feature. The character of built development was seen as a positive mix of traditional and modern, and the new housing development by Bloor Homes was considered to be a good example of a developer who was sympathetic to local design and the wishes of the community. However, the introduction of solar panels on rooves was considered to be unsightly and it was hoped that future solar panel installations would be less intrusive in their design.

There is an enduring wish to allow the “two sides of the village” to be joined, though the separation is a historic feature demarking ancient land ownership patterns and as such, adds

to the character of the villages. It was suggested that improving walking and cycling infrastructure between the two parts of the village would be helpful in this regard.

There are several historic buildings and features, such as the Grade 1 Listed church and the remnants of a traditional orchard that should be afforded protection in the NDP. There was strong support for improving the orchards, reinstating them, and working towards a general increase in orchard and fruit plants and trees. The Churchdown and Innsworth NDP has policies in this regard that might serve as a model or point of inspiration.

Draft Vision

The attendees were asked what they would like the parish to be like in 20 years, as the basis of the NDP vision. The responses are shown in

Appendix 2.

Based on the response, a draft, or “working” Vision could be:

Stoke Orchard and Tredington Parish will be a place where:

- there are suitable houses for people of all ages;
- there will be good access within and between the settlements and the countryside by foot and cycle;
- green infrastructure will make a positive contribution to the parish character and will provide opportunities for recreation and relaxation as well as helping to manage climate change;
- the community will have a range of community facilities that will foster a thriving inclusive community feeling; and
- important features and buildings are protected from harm.

Agreed NDP policy themes

At the end of the consultation exercise, the Andrea Pellegrani affirmed with the group what likely NDP policies should be. The results are shown in the box below. The gathering was told that these policy themes would need to be tested through analysis and evidence gathering, but this was a starting point for the Steering Group.

1. Sustainable transport
 - a. Footpath improvement and filling gaps in the network
 - b. Cycle lanes and improvements
 - c. Public transport (bus)
 - d. Road safety and traffic calming
 - e. Lorry exclusion zone???
2. Green Infrastructure
 - a. SUDS and water management using natural features
 - b. Protection of SSSI
 - c. Orchard reinstatement and planting
 - d. Improvements to biodiversity
 - e. Pollution management
 - f. Countryside character and access
 - g. Views
3. Housing mix
 - a. Affordable housing for young people
 - b. Bungalows for older people to down-size into
4. Historic environment
 - a. Buffer around listed buildings
 - b. Identification of non-designated heritage assets
5. Community facilities
 - a. Protect what is there
 - b. Allow for new facilities (such as a pub)

Neighbourhood Plan policies must be in general conformity with the Development Plan (in this case, the Joint Core Strategy and the adopted Tewkesbury Local Plan). It must also not cut across the strategies and regulations of the statutory consultees (such as the Highways Agency, Highways England, the Environment Agency, the Flood Defence Authority, Environmental Health, etc.)

As a starting point, it would be useful for the Steering Group to consider the Development Plan policies as well as the emerging policies as the TBC Local Plan is reviewed and consider where the NDP can add value by providing local detail.

As the starting point, the Steering Group should consider the Vision and the SWOT analysis and ask the question: "Does the Development Plan already meet our requirements, or do we need to provide local detail and amplification". If the answer is "yes", then this would be a useful starting point to consider each policy.

The Emerging Local Plan: 2011-2031

The Development Plan consists of the Joint core strategy and the adopted TBC local plan. However, the Local Plan is being updated. The NDP must be in conformity with the adopted plan, but it should also seek to address emerging policies in the new plan so that it remains up to date when the new plan is adopted.

Eventually, the NDP will need to consider all the policies in the adopted Joint Core Strategy and adopted Local Plan. However, at the start of the process, it will be enough to use the emerging policies to plan evidence gathering.

Tewkesbury Borough Plan Preferred Options consultation 2011-2031 (October 2018) (follow this link):

[Preferred options \(full document\)](#)

A summary of the local plan preferred options has been prepared. This shows growth in Bishops Cleeve and no allocations in Stoke Orchard which is currently showing an oversupply due to past planning permission for housing. (October 2018) Follow this link: [Draft TBC Local Plan Preferred Options](#)

The relevant emerging local plan policies that relate to potential NDP policies are copied in Appendix 3.

The Steering Group should consider the full emerging local plan. Policies that relate to the NDP themes are set out in **Appendix 3**.

The Steering Group should consider the policy themes in the light of the adopted and emerging policies, and determine where:

- The neighbourhood plan can provide additional evidence in support of the policy
- How the neighbourhood plan can support the emerging policy so that it is delivered more effectively in the parish

Once the gaps have been identified, it will be necessary to collect evidence in support of each NDP policy.

Possible evidence to gather for each NDP policy topic

Until the policy gap analysis has been completed, it will not be possible to state definitively what evidence is required. However, there are common types of evidence that can be used, most of it available online.

Appendix 4 illustrates some possible methods of researching and compiling evidence for each topic are suggested.

In all instances, the Steering Group should consult online evidence provided by the Borough Council. Follow this link to the evidence pages: <https://www.tewkesbury.gov.uk/planning-policy-evidence-base>

Appendix 1: Results of SWOT analysis

Strengths

- Sense of community
- Open spaces – access to the countryside
- Big skies, dark skies
- Easy transport access to motorways and nearby towns
- Good schools (especially the village school)
- Residents
- Good social activities
- Community shop
- 2 churches
- Safe for youngsters
- Nature and biodiversity
- Low density housing with off-street parking
- Sustainably built new development
- Nice mix of old and new development
- Good parish council
- Bloor homes (the developer of new estate) was sympathetic to community
- Play areas, MUGA and LAP
- Linear built form in Tredington
- Bus service (but limited)
- Growing sense of a cohesive community
- Manageable size of community (less than 1000)
- Long distance views
- Tranquil countryside
- PROW network exist (but not good condition or properly signed)
- Sustrans route (but not safe for cycling)
- Field of solar panels group community contribution of £70K

Weaknesses

- Cycling and walking on roads and PROW is dangerous
 - No grass verges
 - No safe escape areas or refuges for cyclists and walkers if a large vehicle is passing
 - Blind bends on many roads
- Footpaths
 - No routes out of the village
 - Poor signs
 - Poor condition, not maintained
 - Footpath to school is poor – parents must drive
 - No good links between the two parts of the village
- Traffic
 - Cannot control through traffic
 - A lot of HGV and van traffic moving between Cheltenham and Tewkesbury

- Dangerous bends on roads
- Residents MUST drive
- Noise and air pollution from traffic, HGVs, motorway
- Highways regs are not properly enforced and some signage is not up to current standards/regs.
- Through traffic because of Junction 10
- Quality of roads and pavements is poor
- Street lighting is poor
- Fly tipping – people who cannot use the local tip flytip in the Parish
- No main shopping – must drive to shops
- Farm shop is only accessible by car (no bridge over railway?)
- Railway station is closed
- Surface water flooding caused by poor motorway engineering which diverted/culverted surface water channels when M5 built (three streams into one)
- Insufficient access to Doctors' surgeries
- Tatty village – people don't take care of public spaces – need to up our game
- No local employment
- No affordable homes for young people
- Bus service is infrequent and therefore difficult to use

Opportunities

- Lorry exclusion zone
- Protect the orchard SSSI
- Replant orchards, replace them where lost, plant new orchard trees and plants
- Protection of Grade 1 church and provide buffer around
- Protect heritage assets and historic features
- Solar panels on buildings to be more sympathetically designed, integrated into roof surfaces, preserve character, not visible
- more use of PROW
- more bungalows
- better infrastructure for sustainable modes of travel (walking, cycling, bus) to reduce the need to drive cars
- PROW connection between Stoke Orchard and Bishops Cleeve has been designed but not implemented
- Better management of traffic from the waste site
- Traffic calming
- Assist the school to improve the facilities/buildings
- Use flood areas as new green infrastructure and increase biodiversity
- Pub run by the community
- Allocate employment but not increase traffic, homeworking, broadband

Threats

- M5 Junction improvements

- Delay – continued and growing through traffic to access junctions
 - Junction improvements – SO&T will be more attractive to development
- 10,000 traffic movements a day between Bishops Cleve and other destinations along Stoke Road – these are only through movements and of no benefit to the parish
- Flooding
- Ashchurch Masterplan – if delivered will increase traffic and development pressure on the parish
- Development in the area will lead to more traffic (Elm Park in Kington – 4500 homes)
- Loss of wildlife and biodiversity
- Pollution – air and noise

Appendix 2: Vision for the future

What do you want the parish to be like in 20 years?

- Good footpaths and cycle ways to connect the two sides of the village, connect to the school and the countryside
- Houses for young people at affordable prices so that they can remain in the village
- Houses for older people to downsize into so that larger houses are available for families
- Linked green infrastructure with orchard planting that builds biodiversity, protects views and countryside character, and assists in flood management
- Flooding will be under control
- The countryside will be tranquil with dark skies at night
- There will be reduced air and noise pollution
- Infrastructure anticipating cleaner energy will be available – electric vehicle charge points, and core electric in homes, broadband
- Allotments
- Good public transport
- The school will be good enough for all the people who live here and the buildings will be sound, safe and attractive
- There will be a community pub and perhaps a cider brewery to utilise fruit from new orchard planting
- Homeworking will be easy and there will be more local jobs.

Appendix 3:

Emerging Local Plan policies which relate to the policy themes

General

Stoke Orchard is identified as a service village in the settlement hierarchy (para. 3.6)

There are general policies and allocations which indicate that Bishops Cleeve will grow – this will require further consideration should matters of traffic impact be considered.

Sustainable transport

Policy TRAC1 – Pedestrian Accessibility

Pedestrian networks will be protected across the Borough and opportunities sought to extend and enhance them where possible. Proposals that reduce pedestrian connectivity, or fail to optimise it, will be resisted. Pedestrian connectivity should be a fundamental consideration in a design-led process for new major development and proposals will be expected to demonstrate this proportionate to the scale of development, including through any Design and Access Statements. New development should, through its design and layout, encourage walking by providing good quality permeable and legible routes both through the development and to the surrounding area. Development should prioritise pedestrian movement over motorised vehicles in a way that promotes pedestrian safety and convenience. Accessibility must include the consideration of all potential users, including those with disabilities, to ensure that high standards of inclusivity are achieved to ensure that all members of society can travel safely and easily. New development will be expected, where appropriate, to contribute towards creating and enhancing pedestrian routes within and between town/village centres as well as to other public transport nodes, key services and employment centres

Policy TRAC2 – Cycle Network & Infrastructure

Cycle infrastructure should be a fundamental consideration in a design-led process for new major development and proposals will be expected to demonstrate this proportionate to the scale of development, including through any Design and Access Statements. This includes contributing towards the objectives of this policy. The protection and enhancement of the cycle network, infrastructure and facilities across the Borough will be sought through the following measures:

- Safeguarding, developing and promoting a borough-wide network of safe and convenient cycle routes, segregated from motorised traffic where this does not detract from the pedestrian environment and where it confers an advantage to the cyclist in terms of journey directness and cycle trip experience.
- Promoting and providing safe, well-lit cycle parking, storage and changing facilities at public transport nodes, schools, community facilities, and employment centres; and requiring new development to provide cycle facilities

on site where appropriate. • Requiring the needs of cyclists to be met in the design of new highway and traffic management schemes.

Policy TRAC3 Bus Infrastructure

Proposals for major development should be located, where possible, to provide easy and convenient access to bus facilities and services to maximise sustainable travel by public transport. New development should, where appropriate, contribute towards improving bus infrastructure including: the provision of routes designed for bus use; improvements to pedestrian accessibility to bus services; and improvements to passenger waiting facilities and bus priority measures. This should also include the use of Personalised Travel Planning for new developments to encourage public transport use.

129 On strategic-scale developments, including JCS Strategic Allocations, the potential for bus services to move through the site should be explored and where possible required to enable a sustainable service to be established or routed. The design of such developments should enable the safe, direct and convenient movement of buses including appropriate passenger facilities.

Green Infrastructure

Policy LAN5 Local Green Spaces

Local Green Spaces will be protected from development unless the development proposed would clearly enhance the area for the purpose it was designated and is demonstrably supported by the local community. All other forms of development will not be permitted unless there are very special circumstances where the public benefits of the development proposed would outweigh the harm that would be caused to the Local Green Space

Policy NAT1 Biodiversity, Geodiversity and Important Natural Features

Development proposals that will conserve, and where possible restore and/or enhance, biodiversity will be permitted. Proposals affecting internationally designated nature conservation sites will only be permitted where the proposal is directly connected with or necessary to the site's management for nature conservation; or where the proposal would not adversely affect the integrity of the site or have a significant effect on its important interest features.

105 Development likely to result in the loss, deterioration or harm to features, habitats or species of importance to biodiversity, environmental quality or geological conservation, either directly or indirectly, will not be permitted unless: a) the need for, and benefits of the development clearly outweigh its likely impact on the local environment, or the nature conservation value or scientific interest of the site; b) it can be demonstrated that the development could not reasonably be located on an alternative site with less harmful impacts; and c) measures can be provided (and secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for the adverse effects likely to result from development. The level of protection and mitigation should be proportionate to the status of the feature, habitat or species and its importance individually and as part of a wider network.

108 Policy NAT2 The Water Environment

In pursuance of the objectives of the Water Framework Directive the Council will, where practical, seek appropriate opportunities offered by new development proposals to recreate more natural conditions and new habitat along watercourses, for example by requiring; the de-culverting, restoration or re-profiling of watercourses; the removal of barriers to fish migration; or the integration of watercourses with wider green/blue infrastructure networks.

Policy ENV2 Flood Risk and Water Management

Proposals for new development must be in accordance with JCS Policy INF3 and the appropriate requirements of the Council's adopted Flood and Water Management Supplementary Planning Document.

Housing mix

Policy RES12 Affordable housing

Proposals for new residential development will be required to contribute to the provision of affordable housing in accordance with the National Planning Policy Framework and Policy SD12 of the Joint Core Strategy to 2031. The following additional thresholds and requirements will also apply: 1. For residential developments in the Designated Rural Areas that provide a net increase of 6 – 9 dwellings, a commuted payment towards off-site affordable housing provision will be required, equivalent to providing 20% on-site affordable housing, unless the application expressly proposes to accommodate some or all of the affordable dwellings on site to the Council's satisfaction based on identified evidence of local need. The payment would be commuted until after the completion of the dwellings within the development. 2. Developments of 10 or more dwellings or sites with an area of 0.5 hectares or more (Borough wide) should provide 40% affordable housing on site which will be rounded to the nearest whole unit with any remaining fractional requirement to be provided in the form of off-site contributions. 3. The guideline affordable housing tenure split will be 75% social or affordable rented and 25% intermediate. The local planning authority will negotiate the appropriate tenures and tenure split on a site by site basis based upon the latest evidence of needs in the site locality.

Policy RES13 Housing Mix

In accordance with Policy SD11 of the Joint Core Strategy to 2031 new housing developments, including affordable housing, will be expected to provide for an appropriate mix of dwelling sizes, types and tenures to meet the needs of the local area, including the needs of older people and vulnerable groups. Housing mix should be based on the most up to date evidence of housing need, including the Strategic Housing Market Assessment, [Parish Surveys and local evidence provided to support Neighbourhood Plans](#). In addition new developments should, where appropriate, provide the following as part of the mix of housing on site: 1. Accessible and adaptable dwellings to meet the changing needs of occupants over their lifetime in accordance with Policy RES15. 2. Self-Build Housing in accordance with Policy RES16. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. The local planning authority will negotiate an appropriate housing

mix on a site by site basis based on the latest evidence needs of the site locality. Generally, the larger the scale of development, the more opportunity exists for a wider range of dwelling types and sizes.

Historic environment

Policy HER2 Listed Buildings

Alterations, extensions or changes of use to Listed Buildings, or development within their setting, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings. Any proposals which adversely affect such elements or result in the significant loss of historic fabric will not be permitted. Any alterations, extensions or repairs to the Listed Buildings should normally be carried out using the traditional materials and building techniques of the existing building.

Policy HER5 Locally Important Heritage Assets

Locally Important Heritage Assets will be conserved having regard to the significance of the asset and its contribution to the historic character of the area. Proposals affecting a Locally Important Heritage Asset and/or its setting will be expected to sustain or enhance the character, appearance and significance of the asset. Proposals that seek the preservation and/or enhancement of these assets will be encouraged. Historically important groups of farm buildings will be protected from proposals for destructive development or demolition.

Community facilities

Policy EMP6 Safeguarding of Employment Sites

Employment sites will be safeguarded for B-class employment uses and the loss or change of use of a site to non B-class uses will generally be resisted. The loss of B-class employment land will only be acceptable in principle where it can be demonstrated that: 1. The site is no longer fit for purpose or capable of meeting employment needs and the proposal would not adversely impact on the viability of adjacent employment uses; or 2. The site is not appropriate for the continuation of its present, or any employment, use due to the detrimental impact on the environment or amenity of the surrounding area; or 3. The proposal would provide significant benefits to either the local economy, the sustainability of the community and/or the rural environment that would outweigh the loss of employment land.

Policy RET5 Single or Small groups of shops in residential areas

Schemes to establish small single shop units or small groups of shops, within Class A1-A5, within new residential areas or existing settlements will be permitted provided that such facilities: 1. Primarily serve the needs of the local community, and are of an appropriate size and scale; 2. Do not cause adverse impact by reason of traffic, parking, or disturbance to living conditions; and 3. Do not adversely affect the vitality and viability of existing retail centres. The sequential approach will be applied to proposals involving units of over 280sq.m gross floorspace (either individually or cumulatively) in accordance with RET3, and a Retail Impact Assessment will be required

The change of use of existing single or small groups of shops will be resisted and only permitted in accordance with Policy RET7

Policy RET7 Local Shops and Public Houses

The change of use of local shops and public houses will not be permitted unless: 1. Evidence is provided that shows that the existing use is no longer financially viable and that it has been adequately marketed as a going concern at a realistic price for a period of 18 months; and 2. That efforts have been undertaken to secure the viability of the facility through applications for grant aid, business advice and discussions with community groups, parish councils, the Borough Council, the County Council, and other national or local bodies with a direct interest in rural service provision

Where the loss of a local shop or public house is to occur, preference will first be given to proposals for a change of use to another business or community operation. The partial change of use of a shop or public house, in order to diversify the existing business and maintain its financial viability, will be encouraged. Proposals must maintain and not prejudice the continued operation of the existing business.

Policy COM1 Protecting Community Assets

Proposals that would lead to the loss of existing community assets will only be permitted where: 1. There is no demonstrable current or future need or demand for the asset, either in its current use or any alternative community use, and the loss would not result in a shortfall of this type of provision. 2. All reasonable efforts have been made to maintain the asset but it has been demonstrated that it would not be viable, feasible or practicable to retain the asset for its existing use. Where it is demonstrated that it is no longer viable, feasible or practicable to maintain an existing community asset then preference will be given to its re-use as an alternative community facility. Proposals which result in the unavoidable loss of community assets, where a demand for the facility remains, will be required to make alternative provision, where feasible, of a similar asset as part of the proposed development or on an alternative site within the locality.

Policy COM2 Broadband Provision

New development of residential and commercial properties should be provided with infrastructure necessary to enable access to high quality broadband. Developers will be expected to engage with infrastructure providers at an early stage in order to facilitate this. Where it is not feasible or viable to provide this, applicants must demonstrate why this is the case and present supporting evidence, including from broadband infrastructure providers. In this instance, alternative infrastructure should be considered which provides the fastest internet connection possible and that could enable greater access in the future.

122 The Borough Council will support the development of communal public access WIFI hotspots, particularly as part of community, education and other public facilities.

Appendix 4: Potential evidence sources for identified policy themes

TOPIC	EVIDENCE SOURCES
Sustainable transport	
Footpath improvement and filling gaps in the network	<p>https://www.gloucestershire.gov.uk/roads-parking-and-rights-of-way/public-rights-of-way/rights-of-way-online-map/</p> <p>prepare a map on an OS base that shows:</p> <ul style="list-style-type: none"> • Stretches of the network in good condition (green) • Stretches in poor condition (red) and prepare a schedule that explains what needs to be done for each section • Stretches that are missing (blue) and prepare a schedule that explains how the missing links can be created
Cycle lanes and improvements	<p>https://www.gloucestershire.gov.uk/roads-parking-and-rights-of-way/public-rights-of-way/rights-of-way-online-map/</p> <p>prepare a map on an OS base that shows:</p> <ul style="list-style-type: none"> • Stretches of the network in good condition (green) • Stretches in poor condition (red) and prepare a schedule that explains what needs to be done for each section • Stretches that are missing (blue) and prepare a schedule that explains how the missing links can be created
Public transport (bus)	<p>Look up local bus services – what needs to change? Is there anything that the NDP can do (remember it can only deal with land use and development and nothing else).</p>

<p>Road safety and traffic calming</p>	<p>Identify on an OS map where the “danger hotspots” are located. Prepare a schedule that explains why each location is of concern.</p> <p>Do you already have evidence from hand-held speed cameras or speed surveys done by the police?</p> <p>Ask the police to do a speed survey in areas where there is concern – they should do this for free.</p>
<p>Lorry exclusion zone???</p>	<p>Check the minerals local plan and the Local Transport Plan to see if there are any policies on freight and how freight traffic should be restricted to suitable routes.</p> <p>Contact the Highways Authority and ask whether it would be possible to create a lorry exclusion zone or a voluntary lorry route scheme for Stoke Road.</p>
<p>Green Infrastructure</p>	
<p>SUDS and water management using natural features</p>	<p>Look on the flood map – prepare a map showing areas that flood: https://flood-map-for-planning.service.gov.uk/</p> <p>Read and understand the following documents from the TBC website: can a green area with “no development” be created around the flood areas to preserve them into the future and allow nature to manage the water?</p> <p>Flood and water management SPD (February 2018)</p> <p>The flood and water management SPD supports existing policy and provides guidance to developers and decision makers on how to manage surface water and main river flood risk.</p> <ul style="list-style-type: none"> • Flood and water management SPD, February 2018 (pdf, 1.9 KB) • Flood and water management SPD - adoption statement (pdf, 183 KB) • Flood and water management SPD - appendices (pdf, 1.6 MB) • Flood and water management SPD - consultation summary (pdf, 263 KB)

Report on community vision event, 1 May 2019



Protection of SSSI	Look on this website and identify all habitats. Put them onto an OS map. https://magic.defra.gov.uk/
Orchard reinstatement and planting	Obtain maps of historic orchards. Magic may have some info on one of the layers: https://magic.defra.gov.uk/ Look at the Churchdown and Innsworth NDP – they have very good policies. Steal as much of their work as you can – it will save time. If you have difficulty finding it, I will give you the contact details.
Improvements to biodiversity	Use magic map and evidence on TBC website to identify all local species and habitats in the area. You will need to go through all the documents on the website and pull out everything that relates to biodiversity and nature.
Pollution management	See if you can find any documents on the web with a normal google search that talks about how green areas can manage pollution.
Countryside character and access	There will be documents on the TBC website on Green Infrastructure. Start with this. There should also be something on landscape. Cut and paste anything you can find on these topics that relate specifically to the parish.
Views	If you can find the landscape documents, these will discuss views.
Housing mix	
Affordable housing for young people	Ask TBC to give you up to date evidence on housing need (they might have something). Consider doing a survey of all residents about housing need. Here is a link to a helpful document prepared by locality:

	https://neighbourhoodplanning.org/toolkits-and-guidance/undertake-housing-needs-assessment-hna/
Bungalows for older people to down-size into	ditto
Historic environment	
Buffer around listed buildings	<p>Identify all listed buildings (you can use Magic) or TBC can give you a map</p> <p>Visit each one and gather the following evidence (or you may have your own questions):</p> <ul style="list-style-type: none"> • Name • Address • Photo • Why it is import to the community • History • What defines its importance or beauty • What should not be allowed to protect its importance or beauty
Identification of non-designated heritage assets	You can also identify your own monuments/structures/buildings that are important but are not designated. We can then list them in a policy and they can be protected. Use that same approach as for listed buildings.
Community facilities	
Protect what is there	Prepare a list of all important existing community facilities such as churches, schools, shops, pubs (you don't have one!), etc. Anything that is important to the community. Use same approach as for listed buildings, above.
Allow for new facilities (such as a pub)	List any new facilities you would particularly welcome and describe why (only a short explanation)