

24th February 2020



NOTICE OF MEETING

Consultations and Highways Committee

Monday 2nd March 2020

7.30pm, Thanet House, 58 London Road, Stroud

**** Members of the public are welcome to attend ****

A G E N D A

1. To receive apologies
2. To receive declarations of interest
3. To approve minutes of the meeting of 3rd February 2020
4. To receive questions from the public
5. To comment on planning applications as listed
6. To note planning decisions from the Stroud District Council
7. To receive the Assistant Clerk's report
8. To note County Council roadworks/Footpaths
9. To consider Gloucestershire Local Transport Plan (LTP) Review - Public Consultation www.gloucestershire.gov.uk/ltp-review

2nd March 2020

Item 5

APPLICATIONS			
Planning Application No.	Location	Details	Ward/notes
S.20/0122/FUL	4 Windsor Place, Painswick Road	Erection of a garage with solar panels on roof	Uplands
S.20/0163/FUL	16 Slad Road	Erection of 2 X 4 metre high column with automatic number plate recognition (ANPR) camera	Valley
S.20/0234/TCA	Hemp Lime House, Butterrow Hill, Bowbridge	Whitebeam - reduce down by 60% (4.0 - 5.0m) and thin the stems by 20%. 2. Boundary hedge with the railway - trim the top and inside.	Trinity
S.20/0250/HHOLD	125 Cainscross Road	Proposed single storey extension, roof dormer and new gable to the rear	Central
S.20/0226/FUL	Land At 95, Stratford Road	Proposed two bedroom dwelling	Farm/Pag
S.20/0155/ADV	Dirleton House, Cainscross Road	4x free-standing signs	Central
S.20/0281/FUL	Land At Fircroft, Spring Lane	Proposed bungalow with new vehicular access & parking	Trinity
S.20/0063/FUL	Flat 7, Swan House, Swan Lane	Retrospective - Instillation of skylight	Central
S.20/0191/HHOLD	Campden, Springfield Road, Uplands	Single storey rear extension	Uplands
S.19/2690/FUL	Brimscombe Mills Estate London Road Brimscombe	Proposed conversion of Mill to provide a Mixed Use Development	

Decisions Made By Local Planning Authority

Application	Status	STC Comments
Stroud Valley Scouting Centre Hollow Lane S.19/2006/FUL Various extensions, re-cladding of the existing buildings, alterations to existing windows and doors.	Permission	2
10 John Harper Close S.19/1589/HHOLD Retrospective single storey conservatory	Withdrawn	3
3 - 7 Rowcroft S.19/2437/ADV Replacement sign	Refusal	1
3 - 7 Rowcroft S.19/2445/LBC Replacement sign	Refusal	1
Stroud Railway Station Station Road S.19/2661/LBC Installation of Platform Validators to four areas at station entrance/exits	Consent	3
Gospel Hall Chapel Street S.19/2681/TCA T3 - Hawthorn - Remove. T4 - Hawthorn - Prune back from house to leave 2m clearance. T6- Variegated sycamore - Shorten west stem to a final height of 3m above union.	Consent	3
75-77 Valley View Road S.19/2482/FUL Demolition of garage ,erection of new dwelling, parking and access	Withdrawn	-
Flat 10 Stone Manor Bisley Road S.20/0004/TPO T 70 - Walnut - Fell. T 49 - Black Pine - On first and second primary limb over roof remove first secondary limb, approx 4m.	Consent	3

1. Object	2. Support	3. Neutral
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Clerks Report – Consultation Committee

Meeting of 2nd March 2020

Vision for Sharpness Vale

Please find some responses below to your queries which I hope you'll find helpful:

- SDC logo: Sharpness Vale is a scheme from Sharpness Development LLP, not Stroud District Council which is why there is no SDC logo on the document. Currently, the site is a draft allocation in the Stroud District Draft Local Plan. We would hope to put in a planning application within the next 12 months. Sharpness Development LLP is a partnership between GreenSquare Group and Lioncourt Group. GreenSquare Group is a Registered Social Landlord which manages and owns nearly 12,000 affordable properties across Oxfordshire, Wiltshire and Gloucestershire. Lioncourt Group, which comprises Lioncourt Homes and Lioncourt Strategic Land, is a Worcestershire-based housebuilder and land trading company which delivers high quality developments.
- Local facilities: we are keen to alleviate pressure on surrounding communities and to create a fantastic new place. Our objective is to create a new network of neighbourhoods that will have its own facilities including education provision. We will include a local centre at the heart of Sharpness Vale with retail and community uses that complement the surrounding areas in a small, accessible local centre. At the same time, existing local businesses are expected to benefit from the increased custom from our development, with any retail on the site being small in scale such as local shops. We also intend to work closely with SGS Berkeley Green to form strong partnerships between the new employers in our community.
- Flood: We have held initial meetings with the Environment Agency and Council's Drainage Officer to discuss the proposals. An initial Flood Risk and Drainage Scoping report has also been prepared to inform the initial masterplanning work. Based on the information available at this time flood risk, surface water management and foul water drainage are not considered a barrier to development and no significant constraints have been identified.

Please do contact me with any other queries. You can also visit our website for more information:
<https://www.sharpnessvale.co.uk/>

Gloucestershire Highways

COUNTY COUNCIL ROADWORKS

<i>Promoter Organisation</i>	<i>Address 1</i>	<i>Address 2</i>	<i>Works Type</i>	<i>Traffic Management</i>	<i>Start</i>	<i>End</i>	
SEVERN TRENT WATER LTD.	BATH ROAD	ADJACENT TO PROPERTY KNOWN AS LINDENS	MINOR	SOME C/W INCURSION	28/02/2020	03/03/2020	PROPOSED WORKS
GLOUCESTERSHIRE COUNTY COUNCIL	CAINSCROSS ROAD	CAINSCROSS ROAD, Stroud near Homebase	IMMEDIATE (URGENT)	MULTI-WAY SIGNALS	20/01/2020	09/03/2020	IN PROGRESS

STROUD TOWN COUNCIL

RESPONSE TO LOCAL TRANSPORT PLAN CONSULTATION - DRAFT

Gloucestershire's Local Transport Plan 2015-41

Overall approach

The overarching strategies are well-researched and contain positive messages about the need for change in the face of the climate emergency, but the Plan fails to deliver a robust commitment to the actions or funding required to tackle it effectively and within an appropriate timescale.

We are concerned that the pace of change proposed in the plan will not be fast enough to achieve the Council's ambitions for carbon neutrality, even by 2050. We would like the targets to focus on 2030, and a commitment to creating significant change by 'top-loading' action to create a momentum for change.

The plan is not credible because although the climate emergency is acknowledged the actions include delivery of too many costly road junctions, which do not prioritise walkers and cyclists. The focus in the Plan remains firmly fixed on major roads, particularly in the Cheltenham/Gloucester/Triangle, which continues to be the main focus for investment.

We would like the hierarchy of highways users, which puts pedestrians as the top priority, followed by cyclists, public transport and private motor vehicles last, to be reinstated.

Behaviour change is identified as an important factor and much reliance is placed in the Plan on the Think Travel brand. We feel that this needs to be rethought, as there is little evidence that this approach is having a significant impact or offering value for money. Have GCC considered investing in locally run community projects which promote active travel instead?

Implications for Stroud Town

The *Connecting Places Strategy CPS5 – Stroud* (Section 7) is largely positive, but lacks local detail. There are some specific proposals for Stroud and the surrounding area which are highlighted below. Those proposals that are in the Plan for the Stroud area lack clear timescales or budgets.

Table 7(a): Stroud CPS5 - Strategic Scheme Priorities

We welcome the inclusion of "Bus stop and bus advantage improvements for Stroud – Gloucester Corridor" and "Cycle access improvements to National Cycle Network, Route 45 Stroud", but would appreciate more detail on what is being proposed, where, when and how it will be funded.

Stroud CPS5 - Major Scheme Priorities Table 7(b)

We welcome the inclusion of "Highway Improvement – Merrywalk¹" and "Access improvements for Cainscross roundabout, Stroud".

¹ NB it should say Merrywalks

The Town Council would be happy to work with GCC to develop more detailed and costed plans for these areas, in particular improved pedestrian crossings and roundabouts to make these roads safer for walkers and cyclists.

Whilst we welcome the inclusion of “Cycle access improvements Stroud and Chalford corridor”, we object to the following statement, which demonstrates a fundamental misunderstanding of the canal towpath in Stroud, which does not have the capacity to support any significant shift to cycle use, especially for commuting. It is too narrow, unlit and already congested with walkers (often with dogs) and cyclists.

“The Stroud Valleys, particularly along the canal network, ... have potential to provide high quality cycle infrastructure that will link to the strategic cycle desire line to encourage greater mode share.”
(para. 7.1.8)

We would prefer to see a significant investment in safe, segregated cycle lanes wherever feasible, as there is a great deal of evidence to suggest that this is the way to attract more people to try cycling (especially women and non-cyclists). We would be happy to work with GCC to progress planning for this in our area. Our work on a vision for the A419 between Stroud and Chalford has already been shared with GCC and we would welcome support in developing these ideas further. We believe that this project should be a higher priority than “Cycle access improvements Chalford and Cirencester”, which has less potential for modal shift.

Stroud CPS5 - Local Scheme Priorities Table 7(c)

The inclusion of “Stroud Railway Station enhancements” is welcome, but we would refer you to our proposed masterplan for the station area, which does not include “increased car parking” as suggested by the paragraph below:

“5.1.9 Stroud and Stonehouse stations need upgrading. Both require Disability Discrimination Act (DDA) compliant footbridges. Stroud requires upgrading of station facilities’ increased car parking and improved forecourt arrangements for pedestrians and cyclists.”

The Town Council would be happy to work with GCC to develop more detailed and costed plans.

Previous iterations of the Plan mentioned the need for a new station on the Bristol line at Stonehouse. This has now changed to: “A new railway station south of Gloucester, north of Bristol”. We would urge GCC to make a clear decision on where this might be as soon as possible, to inform the Local Plan and support the development of suitable active travel and public transport connections.

We welcome the inclusion of “Access improvements for Stroud Town Centre” but would appreciate more detail on what is being proposed, where, when and how it will be funded.

We welcome the inclusion of “Junction improvement - A419 / Dr Newton's Way, Stroud”, but would suggest that this should be clearly linked to other projects in the plan, specifically: “Cycle access improvements Stroud and Chalford corridor” and “Highway Improvement – Merrywalk”.

Delivery

We object to the repeated use of the idea that projects can be funded by “Ad Hoc Funding Opportunities/Developer Contributions”. Given that the strategic development sites in the Stroud District Local Plan are exempt from CIL the expectation that highways projects in Stroud will be funded by CIL contributions, is extremely naïve. There should be a clear financial plan for funding projects, especially those that reduce carbon emissions.

HB, 25/2/202

DRAFT