

## A FRAMEWORK FOR SMARTER GROWTH Stroud Futures - to and beyond 2031



Figure 1: View from Selsley Common

### Introduction

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*For too long our planning system's response to the growing housing crisis has been to react to proposals by developers and landowners rather than to plan over the long term for the creation of places which function well and offer a high quality of life to current and future residents. We aim to change that mindset locally by looking to build a consensus on how Stroud could look and feel in 40-50 years time and how that might be achieved.*

Changes to the planning system in England under the Localism Act 2011 have devolved responsibility for planning the future of our towns, villages and rural areas to local politicians and their citizens. It is now up to local people to decide how and where their places will change and grow using the Local Plan as the key mechanism for guiding that change. This represents a unique opportunity for politicians and communities to work together to create a genuinely sustainable future for the Stroud area. Stroud DC is in the latter stages of preparing its Local Plan for the period up to 2031.

In the meantime, as the national housing crisis grows the local media report on the continuing pressures developers are bringing to bear on the Stroud area as they seek to build wherever they can find land that may address housing needs in the area e.g. Wade's Farm; Baxter's Fields etc. This is leading to growing opposition and a lack of confidence by citizens in the planning process which they see as simply responding to developers' aspirations rather than addressing the issues which are important to local people such as protecting green spaces, creating jobs, safeguarding our beautiful countryside, respecting

and making the most of our historic heritage, reducing our reliance on cars, delivering more energy efficient development and reducing CO<sub>2</sub> emissions, and creating healthier places.

The strategy of locating development within or adjacent to large settlements, and the identification of strategic growth areas notably that to the West of Stonehouse, have stimulated a lively debate about re-opening the station near Stonehouse Court Hotel which closed in 1964<sup>1</sup>. This raises a wider question about the long term approach to development of the Stroud area which goes beyond the relatively short 2031 horizon of the Local Plan. Responding to the current pressure for development by continuing to operate on short term plan periods of 10-15 years risks more confrontation and controversy and is unlikely to achieve the aim of making our towns, villages and rural areas more economically, socially and environmentally sustainable. To respond to climate change, for example by promoting low carbon housing, requires a longer timescale to give investors (whether public or private) the confidence to invest in the infrastructure required.

A debate is therefore needed on a long term (40+ years) strategy for how we want our area to change and grow, with the current Local Plan strategy providing a staging post on that journey. Drawing together experience from what does and does not work and both national and European experience, we can discuss what the future for the Stroud area might be like. For example, applying the principles of Smarter Growth and bringing the 'garden city' idea up to date, what is the potential for creating a number of exemplary low carbon major developments as a means of reducing the pressures on some of the smaller sites? How could we make the most of the major transport corridor running through the Stroud Valleys, and the upgrades that are now taking place with the doubling of the line between Swindon and Kemble? Could a new station at Stonehouse on both the Gloucester to Bristol and Swindon lines help deliver an urban extension that meets local concerns, and enable more people to use the train to get to work? How could such an initiative best be organised and financed?

This report<sup>2</sup> is simply a first step in seeing whether there is enough support for the idea of linking the development of new homes (and jobs) to sites that can make full use of improved railway and bus services. If the local authorities take up the idea, then the next step would be to commission an evaluation of the likely costs and values, along with consultations with both land owners and relevant community groups. As an independent and informal group of planners, we would be pleased to help as far as we are able.

In the papers that follow Dr Nicholas Falk and Professor Hugh Barton have set out some principles for discussion, along with examples of what might be possible if the vision and will were there.

**Hugh Barton:** *Emeritus Professor of planning, health and sustainability at the University of the West of England in Bristol*

**Max Comfort:** *Social entrepreneur and local community activist*

**Dr Nicholas Falk:** *Urbanist, economist and strategic planner and founder director of URBED*

**Leonora Rozee:** *Former Deputy Chief Executive of the Planning Inspectorate*

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<sup>1</sup> See Stroud Life April 3<sup>rd</sup> 2013 and Stroud News and Journal April 10<sup>th</sup> 2013.

<sup>2</sup> This report can be accessed online at [www.urbed.coop](http://www.urbed.coop)

## The Case for Smarter Growth

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*Nicholas Falk argues that good planning is about more than numbers. As we grapple with how we live, where we work, and what forms of transport we should use, planning not only needs to take a balanced or holistic perspective, but also deal with the tricky issues of quality and viability. This paper sets out some fresh principles, drawn from experience of what does and does not work, to offer a framework for how areas with growth pressures, such as Stroud, can ride the waves, and not be crushed by them.*

### 1. Smarter not faster growth

For too long the UK has been obsessed with raising its economic growth rate, while largely ignoring the other factors that support wellbeing. With rising resource costs (energy, water, food and other raw materials) as faster growing nations such as China outbid us, and the collapse of the main banks, new approaches to development are essential to get us out of our current hole. In the USA, the Congress for New Urbanism, revolted by the results of suburban sprawl, drew up a Charter for Smart Growth, with policies for the regional, city and block level.<sup>3</sup> The principle of Transit-Oriented Development is encouraging some investment in integrated transit. But the USA, where cities like Detroit resemble doughnuts with holes in their middle, is hardly a good model to follow. Far better to look to Continental cities, where a modal shift is being achieved, as car use is held constant in cities as diverse as Freiburg and Copenhagen, public transport and biking are gaining more and more recruits, and children are happier too!<sup>4</sup>



Figure 2: Children play at Rieselfeld, Freiburg, Germany

<sup>3</sup> <http://www.cnu.org/charter>

<sup>4</sup> [www.academyofurbanism.org.uk/freiburg-charter/](http://www.academyofurbanism.org.uk/freiburg-charter/)



Figure 3: Cycling is a way of life in Copenhagen, Denmark

The ordinary person has lost faith in the capacity of planners to build a better world. Yet there are success stories such as the ‘urban renaissance’ of Bristol Waterfront, or Birmingham’s city centre, or new housing in Cambridge to show that given the will, a transformation can be achieved that meets the needs of the future. But most of the schemes that win awards are in central cities, whereas most of the people live in suburbs and smaller towns. It is the smaller towns such as in the Stroud district that now need to grow. For these are not only the places where many families prefer to live, but are also where the best opportunities for real economic growth are to be found, with independent companies that provide products and services that meet changing needs, but need to attract good staff. So we do not just need more housing, we need neighbourhoods that will reconcile the new and the old and provide jobs, transport and an environmental quality that makes it a place where people want to live, work and play.

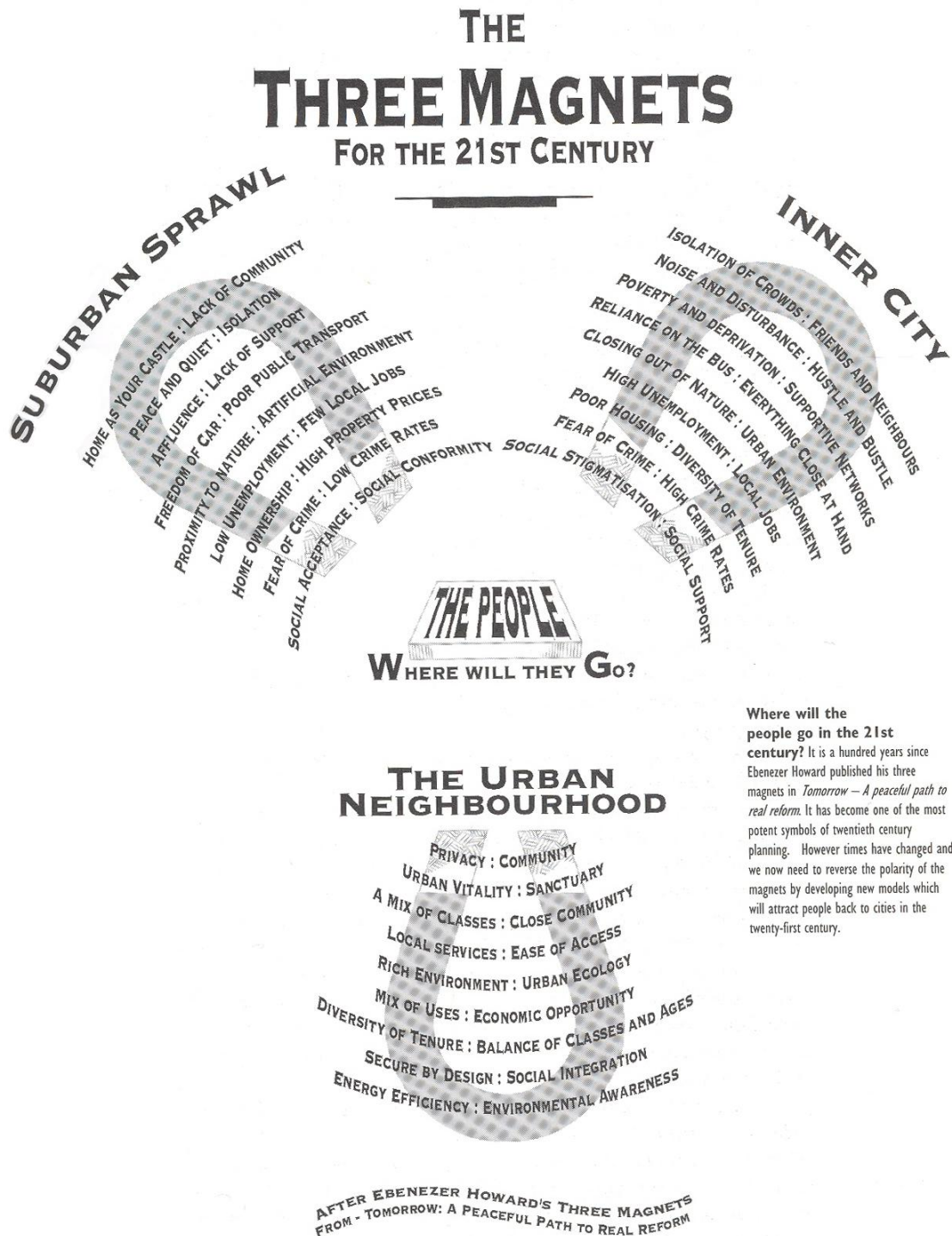
## 2. Think globally, act locally

Attempts have been made recently to set out basic principles that most can support; for example, a paper on *Smart Growth*<sup>5</sup> endorsed by a range of associations including the Council for the Protection of Rural England. Smart Growth favours urban containment (that is people working near where they live). But it also argues that if expansion is to take place, then it should be in locations where public transport is viable, and at higher densities than most private house-builders favour. Others have gone further in arguing for ‘One Planet Living’ to cut carbon emissions and grow more food locally. These ideas do not have to be in conflict.

Planning in the UK has gone through a series of revolutions from its early days of trying to protect the past and escape the smoky cities, through Ebenezer Howard’s

<sup>5</sup> [www.smartgrowth.uk.org](http://www.smartgrowth.uk.org)

promotion of the ‘Garden City’ and post-war New Towns to remedy war-time losses and urban ‘muddle’. Planning is now tasked through the National Planning Policy Framework with securing ‘sustainable development’ while building enough houses to bring supply into line with demand.



Where will the people go in the 21st century? It is a hundred years since Ebenezer Howard published his three magnets in *Tomorrow – A peaceful path to real reform*. It has become one of the most potent symbols of twentieth century planning. However times have changed and we now need to reverse the polarity of the magnets by developing new models which will attract people back to cities in the twenty-first century.

Figure 4: The Sustainable Urban Neighbourhood strikes a balance<sup>6</sup>

<sup>6</sup> Sustainable Urban Neighbourhood: building the 21<sup>st</sup> century home, David Rudlin and Nicholas Falk, Architectural Press, 2009

Whatever sustainable development means, it requires a longer-term perspective than we have been taking for the last few decades, so that we build to last, and take account of a wider set of needs than just building houses or cutting congestion. Only a couple of decades ago, few people had a personal computer, so what will life be like in another 20 or 30 years? The main lesson of the 'Garden Cities', which was applied in a bastardised form in the post-war New Towns, is that we should be building neighbourhoods, not just homes, that meet the changing needs of people of all ages and incomes, and enable a degree of community control. Ebenezer Howard saw the appeal of combining the best of town and country in planned settlements where the uplift in land values funded the basic infrastructure, with a dividend for future generations. Places like Letchworth show how that principle was once made to work. But where is the capital to come from in a financial recession, and how can we create contemporary models that meet our changing needs?

### 3. Social, physical and economic capital

Today, development is required to fund far more than Howard could ever have anticipated. Professional fees on building Hampstead Garden Suburb in 1907 were less than 6%. A new house in the 1930's cost little more than a car to build when mass home ownership became viable for the first time. But the 1930's semi with all its electric mod cons could piggyback off publicly funded arterial roads, and use funds from well-supported local building societies. The 21<sup>st</sup> century equivalent not only is much more expensive and complex - some eleven times average incomes in Oxford, for example - but has to compete with a much greater choice of used homes, which 75% of households surveyed say they prefer<sup>7</sup>. The costs have to come down significantly not only to enable many more households to get on the 'housing ladder', but also to offer a much better product, one that is truly 'future-proofed', and will therefore have wider appeal.

While this may seem impossible given the financial crisis that the UK and much of Europe is going through, building 'sustainable urban neighbourhoods' (SUNs) offers a practical solution to many of the most urgent problems we face. For it is only by building better homes in proper neighbourhoods that we can restart our stalled economy, save energy, and provide young people with a sense of hope (just as the New Towns did after the Second World War). We can use the new homes to 'rebalance' polarised communities, attracting wealthier people, including many retired households, back into town, thus releasing some of the capital tied up in their houses, while enabling those with young children to have better contact with nature.

The solutions lie in realising that it is capital, not money, that really matters, and that capital comes in many forms. To conventional economists, capital has become identified with what is most easily measured, that is financial flows. But traditionally economists also recognised the value of land or physical capital, and this has a much longer life. We tend to take factors of production such as railways, waterways, and town centres for granted, because they are so long-lived. Yet unless they are properly maintained, they can rapidly decay, and turn from an asset into a liability.

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<sup>7</sup> RIBA, Future Homes Commission report, 2012

The value of a location, the price we put on a piece of property, comes from its accessibility and underlying infrastructure. These depend on public investment as much as on private enterprise.

#### **4. Infrastructure led development**

Studies of the costs of development in both Milton Keynes and Cambridgeshire have shown that infrastructure can cost as much as building a house. Economists stress the concepts of marginal and opportunity cost, so that we make full use of whatever we have inherited, whoever it is owned by, in order to maximise wellbeing. They abhor the monopolist who charges an excessive rent for something in short supply, such as land with planning permission. Surveyors recognise that land should be worth its 'residual value', not the highest price ever achieved. Housing in other parts of Europe is more affordable (and often more attractive) than in the UK because towns grow in a planned way, rather than responding to where development is most profitable.

Economists have also rediscovered the importance of social capital, which relates to the levels of interaction people have with each other, and their sense of security. Skills and health both contribute to social capital and are a product of it, as many recognise. What is not generally recognised is the inter-relationship of physical form and social wellbeing. Where Council estates failed to transform people's lives, it was often not the homes but the neighbourhoods that failed. Surveys show that is factors like safe streets or good schools that cause those who can to leave, to be replaced by those with less choice. So if we want to address the fundamental polarisation in so many urban conurbations (clearly visible from demographic maps, such as those produced by CACI and Experian), we need to change the form of the settlement, and make the most of what we have inherited.

Small alterations to physical form, for example allowing a road or railway line to be crossed or providing bikeways, or creating usable greens, can help break down social barriers. A new development that is 'tenure blind' can lead to families with different backgrounds sending their children to the same school, which in turn can change values and prospects. In turn, if that produces children that are happier and better equipped to cope with life's upsets, then the local economy may well do better, with people spending more time talking to each other, and less time just consuming imports.

The model can most clearly be seen in Northern Europe in countries where children are known to be happier, and where education achieves greater results. Instead of the only escape being to leave town and go to university somewhere else, children go to local technical schools, and take apprenticeships. As can be seen in the resurgence of war-damaged Germany or the Netherlands, not only does the economy then perform better, but the environmental impacts of growth are reduced, with for example higher levels of car ownership but much lower levels of usage as people choose to use public transport or cycle instead.

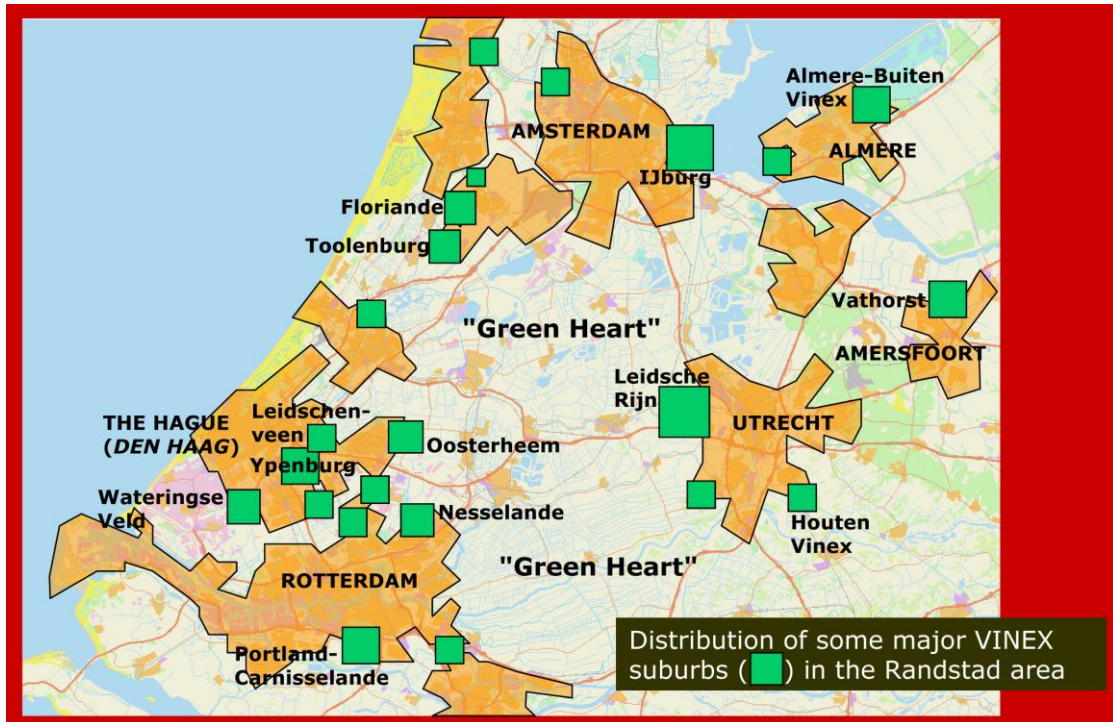


Figure 5: Recent Dutch urban extensions



Figure 6: Study tour to Houten near Utrecht, NL

## Conclusion

Instead of crudely trying to match housing supply to projected figures for demand, we would do better to start building social capital in the very places where the potential for economic growth is greatest (that is on the edge of towns and cities with strong knowledge economies), and in locations that can make use of new or improved transport corridors and nodes. By making the most of our natural heritage, as the Germans or the Dutch do, we can close the funding gap that has pushed the price of housing beyond what most people can afford, and give our country towns a much needed new lease of life.

Nicholas Falk



## Designing Healthier Communities

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*In this paper Hugh Barton suggests a longer term planning strategy for the Stroud Valleys, aimed at improving the health and well-being of the whole population, the economic health of the towns and the quality of the environment. He uses the potential to expand Stonehouse around a new station to illustrate how the principles might work.*

### Six goals for smarter growth

The starting points for this paper are these six goals which would ensure we secure smarter growth, not just more housing:

- To provide an attractive, affordable and convenient living environment for all, recognizing the needs of an ageing population and the wide range of income groups.
- To promote health and well-being through progressively increasing the opportunity for people to live healthy lives, in order to combat obesity and health inequalities.
- To promote diverse and sustainable economic development, with a focus on 'sunrise' industries, viable town centres and a full range of services, reducing dependence on external towns and cities.
- To safeguard the beauty, biodiversity and human ecology value of the hill and vale setting of our settlements, ensuring close and easy access to greenspace and countryside.
- To use the historic built fabric and the established infrastructure investments – especially the canals and railways – to enhance the integration and cultural identity of the District.
- To progressively reduce the use of scarce resources and the emission of greenhouse gases, while also building resilience into the structure of human settlements in the face of climate change.

### A strategy for the longer term

If these goals are to be achieved, then a short to medium term perspective on planning - often amounting to crisis management as the market and appeals dictate decisions - is inadequate. Despite the best efforts of local officials and politicians we are currently in retreat in relation to some aspirations. What we need is a coherent long-term strategy for the progressive evolution of the area towards a more sustainable and healthy environment. Long term in this context means 40+ years, following the successful example of towns in the Netherlands, and the British new and expanded towns programme. This does not imply massive growth, but planning properly for the needs of people.

Key to this is planning not on the basis of site by site release of development land for housing or employment but considering the whole function of towns and villages, to make them better places for all to live. If the overarching spatial strategy were clear, then the arguments over specific allocations would be seen in context. It is vital that the planning (transport, housing, economic, environmental) strategy ceases to be a party political football, but is supported by all.

We agree with the emerging Local Plan that a strategy of urban concentration on the towns, rather than dispersal, is key<sup>9</sup>. This is not only to avoid sporadic urbanization of the countryside, but to try to ensure good access to jobs and services, without reliance on car use. Given the very high car dependence at present, this is far from easy and necessitates consistent long term planning. We need to work towards a situation where people have a choice of getting to places by active travel (walking and cycling) or by public transport - not to penalize car use, but to create realistic travel options where for many there are currently none.

Research shows that the pattern of environment is a major determinant of behaviour. For example there are critical thresholds of distance (and slope, and barriers) that different groups in the population will walk. Quality of environment is also important, and can also be a stimulus to economic development. The strategy involves the very conscious location and layout of employment, retail, leisure, education, health and social investments, and the enhancement of town centre environments, as well as the improvement of walking, cycling and bus networks.

The potential benefits are many: better accessibility for all, especially those without access to vehicles or not able to drive, increased physical activity, reducing obesity and the costs to the NHS, improved mental well-being, increased viability and vitality of town centres, reduced air pollution and carbon emissions, increased robustness of the settlements if and when energy costs escalate.

### **Making smarter growth work**

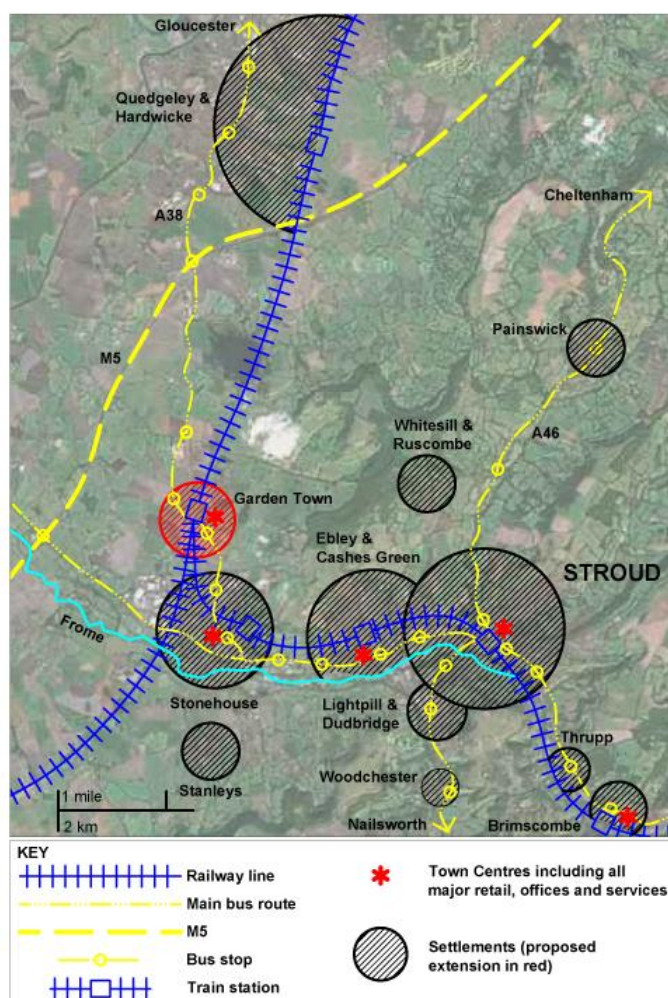
1. Establish cross-party support for a strategy for 40 years – in terms of firm (precise) principles and broad spatial patterns – with the formal Local Plan reviews being seen as more specific staging posts on the journey. The strategy should be boldly promoted as innovative.
2. Concentrate infrastructure investment, renewal and new development on the towns, particularly where served by existing or potential rail stations which provide regional accessibility.
3. Declare a moratorium on all new 'Business Park' and 'retail park' development. Instead, focus all new business (office type) and most retail development in higher density town centre locations, in order to boost local retail, service and leisure demand, and give easy access to regional train services for business travel. Stroud, in particular, offers potential, between town centre and canal. This is contentious, and needs powerful marketing, on the basis of social and environmental values, and a new economic logic. The prevailing business park model results in c. 95% car dependence, exacerbating congestion, pollution, social exclusion, lack of daily exercise. It is also a profligate use of land – often green fields.
4. Manufacturing industry and distribution centres should be only expanded at locations that combine good access to motorway and the potential for rail transfer in due course. Small workshops and service industries, on the other hand, serving the local market, should mainly as now orientate around the canal corridor and main valley

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<sup>9</sup> Your district, Your future - Core Strategy Consultation, STC, 2012

bus routes. The abundance of adaptable and relatively cheap space in old buildings is one of the great selling points of Stroud.

5. Guide residential development to locations that are in walking distance of town centres, major sub-centres, or failing those, close to frequent (or potentially frequent) bus services giving direct access to major trip generators. Typical thresholds (which need to be tested by local surveys of behaviour) would be 1500 metres walking distance to a centre, but much less if the route is hilly, heavily trafficked or unattractive. Distance to bus stop, with similar caveats, would be 400 metres.
6. The current conditions for pedestrians, cyclists and public transport are difficult in many places. The creation of priority networks for these modes is critical to any plan for reduced car dependence.
7. Accessible countryside is one of the delights of the District, and greenspace close to homes provides not only for active recreation but supports mental health. Maintaining and enhancing the greenspace networks, linking town to country, can in addition assist with so-called green-infrastructure functions.



### A new garden town at Stonehouse?

The emerging Local Plan points to the difficulty of developing in the Stroud Valleys without impinging unattractively on the green Cotswold setting. We support the preservation of the distinctive green wedges that penetrate close to the heart of Stroud itself, and recognize also the degree to which planning policy has facilitated the reuse of derelict or underused sites for

housing development, some of it of good quality. However, the benefits of concentrating new commercial and residential development in Stroud justify pushing this policy further, capitalizing on the station (potentially with more frequent services) and the reconstructed canal to inspire the market.



Figure 7: Possible site for new Stonehouse station

Having said that, a long term plan needs to anticipate long term needs – not just for housing but for improved and healthier urban environments. We advocate therefore an approach which considers the whole evolution of settlements in their hinterland. Over the long term some major urban extensions or new settlements will be needed (the precise timescale is not the issue). Below we provide, as an illustration, the logic for developing a new extension, or twin settlement, to Stonehouse. The aspiration would be to create an exemplary settlement: the first urban extension in Britain to achieve low carbon and high active travel status.

1. **Railway logic:** Stroud has impressive connections to London and Gloucester/Cheltenham, but poor connections south to Bristol/Bath or north to Birmingham. The best location in the District for an intercity station is directly to the north of Stonehouse, near Black Bridge.
2. **Town location logic:** any new settlement, aspiring to have a balance of jobs, services and population, requires good geographical reasons why commerce should locate there. A new station with excellent connections (potentially) to London, the South West and the Midlands, (and close to the M5 and beautiful landscape) offers an attractive location for regional/national firms in the service/knowledge sectors

3. **A mixed use town:** there is the long term potential, in parallel with population growth, for offices around the station to be combined with retail, leisure and social uses. Development could extend out from Stonehouse (allowing for a green corridor), eventually surrounding the new station and helping to integrate the proposed rather detached development west of Stonehouse into the town.
4. **A new spine road:** given the inadequacy of the existing Stonehouse to Gloucester road, a new route crossing the railway by the station and by-passing the nearby hamlets of Standish and Little Haresfield, with bus priority measures, cycle lanes and the feeling of a boulevard, would serve the new development. Another street would connect through the proposed Oldends Farm estate to the A419 and the M5.
5. **Linear band:** urban form theory, and recent studies of suburban development options in England, suggest that a broad linear band of development either side of the spine boulevard. The main bus route would link from Stroud, through Stonehouse, past the new station to Gloucester. Any new social, leisure, retail and commercial developments would be located along the boulevard, together with higher density (flat) development.
6. **Green corridors:** open space zones would be identified at the outset, around existing allotments and playing fields, along streams and mature hedgerows, linking to open country and providing good habitats for wildlife and for humans, safeguarding opportunities long term for water management, shelter belts, energy crops, food growing etc.
7. **Densities and housing mix:** density would be graded. With the higher densities close to the station and the spine, lower densities further away, offering thus offering greater choice to potential residents. The ambition would be to attract a full range of income groups and types of household. Affordable housing would be scattered, not concentrated.
8. **Investor diversity:** The fact that Gloucestershire County Council owns significant land in the area around the possible station would give an opening for a highly innovative public/private/community development process, with CLT (Community Land Trust) involvement; self build opportunities, small builder sites. All could be guided by design code on the model of German and Dutch cities, ensuring a visually and functionally integrated environment.
9. **Development thresholds:** the advantage of expanding out from the existing town of Stonehouse (rather than on a cut-off site such as that proposed to the west) is that new residents can easily use the existing facilities, until such time as the population and locational advantages of the new development justify further investment. Other factors being equal, 1000 new dwellings could justify a new primary school, 2-3,000 would support a new neighbourhood centre. However, in practice the dynamics of development do not necessarily work so straightforwardly, especially given the uncertainties of the proposed station.
10. **Walking and cycling:** the modest scale of the development, flat terrain, and closeness to the shops and secondary school in Stonehouse and the Oldends industrial area, mean that many journeys could be undertaken on foot, and many more on bike. The whole twin settlement would be designed to make walking and cycling attractive and safe for children and adults. They would alter the priority at junctions, the way surfaces were treated, and the layout of buildings around routes.
11. **Buildings:** irrespective of governmental back peddling, the settlement could aspire to highly sustainable buildings from the outset – level 5 or 6 on the Code to

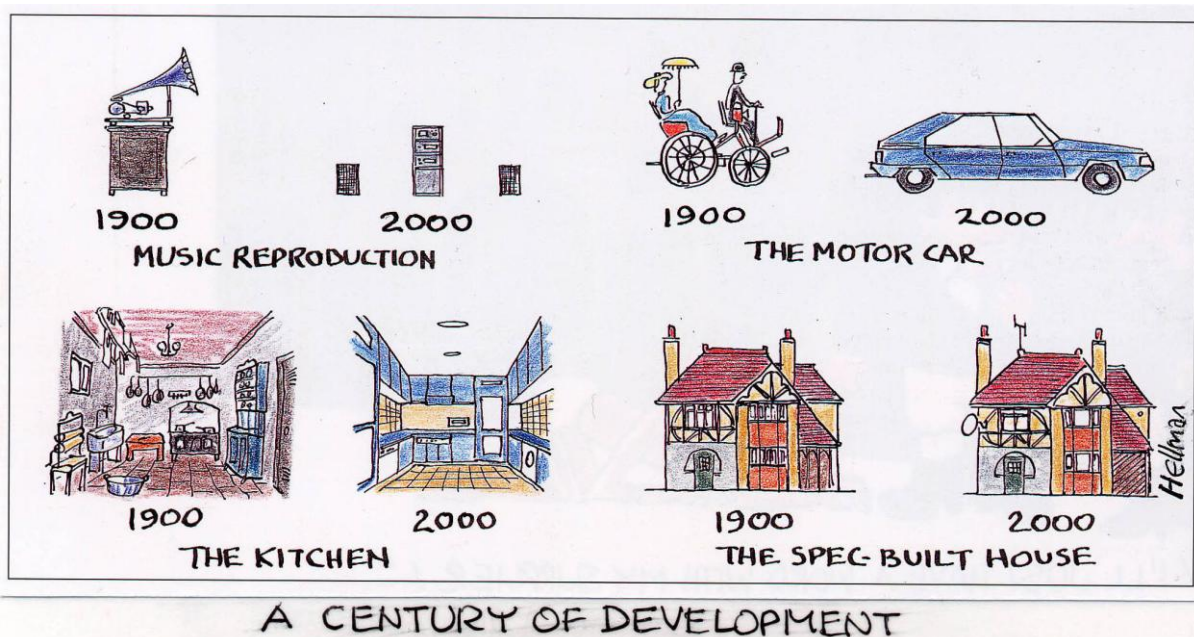
Sustainable Homes, and the equivalent for commercial property. This includes water conservation measures, built-in wildlife habitats, recycling, bike parking etc as well as excellent energy efficiency and renewables.

12. **Energy and waste:** The opportunity for an integrated recycling and energy system would need careful investigation, especially in the light of the recent rejection of the incinerator at Javelin Park. Recycling could be enhanced beyond the normal by community composting. A combined heat and power plant close to the town, burning farm wastes and non-recyclables (i.e. fuel-flexible) could deliver cheaper electricity and piped heat to the town, including existing properties, and be designed to further increase community compost supply. All this would attract clients and households, and enhance SDC’s green credentials.

Hugh Barton

## Conclusion

*The Chinese Sage Lao Tzu said, “If we do not change direction we will end up where we are headed”, and also “a journey of a thousand miles begins with a single step”. The opportunities for strategic and quality growth in and around Stroud are too important to be left to chance. Now is the time to ensure Stroud is truly “future proofed”. We need to take the next steps.*



## Stroud Futures – Who are we?

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We are a small group of professionals with knowledge and expertise in town and country planning who are keen to start a debate about the longer term future of the Stroud area. Our biographical details are listed below:

### Hugh Barton

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*MPhil, DipTP, MRTPI - Emeritus Professor of planning, health and sustainability*



Professor Hugh Barton is an author of books and practical guides on the planning of healthy, sustainable settlements, including most recently *Shaping Neighbourhoods, for local health and global sustainability*. He is a

recognized international expert, acting as special advisor to the World Health Organization Healthy Cities movement. A town planner by training, he has spent most of his career teaching planning, urban design and sustainable development at the University of the West of England, Bristol. His research has focused on low carbon urban form, inclusive appraisal processes, and the integration of health and well-being into planning. Some of his conceptual models and practical tools have been widely adopted by public health and planning professionals.

### Dr Nicholas Falk

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*BA MBA Hon FRIBA Founding Director URBED*



Dr Nicholas Falk is an economist, strategic planner and urbanist. Over recent years he has focused on town centre strategies, the future of the suburbs, and the reuse of

redundant buildings and new communities. Nicholas has set up learning networks such as SUNN and TEN to draw lessons from good practice in the UK and abroad. He is the author of numerous articles and has contributed to various journals and books. Also, a Visiting Professor at the School of the Built Environment, University of the West of England, an Academician of the Academy of Urbanism, and a Fellow of the Royal Society of Arts.

### Max Comfort

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*FRSA, AoU - Social entrepreneur and local community activist*



Max Comfort has a background in architecture and masterplanning, and his career now as a businessman, executive coach, trainer, social entrepreneur and project manager has led almost

imperceptibly into him becoming a community thought-leader and co-creator of alternative forms of housing provision here in Stroud, including pioneering co-housing, affordable housing and other cutting-edge projects. He is a Director and Trustee of various local social enterprises and Charities, including Stroud Common Wealth, the Exchange, Cashes Green CLT and several national organisations.

### Leonora Rozee

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*OBE BA Hon MRTPI - Former Deputy Chief Executive of the Planning Inspectorate*



Retired Deputy Chief Executive of the Planning Inspectorate following 19 years as a Planning Inspector. Awarded OBE for services to planning reform June 2005.

Chaired a study into "Mediation in Planning" for the National Planning Forum, published June 2010; immediate Past President of Planning Summer School; member of the RTPI General Assembly and TCPA Council; Visiting Professor to the School of Planning at Newcastle University; Planning Aid volunteer chairing Community Forums for EDF and National Grid in relation to the Hinkley Nuclear Power Station and Connection projects respectively.