

5.1. Introduction

5.1.1. Housing is a key issue for the Local Plan and this chapter sets out the amount and location of additional housing land to be provided, together with policies that seek to control residential development both within and outside the defined urban areas and settlement boundaries.

5.2. Objectives

5.2.1. In accordance with Structure Plan policies and the Strategy set out in Chapter 2 of this Plan, and in the light of government advice in Planning Policy Guidance Notes/Statements PPS1: Delivering Sustainable Development, PPG3: Housing, PPS7: Sustainable Development in Rural Areas, and PPG13: Transport, the following are the housing objectives for this Plan.

1. To ensure that sufficient land is made available to provide for a range of dwellings in terms of location, size and density that makes the best use of land consistent with environmental considerations, and to meet Structure Plan requirements including local needs.
2. To release sites for new residential development that will support and enhance the character, setting and functioning of existing settlements or surrounding countryside and that are properly located to take account of employment, environment, infrastructure and community facilities, public transport accessibility and traffic considerations.
3. To phase the release of sites to ensure that best use is made of previously used land, and that a continuous supply of housing land is available throughout the Plan period.
4. To enable the provision of affordable housing at appropriate locations, in order to meet the needs of those people not able to compete easily in the existing housing market, and to ensure that the existing stock of affordable housing is maintained.
5. To ensure that housing development in the District is concentrated in accessible locations in or adjoining urban areas and principal settlements, and that the best use is made of land in sustainable locations.
6. To ensure that housing development in the District's rural areas meets local needs, is sustainable, and enhances the character of its surroundings.
7. To encourage the bringing into efficient use of empty and underused property, particularly close to the District's town centres.
8. To ensure that extensions to properties respect the original dwelling, and do not detract from the character of their surroundings.

5.3. Sequential Search for Housing Development Opportunities

5.3.1. The national, regional and strategic context for the search sequence is set out in Chapter 2 of the Plan – the Strategy. The following search sequence has been used for the selection of housing sites, seeking to implement that Strategy, taking into account the role and function of settlements, the results of the urban capacity study, environmental considerations and, where appropriate, local factors such as the need to support local populations or services.

- 1 Previously developed land within the Gloucester PUA at Hardwicke, the Stroud Urban Area, the Principal Settlement of Cam/Dursley, and the smaller settlements of Berkeley, Eastington, Kings Stanley, Kingswood, Leonard Stanley, Minchinhampton, Newtown/Sharpness, Painswick and Wotton-under-Edge ¹.
- 2 Land in: i) the area extending out of Gloucester PUA, ii) the Urban Area of Stroud and iii) the Principal Settlement of Cam/Dursley.
- 3 Land adjacent to: i) the Gloucester PUA, ii) the Urban Area of Stroud and iii) the Principal Settlement of Cam/Dursley.
- 4 Land in the Small Towns and Larger Villages.
- 5 Land adjacent to the Small Towns and Larger Villages
- 6 Land in other defined rural settlements

¹ Note: These urban areas were covered by the urban capacity study.

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5.3.2. However, it should not be understood from this that the housing numbers in the allocations which are made will numerically follow from this sequence. This is because there is inadequate previously developed land within the urban area extending out of Gloucester to provide any substantial allocation, and clearly the smaller settlements are only likely to justify relatively small allocations. The total amount of previously developed land which has been identified in the urban capacity study is not, in any event, sufficient to provide for the target number of new dwellings in the District. In addition there are the requirements of the adopted Gloucestershire Structure Plan Policy H4 to be met. Thus most residential development will be provided in the Gloucester PUA, in locations where employment, leisure, commercial and community facilities can be integrated and where there are opportunities to maximise the use of public transport, with priority being given (so far as Stroud District is concerned) to development in locations adjacent to or close by Gloucester, which are or can be easily and conveniently accessed by means of transport other than the private car

5.4. Housing Location Strategy

5.4.1. Site specific allocations for future housing growth in Stroud District have been made following the sequential search. The focus for growth is the Gloucester PUA. The general extent of the Gloucester PUA is defined in the Gloucestershire Structure Plan, Third Alteration. The guidance in the adopted Structure Plan Policy H4 prioritises development: *'within Gloucester and Cheltenham and then to locations adjacent or close by that are or can be easily and conveniently accessed by means of transport other than the private car.'* This principle is continued into the Third Alteration in policy SD1.

This effectively requires the first priority for any allocations in Stroud District to be adjacent to Gloucester where existing public transport may be supplemented and improved by new provision.

5.4.2. The next priority is within and then adjacent to the Stroud Urban Area. Stroud with Stonehouse and the wider area of the Stroud valleys, provide a good mix of employment, shops, services and a focus for public transport.

It is the Council's view that the most sustainable housing development should and can take place at the heart of this area, as close as possible to the town centre of Stroud. This is an important part of the District Council's strategy in encouraging and enabling the regeneration of the town centre. In the wider area of the Stroud valleys, the landscape and the character and setting of individual settlements may be compromised if this area was to take a greater proportion of development than that identified through the Local Plan allocations, especially if this were on greenfield land. Similarly, whilst part of the Urban Area, significant development at Stonehouse is unlikely to provide the same impetus to the regeneration of Stroud, being further removed from the central focus of services and public transport facilities. It is possible that it may also draw resources away from the town centre where they are most needed.

5.4.3. The settlement of Cam/Dursley forms the focus for employment and services in the southern part of the District. Thus it is identified as a Principal Settlement. As such it is capable of accommodating a reasonable level of growth consistent with character and function. Development should also support local services and the economic and social well-being of the local communities. In Cam/Dursley, housing development is allocated to previously developed sites, as close to the Dursley town centre as possible, to assist in its regeneration.

5.4.4. Finally, there are smaller settlements that play an important role as local employment and/or service centres. In many of these, shops and services are struggling to survive. The situation is worsened by decreasing household size leading to declining populations in the villages. Simply put, this means there are less people to sustain village shops and services. In addition, changing work and travel patterns have led to decreased dependency on village services and facilities.

5.4.5. The Council is concerned about the loss of employment and services in these centres. In addition, it is increasingly difficult for the indigenous population to compete in the housing market in the rural areas. Therefore, small allocations of housing development are proposed to help bolster the role of these centres. It is acknowledged that this alone will not revive vitality and viability of village services

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and facilities but that an integrated approach is necessary. It is the Council's intention that sites allocated for housing development in villages will mostly contain high levels of affordable housing to help address this problem. Scope for large scale development in these settlements is limited by landscape, topography, other environmental constraints, and particularly questions of sustainability with regard to the use of motor vehicles.

5.5. Urban Capacity Study

5.5.1. Following the publication of the Government Guidance 'Tapping the Potential' in December 2000, relating to the preparation of urban capacity studies, the Council undertook a study for the District in line with the guidance.

5.5.2. The settlements studied were: Stroud urban area, Cam and Dursley, Berkeley, Eastington, Kings Stanley, Kingswood, Leonard Stanley, Minchinhampton, Wotton-under-Edge, Newtown/Sharpness, Painswick, Whitminster, Manor Village and Chalford.

5.5.3. The Council involved the house building industry and the private development sector in the development of the methodology for the study, and the examination and market viability of potential sites.

5.5.4. The Council had already undertaken extensive work in the identification of suitable previously developed sites for allocations in its Plan and only a limited number of additional sites were identified for development within the Plan period. The allocations made in the Revised Deposit version of the Plan were also re-assessed to determine if their proposed indicative capacities were appropriate in the light of Central Government guidance on densities set out in PPG3.

5.6. Housing Land Requirements

5.6.1. The Local Plan has been drawn up within the framework of the Structure Plan, which includes the proposal that provision be made for the accommodation of about 9,400 new dwellings within Stroud District in the period 1991-2011. The 9400 new dwellings will arise from specific allocations made in the Plan and from the inevitable sites which come forward year on year, but which cannot be foreseen, and which are therefore known as 'windfalls'.

5.7. Unidentified Sites - 'Windfalls'

5.7.1. PPG3 advises that specific allowances should be made for all the different types of windfalls likely to come forward during the Plan period. Windfall sites are mostly previously developed sites (brownfield sites) that may have come forward unexpectedly for development during the Plan period and which cannot be identified for housing development in the Plan. These will include small developments such as the subdivision of existing housing to create one or more additional units or development within the garden of a house, as well as large sites such as those arising as a result of uses no longer being viable. PPG3 requires that windfall allowances should be made on the basis of examining past trends of windfalls coming forward and on the likely future windfall potential as assessed in an urban capacity study

5.7.2. A windfall allowance of an average of about 82 dwellings per annum for the remainder of the Plan period has been made. Under the plan, monitor and manage approach advocated by PPG3, windfall completions will be monitored during the Plan period to inform the phased release of residential allocations as set out in Policy HN3. The Annual Monitoring Report required under the 2004 Planning and Compulsory Purchase Act will also inform the phased release of allocations and the possible review of such allocations, especially greenfield.

5.7.3. The District Council takes the view that the allocations made within the Plan area and the allowance for windfalls, together with sites which have extant planning permission and those with a firm commitment to permission (subject to the signing of a Section 106 obligation), will ensure that an adequate supply of housing will continue to come forward during the Plan period. Phasing policy allows the review of the release of sites through the Plan period. In addition, under the 'Plan-Monitor-Manage' principle, any shortfall or surplus in provision will be amended when the Review of the Plan takes place.

5.7.4. The following table shows how the Structure Plan requirement will be met, taking these considerations into account together with completions, as at the date of adoption of the Plan.

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Table 5.1 Housing Land Provision 1991-2011

		No of Dwellings
(a)	20 Year Structure Plan Housing Requirement	9,400
(b)	Completions (1 July 1991 to 31 March 2005)	5,383
(c)	Sites with planning permission at 1 April 2005 (includes those sites not started or under construction)	1,617
(d)	Other firm commitments at 1 April 2005 (sites subject to Section 106 Legal Agreements)	237
(e)	Non committed allocations at 1 April 2005 **	1,748
(f)	Windfall Allowance	512 ***
	Total Provision = (b)+(c)+(d)+(e)+(f)	9,497
	Excess provision = (f) – (a)	97

* All figures shown as net.

** Excludes allocations committed in part or in full at 1st April 2005 (excludes 979 dwellings subject to S.106 legal agreements or with planning permission).

*** 4.25 years have been deducted from the 860 windfall allowance calculated for the period 1 January 2001 to 30 June 2011.

5.8. Housing Allocations

5.8.1. The strategy behind the location of the allocations of housing land is set out in the 'Sequential Search for Housing Development Opportunities' above. The specific allocations are now set out below. In some cases, because of the size or complexity of the proposed development, it is considered important that a development brief that has been subject to public consultation should be approved prior to any planning permission being granted. The briefs should incorporate the broad requirements for a successful development as set out in the Plan, establish the context for the site, and include a master plan. They should also address the planning obligations identified under each site. These sites are included within Proposal HN1. Other allocations, where a development brief is not considered to be essential, are dealt with in Proposal HN2.

5.8.2. It is considered very important to set out at as early a stage as possible the obligations that will be sought in respect of any particular development, as this provides greater certainty to all parties. The obligations listed under each allocation identify matters that the Council considers should be addressed within each

development to ensure an acceptable scheme is achieved and are therefore included within the relevant part of the proposals for each allocation. In some cases, the exact terms of the obligation are not yet known, and these have therefore been left more general. There may also be other matters that arise in the consideration of future planning applications that cannot be identified at present, for example, due to changes in Government guidance.

Mixed Use Development

5.8.3. The Council wishes to encourage mixed use development, down to the level of individual sites and buildings. Both in the housing allocations and other sites that come forward for development or redevelopment, for example in town centres, proposals for residential development that include the integration of other uses such as retail, commercial arts/crafts, workshops/studios, with living accommodation will be encouraged, provided proposals are compatible with other relevant policies in the Local Plan.

PROPOSAL HN1

The following sites are allocated for development in each case including residential development. Prior to the grant of any planning permission for development on any of these sites, a development brief must have been prepared and approved by the District Council. The brief should include an analysis of the site and its surroundings, establish the local context for the development of the site and include an accessibility profile of the site. The completion of a Section 106 Legal Agreement will be sought, or conditions used, for each development in order to secure the provisions listed under each site and any others that arise through consideration of planning applications that are considered reasonable and relevant to secure a satisfactory development.

Land east of the A38 at Colethrop Farm, Hardwicke (Hunt's Grove) (MU1)
(Approximately 95 hectares)

Mixed use, including residential and employment, with associated community facilities and services, including a new primary school, local shopping facilities, community centre, community offices, medical and other practices, public house and open space. The phasing of the development should ensure

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that all the infrastructure and community facilities listed under the provisions are built prior to, or delivered before, the completion of a significant number of houses.

Indicative capacity of 1,500 dwellings, of which 500 will be developed in this Plan period.

In addition the following provisions will be sought:

- Safeguard land for a new railway station and related facilities and contributions towards its provision.
- Ensuring, and initial subsidy of, bus services between the site and Gloucester and Stroud.
- Provision of public open space and an indoor sports facility to meet local need within the site, and their maintenance.
- Provision of a range of facilities including local shopping facilities, community centre, community offices, medical and other practices and a public house within the site, and initial subsidies towards their maintenance.
- Provision of a new primary school within the site, and contributions towards secondary education provision.
- Provision of affordable housing within the site.
- Provision of pedestrian and cycle routes within the site and contributions towards connections off-site.
- Contributions towards relevant off-site highway works.
- Contributions may be sought towards construction or improvement of the Gloucester South West Bypass.
- Provision of allotments on site.
- Provision of community composting site.
- Incorporation of the principles of best practice in sustainable building design.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hg1)

(Approximately 20 hectares)

Residential development with associated community facilities and services and public open space.

Indicative capacity of 500 dwellings within Stroud District.

In relation to the overall development site, incorporating land within both Tewkesbury

Borough and Stroud District the following provisions will be sought:

- Ensuring, an initial subsidy of, bus services between the site and Gloucester and Cheltenham.
- Maintenance of public open spaces.
- Initial subsidies towards maintenance of local shopping, recreation and community facilities.
- Provision of new infant and junior schools and contributions towards secondary education provision.
- Contributions towards off-site highway works.
- Provision of pedestrian and cycle routes within the site and contributions towards connections off-site.

Land at Ebley Wharf, Westward Road, Ebley (MU2)

(Approximately 8.2 hectares)

Mixed use of residential including affordable housing, employment, local neighbourhood retail unit, public house, community facilities and public open space incorporating the conversion of existing buildings and new development.

Indicative capacity of 120 dwellings.

In addition the following provisions will be sought:

- Substantial contributions towards the reopening of the Stroudwater canal within and adjacent to the site.
- Improvements to existing accesses and contributions towards off-site highway works.
- Maintenance of public open space within the site. Contributions towards off-site public outdoor playspace provision.
- Contributions towards improved public transport facilities.
- Contributions towards primary and secondary education.

Land at Lister Petter, Cam, Dursley (MU3)

(Approximately 35.9 hectares)

Mixed use, of residential including affordable housing, employment for at least 1000 jobs and public open space focussed on the previously developed parts of the site, including the conversion of existing buildings and new development.

Indicative capacity of 600 dwellings.

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In addition the following provisions will be sought:-

- Construction of a vehicular link through the site from Kingshill Lane to Long Street to enable connection with a vehicular link through the Bymacks site (Proposal MU4) at Long Street.
- Contributions towards off-site highway works and traffic management measures including improvements to links for pedestrians and cyclists to Dursley town centre and to Cam and Dursley railway station.
- Provision of public open space and outdoor play space in accordance with Policy RL5.
- Contributions towards primary and secondary education.
- Retention of existing and provision of new strategic landscaping around and within the site, and its maintenance.
- Contributions to community facilities.
- Incorporation of the principles of best practice in sustainable building design and construction.

Land at Bymacks, Long Street and Yellow Hundred Close, Dursley (MU4)
(Approximately 3.8 hectares)

Mixed use, including the conversion of existing buildings and new development, predominantly residential including affordable housing, with some employment and public open space.

Indicative capacity of 90 dwellings.

In addition the following provisions will be sought:-

- Construction of a vehicular link between Uley Road and Long Street to enable connection with a vehicular link through the Lister Petter site (Proposal MU3) at Long Street.
- Contributions towards off-site highway works.
- Provision for maintenance of public open space within the site.
- Contribution towards primary and secondary education.
- Contribution towards the improvement of existing and/or provision of new footpaths/cycleways to enable movement through the site and access to Dursley town centre.

Land at Cheapside Wharf, Stroud (MU5A)
(Approximately 5.6 hectares)

Mixed use of residential including affordable housing, public transport interchange, public car parking and town centre uses.

Indicative capacity of 140 dwellings.

In addition the following provisions will be sought:-

- Contributions towards the restoration of the Stroudwater and Thames and Severn Canal.
- Contributions towards improvements to pedestrian and cycle links from the site to the town centre and to the surrounding area via the Canal towpath.
- Contribution towards the construction of a public transport interchange.
- Contributions towards off-site highway improvements.

5.8.4. In the following section, advice is given for each site which should be reflected in both the preparation of the development brief, and the development of the site. Reference should also be had to Policies BE1, BE2 and BE3 within the Built Environment chapter, and the Council's adopted Residential Design Guide.

Land east of the A38 at Colethrop Farm, Hardwicke (Hunt's Grove) (MU1)

5.8.5a. The Council is aware of the mixed use development proposals to the north of the site at RAF Quedgeley within Gloucester City. Together, these developments will create a significant new urban expansion to the south of the city. Stroud District Council wishes, in association with Gloucester City Council, and Gloucestershire County Council to ensure that an integrated approach is taken to the overall development of this area to create largely contained and balanced new communities. The master plan and development brief, and any other relevant publications such as a design code, that will guide the development of this site will be adopted by this Council as Supplementary Planning Documents in due course. The scale of the development proposed is considered sufficient, together with the Waterwells employment site adjacent, to create a largely self-contained new community in terms of its day-to-day requirements. The site is also in proximity to the Javelin Business Park, which has planning permission for B8 use, and is also

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allocated in the Gloucestershire Waste Local Plan 2002-2012 (WLP, Adopted October 2004) as a preferred site for a strategic waste management facility. The Hunts Grove allocation itself also identifies an additional employment area of 5.2 hectares to extend the range of employment opportunities locally. Further employment opportunities will be provided with the intensification of the use of the former RAF4 Quedgeley site, immediately adjacent to Hunts Grove. A new district centre is being developed at Quedgeley, approximately 3 kilometres from Hunts Grove. The Hunts Grove scheme will also bring, or contribute to, significant benefits to the existing community in the south of Gloucester city through, for example, better social infrastructure such as leisure facilities, better public transport, and completion of the South West Bypass.

5.8.5b. **Phasing** - The development of this site should be included in the final phase of the Plan period. The capacity up to 2011 should be regarded as 500 dwellings with the remaining 1,000 developed after 2011. The completion and opening of the Gloucester South West Bypass will be necessary before any dwellings can be occupied. Phasing of the development should be addressed in the Development Framework and details will be for negotiation as part of the approval of planning applications.

5.8.5c. **Form and Layout** - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR-1998), By Design (DETR-2000) and the District Council's Residential Design Guide (2000). The development brief will determine the location and relative sizes of the residential and employment land. Given the scale of the development, the aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged on this site. The layout should promote the use of transport modes other than the car, give priority to pedestrian movement within the site and establish clear linkages to the key facilities within it. The concept of home zones should also be incorporated in this scheme, as this will assist in creating a 'people-friendly' environment. Convenient public transport and cycle links within the site and to the wider area should be provided at the earliest

opportunity to encourage the use of these modes by residents at the outset.

5.8.5d. **Density** - The density should vary through the site, and this should be reflected in the development brief. Areas of high density (up to 50 dwellings per hectare) are appropriate in the core areas of the development adjacent to the community facilities and services and at public transport nodes and along its routes. The aim should be to create interesting areas of built form, linked by substantial areas of open space, rather than large areas at a medium density (25 dwellings per hectare). A broad mix of units, in terms of household size, type and tenure, is recognised as one means of securing social mix. Housing mix should be applied within streets to encourage activity at all times and a sense of neighbourliness. The Council will expect the development to incorporate units to cater for the full range of housing needs and create a balanced community.

5.8.5e. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

5.8.5f. **Access** - The principal means of accessing the site will be from the A38 Gloucester Road, and the Waterwells development to the north. Within the site, all roads other than the main distributor road should be designed so that traffic calming is provided by narrow width, tight bends and restricted visibility, rather than by add-on features such as speed humps. Roads, footpaths and cycleways should be laid out to enable travel through the site as much as possible, and cul-de-sacs should be avoided as much as possible. Safe and convenient pedestrian and cycle routes should be provided linking the development to existing and proposed residential areas, employment areas, shops, schools and other facilities in the locality.

5.8.5g. **Transportation** - The provision of a range of alternative transport modes to the car early in the development of Hunts Grove is a key component of the scheme. Contributions will be sought to provide adequate cycle and pedestrian facilities within the site and linking to networks outside of the site. New and improved bus services, to link the site with the city centre and

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to adjoining areas where facilities are also located should be in place early in the development. This will provide alternatives to the car for new residents and also to extend the range of services available to residents of adjoining areas, thereby improving public transport overall in the south of the city. Travel between the site and Stroud is expected and bus services should be provided. It is anticipated that these services will need to be subsidised until they are commercially viable. The proposals will make provision for sufficient land for the station and related facilities, and contributions towards its construction, with the possibility of part funding from other parties. Traffic movement in and around Gloucester City is presently constrained by congestion, particularly at peak times. A South West Bypass is partially built, and when completed, (programmed for Spring 2007) will assist in allowing freer movement of traffic around and into the city. Contributions may be sought towards the completion or improvement of the Gloucester South West Bypass. This would only be in the event that the developers of the Eastchurch development derogate from their obligation to the County Council in respect of their contribution towards the completion of the Bypass or to provide additional capacity to handle traffic likely to flow from Hunts Grove. Contributions also will be sought to identified off-site highway works necessary to the development.

5.8.5h. Landscape - The landscape treatment of the site should contribute to creating a distinctive new urban form. Hunts Grove copse, Shorn Brook and the existing network of ditches and field boundaries are the most prominent features within the site, together with a number of significant trees. All of these natural features should be integrated within any development scheme as site assets. There is also a prominent ridge line in the site and development should respond positively to existing topography. Any changes to the existing topography should be sensitive to the overall landscape character of the area. Particular care needs to be taken to minimise the impact of the development on views from the Cotswold Escarpment within the AONB. Wherever possible, the nature conservation value of existing features should be protected and enhanced, and appropriate measures established for their long term management. Where possible, these features should be located within public, rather than

private land to ensure their long term survival. Hard surfacing within all public space should be considered an integral part of the site's overall concept and contribute towards the creation of a distinct new place. Public art should also be included in the development to enhance its sense of place.

5.8.5i. Archaeology - A number of significant archaeological sites are recorded at Hunt's Grove, including Prehistoric, Roman and Medieval settlements, and a Roman cemetery. The whole allocation will require detailed archaeological evaluation to determine the significance of these sites, and to identify which merit preservation in situ and which require archaeological recording in advance of development.

5.8.5j. Recreation – The development is of sufficient size to provide a full range of outdoor play facilities for its residents within the site. Public Open Space should be provided in accordance with Policy RL5 of this Plan. Facilities should include sports pitches and local play areas. Open spaces should be conveniently located to the core areas of development to allow residents to access them quickly and safely by foot or cycle, for both casual recreation and formal pursuits. Ancillary facilities such as pavilions will also be required. An indoor sports facility to cater for a range of activities should also be provided as part of the development.

5.8.5k. Community Facilities – The Council wishes Hunts Grove to provide a full range of facilities to meet residents' everyday needs and to encourage a sense of community. It is envisaged that facilities will be distributed within streets throughout the site, rather than being concentrated on one site only, as this will assist in creating a balanced community, reinforcing permeability and legibility of the site and creating a mix of uses in the principal public areas across the site. A multi-purpose community hall should be provided on the site. This building should cater for use by a range of community groups, such as local sports clubs, youth clubs, mothers' groups and elderly groups. Facilities for community cultural expression including exhibition and/or performing space should also be incorporated. It is also envisaged that other community facilities, such as meeting rooms and offices will be provided elsewhere in the development. The Citizens' Advice Bureau has advised that there is a need for an outreach

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centre in this area as a result of the scale of the development. The development will require primary school provision within it. Contributions will be sought from the development for secondary education provision. As Hunts Grove will generate more than 1,000 residents, it should include workshop/studio spaces with living space for those employed in the arts and crafts industries. Due to the nature of these activities, their distribution within streets and blocks with other uses, rather than solely being located in separate, discrete areas, is appropriate.

5.8.5l. Sustainability – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects Hunts Grove to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative - New Homes: The Environmental Standard Award. – Ecohomes; The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

5.8.5m. There is a growing emphasis from Central Government on recycling and diversion of biodegradable waste from landfill sites. The DETR has produced a Draft Waste Strategy (July 2000) which identifies revised targets for dealing with these matters, and sets targets to recycle or compost at least 25% of household waste by 2005; 30% by 2010; and 33% by 2015. One simple way of helping to achieve these targets is for new housing developments to provide a composting bin in gardens. The Plan also seeks the inclusion of a community composting site within the Hunts Grove allocation, to cater for additional green waste produced by the new residents.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hg1)

5.8.6a. This site forms part of a larger allocation within Tewkesbury Borough Council's administrative area. It is intended to produce a joint master plan and development brief for the site overall to ensure the whole area is developed in a co-ordinated manner, the necessary public facilities and services are provided, and the resultant development is cohesive and creates a balanced community. The master plan and development brief, and any other relevant publications such as a design code, will be adopted by this Council as Supplementary Planning Guidance in due course. The scale of the development proposed is considered sufficient to create a largely self-contained new community. It will also bring, or contribute to, significant benefits to the existing community through, for example, improved social infrastructure such as public transport and local leisure facilities.

5.8.6b. Phasing - The development of this site should be phased, in conjunction with the development of the adjoining land within Tewkesbury Borough. Further advice on this subject is contained within the Phasing Section later in this chapter.

5.8.6c. Form and Layout - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR-1998), By Design (DETR-2000) and the District Council's adopted Residential Design Guide (2000). The development brief will determine the location of services and facilities with the site overall. Given the scale of the development, the aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged on this site. Each phase of the site should contain a mix of unit sizes. The layout should promote the use of transport modes other than the car, give priority to pedestrian movement within the site and establish clear linkages to the key facilities within it. The concept of home zones should also be incorporated in the scheme, as this will assist in creating a 'people-friendly' environment. Convenient public transport and cycle links

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within the site and to the wider area should be provided at the earliest opportunity to encourage the use of these modes by residents at the outset.

5.8.6d. **Density** - The density should vary through the site, and this should be reflected in the development brief. Areas of high density (up to 50 dwellings per hectare) are appropriate in the core areas of the development adjacent to the community facilities and services and along public transport routes. The aim should be to create interesting areas of built form, linked by substantial areas of open space, rather than large areas at a medium density (25 dwellings per hectare). A broad mix of units, in terms of household size, type and tenure, is recognised as one means of securing social mix. Housing mix should be applied at street level to encourage activity in streets at all times and a sense of neighbourliness. The Council will expect the development to incorporate units to cater for the full range of housing needs and create a balanced community.

5.8.6e. **Affordable Housing** - In response to Regional Housing Policy Guidance issued by the Government Office and the Housing Corporation, the Council has established a Multi-District Joint Commissioning Partnership with Gloucester City Council and Tewkesbury Borough Council. The Partnership has secured Strategic Funding to provide sustainable new affordable housing to meet identified housing needs in the wider Gloucester area over the 10 year period of 2001-2011, on the major development sites where the boundaries of the three authorities meet. The Partnership has set a target of at least 25% of affordable housing, and this accords closely with the results of the Stroud District Housing Needs Survey. The Council will therefore seek at least 125 units of affordable housing within the Plan period. A variety of tenures will be required to address varying levels of affordability. There are greater opportunities to buy relatively inexpensive open market housing in the Hucclecote/Brockworth areas, and strategic demand suggests a need for at least 93 units for rent, with the remainder for subsidised low-cost home ownership, including shared ownership. The affordable housing should be distributed throughout each phase of the development and integrated within the open market housing, rather than being concentrated in discrete areas, to promote social

mix.

5.8.6f. **Access** - The principal accesses to the site should be from the adjacent Arlington site and Lobley's Drive. Access via Cranham Gate should also be provided, but viewed as a secondary link where the objective is to encourage integration of existing residents nearby with the new community. Within the site, all roads other than the main distributor road that will serve as the main public transport route should be designed so that traffic calming is provided by narrow width, tight bends and restricted visibility, rather than by add-on features such as speed humps. Roads, footpaths and cycleways should be laid out to enable travel through the site as much as possible, and culs-de-sac should be avoided. Safe and convenient pedestrian and cycle routes should be provided linking the development to facilities provided within the site, and to existing employment premises, shops, schools and other facilities beyond it.

5.8.6g. **Transportation** - The provision of a range of alternative transport modes to the car early in the development is a key component. The overall development will require the production of a Transportation Assessment that will address bus and car travel, cycling and walking. The Council will expect the development to reinforce existing, and establish, new connections to the surrounding areas, particularly for public transport, cycling and walking. Also, the site overall should have good permeability from all points to ensure cycling and walking are attractive to future residents, particularly to community facilities and services. Bus services through the site should be provided very early in the development, and it is anticipated that these will need to be subsidised initially until they are commercially viable. These should link the site with Gloucester City and Cheltenham. Contributions towards other off-site highway requirements required to facilitate the development should also be made.

5.8.6h. **Landscape** - The landscaping of the site should determine the form of the development, and not the other way round. Particular care needs to be taken to minimise the impact of the development on views from the Cotswold escarpment within the AONB. Development to the boundary of the site is not considered appropriate, and the Council will expect the edge

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of the site that abuts the AONB to be treated sensitively with lower density development, interspersed with public open space allowing views across it to the AONB from public spaces. The interface between the site and the Arlington development also requires careful treatment, and there is an opportunity to create a new public space along this edge, based on the re-opening of the culverted Wotton Brook. A buffer zone should be incorporated between the site and the adjoining SSSI, and development should be laid out in such a way as to discourage access to the SSSI.

5.8.6i. **Archaeology** - There are no recorded archaeological sites within this allocation, but there is evidence of a Roman settlement and field system to the west. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.6j. **Recreation** – The development is of sufficient size to provide a full range of outdoor play facilities for its residents within the site. Public Open Space should be provided in accordance with Policy RL5 of this Plan. Facilities should include sports pitches and local play areas,. Open spaces should be conveniently located to the core areas of the development to allow residents to access them quickly and safely by foot or cycle, for both casual recreation and formal pursuits.

5.8.6k. **Community Facilities** – The Council wishes Brockworth to provide a full range of facilities to meet residents' everyday needs and encourage a sense of community. It is envisaged these facilities will be distributed within streets and blocks throughout the site, rather than being concentrated on one site only, as this will assist in creating a balanced community, reinforcing permeability and legibility of the site and creating a mix of uses in the principal areas across the site. The development will require new two-three form entry infant and junior schools within it. The County Council has advised that it will also require contributions towards new secondary education provision off site.

5.8.6l. **Sustainability** – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects

Brockworth to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative - New Homes: The Environmental Standard Award. – Ecohomes; The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

5.8.6m. There is a growing emphasis from Central Government on recycling and diversion of biodegradable waste from landfill sites. The DETR has produced a Draft Waste Strategy (July 2000) which identifies revised targets for dealing with these matters, and sets targets to recycle or compost at least 25% of household waste by 2005; 30% by 2010; and 33% by 2015. One simple way of helping to achieve these targets is for new housing developments to provide a composting bin in gardens. The Plan also seeks the inclusion of a community composting site within the Brockworth allocation, to cater for additional green waste produced by the new residents.

Land at Ebley Wharf, Westward Road, Ebley (MU2)

5.8.7a. This site comprises a wide range of buildings and uses, and offers a genuine opportunity to provide for new housing and employment activities on a brownfield/greenfield site within the urban area. The site is also sensitive environmentally, and any redevelopment has the scope to reflect and extend the existing high quality of parts of the site throughout. The site contains seven Listed Buildings including industrial, institutional and residential properties, and is located within the Stroud Industrial Heritage and Ebley Mill Conservation Areas. The former canal, which is no longer visible on the ground passes through the site. Whilst vehicular access to the site is

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limited, the site is well served by pedestrian routes, which offer an attractive alternative to Westward Road, although these are not particularly well used.

5.8.7b. Form and Layout - Development should be concentrated in the existing and previously developed parts of the site. The garden to the National Children's Home should remain undeveloped and be laid as public amenity space and a link across the canal to the public footpaths within the meadow beyond should be provided. Any development should also include the provision of new public space in the area around Ebley Mill, the print works and along the reopened canal. The layout should give pedestrians priority over vehicles, with buildings defining spaces and subsequent road widths, rather than highway guidelines. Buildings comprising a mix of uses, including residential should be located in the eastern section of the site, and along the canal frontage, with the western section beyond the Children's Home comprising residential development. The principal site entrance at Ebley Mill is currently unsightly and out of keeping with the surrounding area due to the single storey buildings and open character of the car sales forecourt, and this entrance should be reinforced with new buildings.

5.8.7c. Density - Density should vary across the site, with higher density in the eastern section of the site and along the canal frontage, with low density development elsewhere. It is anticipated that higher density development in new buildings, of up to 4 storeys in height, will be located around the Ebley Mill and print works area to help establish the presence of a new public square in this part of the site. Principal rooms in the residential units should overlook this space. The area at the entrance to the site off Westward Road should be redeveloped with three storey buildings of domestic scale plot size and width situated close to the back of pavement to reflect and reinforce the surrounding built form. Dwellings should comprise a mix of dwelling sizes and types.

5.8.7d. Access - A Transport Assessment will be required in association with any development proposal. Vehicular access to the site is currently limited to two points off Westward Road. The first, Bridge Road, to the west of the site, has restricted visibility to the east, which would be difficult to improve upon. Bridge Road

narrows as it passes over the canal and it is therefore envisaged that only limited access to the site would be gained off Bridge Road. The principal vehicular access to the site at present is at Ebley Mill, which is currently controlled by traffic lights. This access is very open at present, due to the car sales forecourt on the west, and the low height buildings on the east side. A more appropriate built form would reduce visibility at this junction, which, if an access was retained at this point, would necessitate the retention of the signalled junction. A further option is to provide a new access to the site to the west of the current junction with Westward Road.

5.8.7e. Transportation - A development of the scale and nature envisaged will generate an increased demand and need for public transport provision. New bus stops and shelters should be provided along Westward Road close to the site to facilitate increased use of this mode of transport. Pedestrian and cycle routes within the site should be improved with the reopening of the canal. Existing public footpaths should be retained and new links provided within the site, particularly to the new public spaces, along the river and outside of the site.

5.8.7f. Landscape - The western part of the site and the area to the north of the canal are particularly well vegetated with belts of mature trees along the canal. There are also a number of specimen trees distributed throughout this section. Conversely, the north eastern section of the site has only limited tree cover, mainly along the eastern boundary and within this area. There is also a small but ecologically important vegetation block within the site by the Council's car park. The layout of the development should retain and incorporate existing vegetation within the scheme, to form, for example, focal points within spaces, assist in defining areas or acting as a backdrop to the development. It is envisaged that the more dense areas of development will incorporate hard landscaping mainly with limited soft landscaping incorporating, for example, specimen trees, and informal sitting areas and street furniture within the public spaces along the canal. The public grassed space provided to the front of the children's home should be defined by new tree planting of at least standard size.

5.8.7g. Archaeology - The site includes the Stroudwater and Thames Canal. There is evidence of Medieval occupation on the adjacent

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site to the east which may extend into the allocated site. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.7h. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.7i. **Community Facilities** - The neighbourhood retail unit should provide a facility to serve the local catchment and not draw trade from beyond this area. Contributions towards education provision will be sought.

Land at Lister-Petter, Long Street, Dursley (MU3)

5.8.8a. This site presents an opportunity to provide housing and employment in close proximity to the town centre, principally on previously used land, and so assist in the regeneration of Dursley.

5.8.8b. **Form and Layout** - The development brief should include a design/development strategy. This should reflect the advice contained in 'Places, Streets and Movement' (DETR - 1998), By Design (DETR 2000) and the District Council's adopted Residential Design Guide. The development brief will determine the location and relative sizes of the residential and employment land, and public open space. Since this mixed-use allocation has now absorbed the area of land previously protected for employment use, sufficient employment land to accommodate at least 1,000 employees must be retained within the site. This approach gives

more flexibility in determining where the employment and housing land uses take place and how they interact. However new development is to be kept to previously developed parts of the site as far as possible and not all of the land indicated on the proposals map will be developed,. Therefore the development brief should also identify sub-areas for all uses and for pedestrian, cycle and highway linkages between them and to the town centre and train station. The aim should be to create a series of varied and interesting areas, each with their own identity and sense of place. Parts of the site are adjacent to or over looked by the Dursley Conservation Area and development in these parts should respect the form, layout and design in the area.

5.8.8c. In the vicinity of the Towers, denser residential development, including terraced housing, may be included on the lower slopes and should incorporate aspects of the local style of architecture to be found around the Chestals, immediately adjacent to the site and within the Conservation Area. The Towers is an attractive and dominant building in the locality, and should be retained as a focal point within this part of the site in commercial use or converted to residential use.

5.8.8d. Suburban development typical of the 1980s and early 1990s will not be acceptable. Innovation can be encouraged within the overall site. Each phase of the site for housing should contain a mix of unit sizes.

5.8.8e. **Density** - A higher density residential development is desirable in the southern part of the site close to the town centre. The impact of provision of the Dursley Relief Road, the need to buffer development from adjacent industrial operations, the retention of existing employment uses and the provision of other open space and landscaping within the site will reduce overall density. However, a range of densities from 30 to 50 dwellings per hectare should be achievable in developed areas.

5.8.8f. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

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5.8.8g. **Access** - Primary access will be from the proposed Dursley Relief Road. The Council will expect that part of the Relief Road within the Lister-Petter site to be constructed, and the development to contribute towards its construction off site also. Only limited development may proceed ahead of a suitable access between the site and the Relief Road being provided. The impact of new traffic movements will need to be balanced against the existing situation in arriving at a suitable solution to access difficulties.

5.8.8h. **Transportation** – A transport assessment will be required in association with development proposals. Improvements to bus services and facilities to serve the area should be identified and provided. New and improved pedestrian and cycle links between the town centre, the development and towards the Cam and Dursley railway station should also be provided. The Council will expect the development to reinforce existing, and establish, new connections to the surrounding areas, particularly for public transport, cycling and walking. Also, the site overall should have good permeability from all points to ensure cycling and walking are attractive to future residents, particularly to community facilities and services.

5.8.8i. **Landscape** - The eastern slopes of the site are prominent in the landscape when viewed from Stinchcombe Hill and parts of Dursley on the higher land west of the site. It will be important to retain existing tree cover and also provide new areas of strategic planting, all of which should be in the public domain, to soften the impact of the development in the wider landscape. Careful attention should be given to integrating the development into the existing scene without dominating the views of this area. As the development will often be viewed from above, its roofscape and materials will be important considerations.

5.8.8j. The southern part of the site is well related to the town centre of Dursley and will form an integral part of the townscape. The existing boundary trees in this area are important features that should be retained as far as possible.

5.8.8k. **Archaeology** - The site lies on the periphery of the Medieval town of Dursley and may include archaeological evidence of this settlement. The southern end also lies close to

evidence of a Roman settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.8l. **Recreation** - The site will be subject to Policy RL5 in respect of public outdoor play space provision and its maintenance. Children's equipped and casual play facilities will be required within the development site. Formal amenity space will also be required, such as a 'village green' which will also assist in providing casual play space. Existing substantial areas of tree cover should form informal amenity areas.

5.8.8m. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought. The Council is aware of the need for improvements to existing facilities in the town, for example the library and for the youth facilities, and contributions towards community facilities may be sought.

5.8.8n. **Sustainability** – The Council is committed to encouraging developments in its District generally to embrace the best practices of sustainable design and building. It expects Lister Petter to adopt the most up to date practices, for example, the incorporation of Sustainable Urban Drainage Systems (SUDS), energy efficiency in site layout and design, locally sourced, recycled and eco-efficient building materials, noise and heat insulations, efficient central heating systems, and water efficiency inside and outside the house. The Council is aware of the Building Research Establishment Initiative – Ecohomes: The Environmental Rating for Homes. The rating considers the broad environmental concerns of climate change, resource use and impact on wildlife, but balances these against the needs for a high quality, safe and healthy internal environment. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the 'Good' rating at least.

Land at Bymacks, Long Street, Dursley (MU4)

5.8.9a. **Form and Layout** - The design of this site will be greatly influenced by the alignment of the Dursley Relief Road. Its current anticipated alignment (from Uley Road to the car park

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adjacent to Bymacks' offices) would, in effect, split the site in half. The precise division of the site between housing and employment should be set out in the development brief. Land located towards the western half of the site, being in close proximity to the town centre and public transport facilities, would be more suitable for employment purposes. Any residential development within the western half of the site should be small in scale and built to a high density, once again reflecting the proximity of this area to the town centre. This development should incorporate local traditional building styles/features to create a distinctive development. This type of development could also be extended to cover areas either side of the new relief road. The conversion of the offices in Long Street, currently occupied by Bymacks could also be included. Where appropriate, development schemes should ensure that a sufficient 'buffer' is provided between residential and employment areas in the interest of amenity. The eastern half of the site would be more suited to the inclusion of some lower-density residential development, reflecting the more 'open' character of the surrounding landscape and existing pattern of residential development around Yellow Hundred Close.

5.8.9b. **Density** - Higher density residential development should be located towards the western half of the site and along the route of the new relief road. A lower density development would be more appropriate within the eastern half of the site, reflecting the existing pattern of residential built form surrounding the site and the more rural landscape setting in the adjacent areas.

5.8.9c. **Affordable Housing** - A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the results of any review/update of local housing needs assessment.

5.8.9d. **Access** - Vehicle - Vehicular access to the site will need to be obtained via the new Dursley Relief Road and, to a lesser extent, the existing Long Street and Yellow Hundred Close highways. Substantial highway improvement works, including traffic calming measures, will be necessary if access is to be gained via Yellow Hundred Close. Approximately 0.2 hectares of the site will be required to accommodate the new

relief road corridor. Contributions towards the construction of the relief road (both on-site and off-site) will be required as part of any development scheme.

Pedestrian - Movement to and from the site by means other than the private car should be encouraged. Pedestrian and cycle links to Dursley town centre should be improved as part of any development scheme, especially along Water Lane. The existing public footpaths which cross the site should be upgraded to include cycling facilities which are safely integrated with the new Dursley Relief Road.

5.8.9e. **Transportation** - No contributions will be sought due to the site's location in the town centre.

5.8.9f. **Landscape** - The eastern half of the site contains a number of mature trees, some of which are subject to a TPO. Generally the trees should be preserved in any development scheme. Views into the site from surrounding areas are relatively limited, and landscaping to address this issue is only required in the northern area of the site along the route of the River Ewelme. A 'hard boundary' is to be avoided in this more rural/open area and it may be appropriate to include a riverside footpath in this location. There should be no building or raising of ground levels within at least 5 metres of the top bank of this watercourse. Additional landscaping along the route of the new relief road will also be required for both aesthetic and noise reduction reasons. An area of open space and landscaping may also be appropriate on the steeply sloped area of land in the south-east corner of the site.

5.8.9g. **Archaeology** - The site includes an area fronting onto Long Street which lay within an area of the Medieval town of Dursley and where archaeological evidence of a Medieval settlement is likely to survive. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.9h. **Recreation** - Public outdoor playing space should be provided in accordance with Policy RL5 of the Local Plan.

5.8.9i. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate

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the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Land at Cheapside Wharf, Stroud (MU5A)

5.8.10a. **Form and Layout** - This is a complex site to redevelop, but it is also significant in the Council's aim to regenerate Stroud town centre. The site is capable of accommodating a range of uses, and the allocation is for a mixed use development incorporating residential, retail, bus/rail interchange and, car parking. In addition, other uses such as leisure and office are acceptable. Any proposal should address the primary aim of the Council which is to regenerate the town centre overall, the restoration of the canal, the difficulties of movement across the site towards the town centre, and the need to improve visually the current approaches from within the site and its vicinity to the town centre by all transport modes. Any redevelopment scheme should also respect the site's location within two conservation areas, and the Listed Buildings within it, which give the site a strong industrial emphasis. The Hill Paul building is a prominent local landmark, and any proposals brought forward should respect its dominance and the views of it in the Stroud townscape. Active frontages to the canal should be incorporated. The Council wishes new buildings to provide mixes of use within them to encourage activity in the site during the day and evening, and to maximise the site's potential in contributing to the vitality and viability of the town.

5.8.10b. **Density** - Density - A high density scheme is envisaged due to the site's location adjacent to the town centre and by the town's railway station. The capacity of residential development provided on the site will depend upon the amount of land required by the other proposed land uses, particularly the public transport interchange. The site is allocated for a minimum of 70 units but has the potential to provide for up to 140 units in total. It is probable they will take the form of flats.

5.8.10c. **Affordable Housing** – A target of 30% affordable housing units on site will be sought, with the details of tenure to be negotiated at the time of the planning application, subject to the

results of any review/update of local housing needs assessment.

5.8.10d. **Access** - The access to the upper part of the site should be from an improved junction at Rowcroft. Separate access can be achieved from Dr Newton's Way to the lower part of the site. Pedestrian links from within the site to the town centre should be improved by the provision of a ramped bridge over the railway line, and a new canal bridge for pedestrian and cyclists should link the two parts of the site and beyond. The towpath should also be utilised as a new pedestrian and cycle link. Pedestrian and cycle routes should be well defined and subject to natural surveillance within the site and at their linkage points with outside the site. Proposals should not compromise the ease of movement between the new development and the town centre.

5.8.10e. **Transportation** - Any development will be required to either provide a bus/rail interchange facility or not prejudice its provision. It is probable that the interchange will require the provision of parking to compensate for loss of spaces caused by the construction of the bus route and bays. Additionally, any redevelopment scheme will include improvements to the existing facilities, for example in terms of access to the railway station and associated facilities to assist in the greater use of public transport, and improvements to pedestrian and cycle routes within and directly adjacent to the site.

5.8.10f. **Landscape** - The site currently presents a poor quality environment to users of its carpark and rail facilities. The interest associated with the canalside setting and industrial heritage provides opportunities to create a new public realm of the highest quality. The point where the site links via the railway bridge to the town centre is potentially a very significant pedestrian link into Stroud, and should be designed accordingly, with a high quality route from this point to the canal corridor. The slope between the upper and lower sites and the canal, as well as the canal itself, may have some ecological value. The development should endeavour to retain and enhance any existing ecological interest on the site.

5.8.10g. **Archaeology** - The site borders the southern side of the medieval settlement of Stroud and will require an archaeological

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evaluation to determine the significance of the site.

5.8.10h. **Recreation** - The Council's survey of existing outdoor recreation facilities has highlighted that existing provision in Stroud Town is slightly below the Council's adopted standards. Given the substantial nature of other requirements in relation to this site, contributions under Policy RL5 towards off-site recreation facilities will need to be assessed against these other considerations. However, the Council is conscious of the lack of children's equipped play facilities locally and, due to the level of residential development proposed for the site, the provision of a small toddlers' play area (LAP) within the site may be appropriate subject to the final form of development and the other considerations.

5.8.10i. **Community Facilities** - A financial contribution towards education provision may be sought.

PROPOSAL HN2

The following sites are allocated for residential development. An analysis of the site and its surroundings, and the establishment of the local context for development should be undertaken prior to the formulation of any development schemes. A mix of housing types and sizes should be provided on each site, including the provision of affordable housing. Provisions will be sought in association with each site towards education, off-site highway works and off-site provision or improvement of outdoor play space if appropriate. The completion of a Section 106 Legal Agreement will be sought, or conditions used, in connection with the development of each site, in order to secure these and any other provisions listed under each site and any others that arise through consideration of planning applications that are considered reasonable and relevant to secure a satisfactory development.

Land north of Dudbridge Hill, Rodborough (Hg4)
(Approximately 2.0 hectares)
Indicative capacity of 80 dwellings.

Additional Provisions:

- Securing access to, and improvements to, the footpath/cycleway to the east of the site.
- Contribution towards bus facilities.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Former Redler's car park, Dudbridge Road, Cainscross (Hg5A)
(Approximately 0.4 hectares)
Indicative capacity of 20 dwellings.

Additional Provisions:

- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Cashes Green Hospital, Cainscross (Hg5)
(Approximately 1.4 hectares)
Indicative capacity of 40 dwellings.

Additional Provisions:

- Securing the use of the adjoining allotment site as allotments readily available to local people.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Uplands House, Springfield Road, Stroud (Hg6)
(Approximately 0.8 hectares)
Indicative capacity of 29 dwellings.

Additional Provision:

- Contribution towards improved bus facilities.

Bisley Old Road Allotments, Stroud (Hg7)
(Approximately 1.2 hectares)
Indicative capacity of 45 dwellings.

Additional Provisions:

- Contribution towards the improvement of the bus service along Bisley Old Road.
- Traffic calming measures along Bisley Old Road.

Former TA Centre, Bowbridge Lane, Stroud (Hg8)
(Approximately 0.5 hectare)
Indicative capacity of 15 dwellings.

Land at former Lansdown Kennels and Dairycrest factory, Lansdown, Stroud (Hg9)
(Approximately 2.5 hectares)
Indicative capacity of 60 dwellings.

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Additional Provisions:

- Opening up of culverted Slad Brook.
- Contribution towards improvement of existing footpath and/or provision of new cycleway to enable access to Stroud town centre.
- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.

Former Stroud Valley School, Ryeleaze Road, Stroud (Hg10)
(Approximately 0.4 hectare)
Indicative capacity of 15 dwellings.

Additional Provisions:

- Contribution towards the improvement of existing footpaths and provision of a new pedestrian crossing at Ryeleaze Road, to enable access to Stroud town centre.

Land at Bowbridge Wharf, Butterow Hill, Stroud (Hg12)
(Approximately 1.8 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- Contribution towards improvement of access to canal towpath for cyclists.

Land between Hope Mill Lane and London Road, Thrupp (Hg13)
(Approximately 0.9 hectare)
Indicative capacity of 30 dwellings.

Additional Provisions:

- Construction of a road to enable a new separate access to the Hope Mills Trading Estate.
- Provision of a footpath on Hope Mill Lane.
- Substantial landscaping along the A419 to screen the development from the road and to ameliorate noise disturbance.
- Pedestrian crossing facilities on London Road.
- A bus stop and shelter on each side of London Road near the site.

Given the substantial nature of other requirements in relation to this site, no affordable housing will be specifically required.

Stonehouse Wharf, Bristol Road, Stonehouse

(Hg15A)
(Approximately 0.6 hectare)
Indicative capacity of 20 dwellings.

Additional Provisions:

- Contribution towards the restoration of the Stroudwater Canal and the improvement of the towpath/proposed cycleway.

The Grove, Wycliffe College, Stonehouse (Hg15B)
(Approximately 0.56 hectare)
Indicative capacity of 10 dwellings.

Additional Provisions:

- Management plan for protected woodland to rear.

Garage and Plumbers Yard, Gloucester Road, Stonehouse (Hg15C)
(Approximately 0.50 hectare)
Indicative capacity of 20 dwellings.

Forest Green Rovers' Ground and adjoining land, Nymphsfield Road, Nailsworth (Hg16)
(Approximately 2 hectares)
Indicative capacity of 50 dwellings.

Additional Provisions:

- Prerequisite that football club and any required college accommodation is relocated to a suitable alternative location.
- Contribution towards bus facilities.

Former Infants School, Union Street, Dursley (Hg17)
(Approximately 2.3 hectares)
Indicative capacity of 55 dwellings.

Additional Provisions:

- Contribution towards the improvement of existing and/or provision of new footpaths/cycleways to enable access to Dursley town centre.
- Provision of equipped toddlers' play space on site and contribution towards its maintenance.

Former Bakery and Builders Yard, High Street, Wotton-under-Edge (Hg18A)
(Approximately 0.48 hectare)
Indicative capacity of 25 dwellings.

Knapp Lane/Fountain Crescent, Wotton-

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under-Edge (Hg18B)
(Approximately 0.92 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- equipped toddlers' play area (LAP).

Land north-west of Spring Hill, Eastington (Hg19)
(Approximately 0.8 hectare)
Indicative capacity of 30 dwellings.

Additional Provisions:

- Contribution towards traffic calming measures along Spring Hill.

Land north of Bathleaze, Kings Stanley (Hg21)
(Approximately 0.5 hectare)
Indicative capacity of 15 dwellings.

Additional Provisions:

- Contribution towards bus facilities.

Land south of Charfield Road and north-west of Chestnut Park, Kingswood (Hg22)
(Approximately 2.2 hectares)
Indicative capacity of 50 dwellings.

Additional Provisions:

- Contribution towards bus services and facilities.
- Contribution towards cycleway provision in the area.

Land north of Bath Road and east of Grange Farm, Leonard Stanley (Hg23)
(Approximately 1.0 hectares)
Indicative capacity of 25 dwellings.

Additional Provisions:

- Contribution towards bus facilities.

Land to north-east of Cotswold Mead, Painswick (Hg26)
(Approximately 2.0 hectares)
Indicative capacity Nursing Home Complex together with 20 associated ancillary dwellings.

Additional Provisions:

- Extension to 30 mph speed limit.
- Street lighting.

- Provision of a full width footpath and link to north.
- Traffic calming gateway features.

Land at Cromwell Farm, Newtown/Sharpness (Hg27)
(Approximately 2 hectares)
Indicative capacity of 65 dwellings.

Additional Provisions:

- Contribution towards improved bus services.
- Provision of children's play facilities on-site and its maintenance.

5.8.11. All of the sites set out in Proposal HN2 should be the subject of a site survey and analysis prior to determining the nature of any proposal. The context will vary from site to site, and in the following section, advice is given for each site that should be reflected in its development. Where proposals do not follow the guidance given in the Form and Layout Section, the Council will expect innovative, high quality design. Reference should also be had to the Council's adopted Residential Design Guide. Where possible, surface water run-off from the allocated sites should be managed in line with Sustainable Urban Drainage principles.

5.8.12. The Council's Housing Needs Survey demonstrates a substantial and continuing need for affordable housing provision in the District. The Council will generally seek 30% of the completed units on each appropriate allocation for affordable housing purposes, or land or plots sufficient for the construction of an equivalent number of affordable housing units. The amount of affordable housing will be negotiated on the basis of housing need, the site, and market conditions at the time of application. The amount may exceed 30% in some cases, for example where there is a higher level of local need or where affordable housing may be more readily provided. The amount sought may be less than 30% where unusually high costs associated with the development, or the realisation of other planning objectives which take priority, make this not viable. Such dwellings should be integrated physically and visually within the overall development scheme to promote social mix.

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Land north of Dudbridge Hill, Rodborough (Hg4)

5.8.13a. **Form and Layout** - Development along Dudbridge Hill should be set back approximately 5 metres from the back of the pavement and should front on to the hill. This setback, combined with the fact that the western section of the site is at a higher level than Dudbridge Hill, will establish a new built form emphasis in this part of the town. Within the site, an informal layout is acceptable, with short terraces of dwellings set in an irregular pattern, fronting on to an internal loop road. This pattern of built form should reinforce speed control within the site, for example with buildings creating pinch points, restricting visibility and tight bends. Car parking should be provided either in small private courtyards behind dwellings or on-street. Due to the site's proximity to the town centre and its facilities and services, the Local Planning Authority will expect the development to provide a reduced level of car parking. The cycle/pedestrian route along the eastern boundary of the site represents a quiet area of seclusion within the town centre. The route is well vegetated with hedgerow species such as hawthorn and brambles and, at the northern part of the site, with mature trees. This habitat zone should be retained, and new buildings set back at least 5 metres from the boundary. Dwellings should front the route, or present gables to it, rather than rear gardens. The site affords extensive views out towards Selsley, and the layout should maintain these long distance vistas within the public realm.

5.8.13b. **Density** - A higher density of development is acceptable. However, a good quality layout and design is expected, with clearly defined public and private spaces within the site, and domestic privacy ensured.

5.8.13c. **Access** - Vehicular: Access should be off Dudbridge Hill, in a similar position to the present point. Within the site, the layout of the development and location of buildings should incorporate traffic calming through design, for example through narrow road widths, limited visibility and tight bends.

Pedestrian and Cycle: a new link on to the cycle/pedestrian route along the eastern boundary should be provided. It is probable that this will be located in the northern part of the site due to the difference in levels elsewhere.

5.8.13d. **Transportation** - The site is well located in terms of its accessibility to the town. The Local Authority is willing to reduce the parking requirements on the site, to increase emphasis on alternative modes of transport. In terms of public transport, a contribution will be sought towards improving associated facilities, such as bus shelters and information services. A contribution will also be sought towards improving the adjacent cycle/pedestrian link in terms of widening the surface and lighting.

5.8.13e. **Landscape** - The existing overgrown hedgerow and mature trees along the eastern boundary complement the vegetation on the opposite side of the cycle/pedestrian link along the disused railway to provide an attractive habitat. Also, within the site to the north, is a mature hedgerow comprising principally hawthorn. These landscape features should be retained within the public realm.

5.8.13f. **Archaeology** - This site was formerly the Dudbridge Brickworks. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.13g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Rodborough Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. A financial contribution will be sought in respect of the future maintenance of this facility. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.13h. **Community Facilities** - The Local Education Authority has advised that financial contributions towards education provision will be sought.

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Former Redler's Car Park, Dudbridge Road, Cainscross (Hg5A)

5.8.14a. **Form and Layout** – Due to the site's position adjacent to a major roundabout on one of the main routes into the town, frontage development along Dudbridge Road may be inappropriate. This boundary should be reinforced with a brick or stone wall to create a more pleasant living environment within the site. The site contains a Grade II Listed Building – Baytree House – and this building should be integrated within the overall scheme. The Council also wish to see the adjacent dwelling, Vale House, retained in any scheme if possible. The frontage of new dwellings should face the cottages fronting Gladfield Square that are outside the site. The new buildings should reflect the existing vernacular of red brick terraces. Some stone detailing may be appropriate. Car parking should be located in small courtyards behind houses, with a limited amount of on-street parking.

5.8.14b. **Density** – A high density development is appropriate for this site due to its location close to existing services and facilities. The development should contain a mixture of small houses and flats.

5.8.14c. **Access** – The site offers two points of access and both should be utilised as this will help create a short street within the site rather than a cul-de-sac.

5.8.14d. **Transportation** – The adjacent zebra crossing should be upgraded to a signal crossing to allow new residents easier access to adjacent facilities. Bus services in the Stroud area are currently under review and a contribution to local transport services will be sought.

5.8.14e. **Landscape** – All the existing and recently planted trees should be retained.

5.8.14f. **Archaeology** – There are no site specific archaeological issues in relation to this site.

5.8.14g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a

toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.14h. **Community Facilities** – Financial contributions towards education provision may be sought.

Cashes Green Hospital, Cainscross (Hg5)

5.8.15a. **Form and Layout** - The development of the site should be high density, comprise predominantly terraced housing, and include frontage development to Cashes Green Road. Bungalows suitable for older people should be included to address under-occupation elsewhere in the urban area.

5.8.15b. **Density** - A development capacity of about 40 units is acceptable on this site and should comprise predominantly of terraced housing.

5.8.15c. **Access** - Access will be from Cashes Green Road. The provision of a new mini-roundabout at Queen's Drive and a footpath and traffic calming along Cashes Green Road will be required.

5.8.15d. **Landscape** - New landscaping and trees to replace any trees which need to be felled to produce a satisfactory form of development will be required.

5.8.15e. **Archaeology** - There are no recorded archaeological sites on this allocation. However, evidence of Roman occupation has been found over a wide area immediately to the west and this could extend into the site. The site is an early 20th Century hospital site and the value of the standing buildings requires assessment and

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possible recording. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.15f. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However, a contribution is sought towards better associated facilities, such as bus shelters.

5.8.15g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Cainscross Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.15h. **Community Facilities** - The allotments adjoining the site are protected by Policy RL9. It is understood that the allotments have fallen into disuse since the late 1990s, as a result of allotment holders being given notice to quit, despite a latent demand for them. The development of this site should include means to ensure that these allotments are once again available for local people. The Local Education Authority has advised that financial contributions towards education provision will also be sought.

Uplands House, Springfield Road, Stroud (Hg6)

5.8.16a. **Form and Layout** – The site is steeply sloping and the development should acknowledge this and provide housing primarily along the contours, preferably in line with the existing housing to the north. The site is close to the town centre. A high density scheme with reduced car-parking is therefore appropriate.

Care should be taken to avoid overlooking the houses adjoining the site fronting Slad Road.

5.8.16b. **Density** - A high density scheme of 35-40 dwellings per hectare is appropriate on this site.

5.8.16c. **Access** - Vehicular access to the majority of the site should be from Springfield Road. It may be possible to access any dwellings fronting Slad Road from that road. Pedestrian movement from the site direct onto Slad Road should be encouraged, either by providing a link through the site, or by linking in to the adjacent footpath network through Park Gardens.

5.8.16d. **Transportation** - A contribution towards improved public transport facilities, such as bus shelters, will be sought.

5.8.16e. **Landscape** - The trees around the edge of the site should be retained, and as many as possible of trees on the site. New landscaping and trees to replace any trees which need to be felled to produce a satisfactory form of development will be required.

5.8.16f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.16g. **Recreation** - The site will be subject to Policy RL5 in respect of public open space provision in Stroud is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.16h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision may be sought.

Bisley Old Road Allotments, Stroud (Hg7)

5.8.17a. **Form and Layout** - Frontage development along the Bisley Old Road boundary of this site should respect the rhythm/form of the existing dwellings fronting this

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road. Dwellings incorporating a high quality of design would be appropriate along this visually significant and conspicuous boundary. 'Gaps' should be included along this frontage development to allow long-distance views over the site from the Bisley Old Road. A mixture of housing types and sizes could be incorporated behind this frontage development. An opportunity exists to develop this site to incorporate sustainable design principles; for example, energy-efficient layouts and house design, landscaping and habitat provision to encourage biodiversity and appropriate community facilities.

5.8.17b. **Density** - A development capacity of approximately 45 dwellings is acceptable within this site giving an overall site density of approximately 37 dwellings per hectare. Higher density frontage development would be appropriate along the Bisley Old Road

5.8.17c. **Access** - Vehicle - Vehicular access to the eastern area of the site could be obtained via the existing highway serving Hill Top Close. The primary vehicular access to the site, however, will need to be from the Bisley Old Road. In the interests of highway safety, traffic calming measures will be required along part of Bisley Old Road. Highway access through the Stone Manor Court development to serve the south western area of the site is inadequate and should not form part of a development scheme. Pedestrian - An opportunity exists with the development of this site to improve pedestrian movement between the Stone Manor Court/Ridgemont Road area and Bisley Old Road. The accessibility of the area could be significantly improved with the provision of footpaths within the site linking the existing footpaths in the Stone Manor Court complex with the Bisley Old Road.

5.8.17d. **Transportation** - The elevated position of this site will tend to discourage pedestrian and cycle trips along Parliament Street to access the facilities and amenities within Stroud town centre. Bus services to Stroud town centre passing the site are currently inadequate and will not tend to discourage movement to and from the site by the private car. Therefore, to contributions will be sought towards the provision of additional bus services along the Bisley Old Road/Parliament Street to Stroud town centre.

5.8.17e. **Landscape** - Development along the elevated area of the southern boundary of the site should not have an overbearing impact on the dwellings immediately south of the boundary. The existing treeline along the southern boundary of the site should be retained and enhanced with additional landscaping comprising deciduous species. In addition to landscaping, a corridor of open space should be provided along this southern boundary to help relieve its linear form. This open space should be extended towards the south-eastern area of the site in order to provide a 'green visual break' within an area dominated by dwellings.

5.8.17f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.17g. **Recreation** - Any development proposal for this site will need to be assessed against Policy RL9 of the Local Plan. Current demand for the allotment land appears relatively low and an opportunity to consolidate the existing allotments should be considered in any development scheme. If required, suitable alternative allotment land, with sufficient capacity, is available close by at the existing Summer Street site. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.17h. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Former TA Centre, Bowbridge Lane, Stroud (Hg8)

5.8.18a. **Form and Layout** - The development of this site should involve the retention of the

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listed building, Field House, and its conversion to a high standard of residential. Any new development within the eastern half of the site will need to be sensitive to the setting of both the listed building within the site and the two listed cottages located immediately outside the north-eastern boundary of the site. Appropriate development within the remainder of the site would comprise a mixture of two and three bedroom units.

5.8.18b. **Density** - A development capacity of approximately 15 dwellings is envisaged within this site giving an overall site density of 29 dwellings per hectare. The application of an average density to this site will be influenced by the conversion potential of the existing listed building and the number of units it is able to accommodate.

5.8.18c. **Access** - Improvements to the southern access road to the development site and its junction with Bowbridge Lane will be required to accommodate the additional vehicular movements generated by the new development. The provision of adequate visibility splays into the site may cause some difficulty and therefore some off-site traffic calming works may be required. Pedestrian and cycle access to the site should be gained via the eastern boundary rather than the existing southern access road.

5.8.18d. **Transportation** - No contributions will be sought as the site is on an adequately served route.

5.8.18e. **Landscape** - The site contains a number of mature trees, especially along its eastern and southern boundaries. These should be retained in any development scheme to help reduce the visual impact of the development on the surrounding area. Additional landscaping of deciduous species would also be appropriate along the north-eastern boundary of the site.

5.8.18f. **Archaeology** - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.18g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand

generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.18h. **Community Facilities** – The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding current capacity.

Land at former Lansdown Kennels and Dairycrest factory, Lansdown, Stroud (Hg9)

5.8.19a. **Form and Layout** - The development should reflect the locally distinctive development in the Slad Road/Lansdown area, in terms of both layout and design of buildings. The development should take advantage of the slope in this sensitive location at the beginning of the Slad Valley. The Slad Brook at the bottom of the site should be opened up with public open space created along one side of the brook. An area of informal public open space should also be provided at the southern end of the site to help retain the openness of the landscape and safeguard biodiversity in this location.

5.8.19b. **Density** - The overall density of the site will be affected by the gradient and ground conditions of the higher slope which will mean that there will be a lower density towards the southern end of the site. The development should be concentrated near Lansdown Road. As the site is close to the town centre, reduced parking standards are applicable, which will enable high density development to be accommodated more readily.

5.8.19c. **Access** - Access should be provided via Lansdown Road. Contributions towards necessary off-site junction improvements will be sought. Pedestrian and cycle access is required to Lansdown. Pedestrian and cycle access to Belle Vue Road is desirable. In view of the steep gradient, pedestrian circulation around the site will require careful consideration. It may be appropriate to provide steps or steeply ramped paths, as in other parts of the town, as a more direct alternative to following a circuitous vehicular route.

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5.8.19d. **Transportation** - The site is within walking distance of Stroud town centre. A comprehensive Transport assessment covering the impact upon the local transport network will be required. A contribution towards the improvement of the existing footpath and/or the provision of a new cycleway will be sought to improve access to the Stroud town centre.

5.8.19e. **Landscape** - Careful consideration should be given to the landscaping of the eastern boundary with the open part of the Slad Valley. Substantial landscaping should be provided here along the re-opened Slad Brook and as part of the public open space at the southern end of the site. In these areas existing vegetation where its retention is considered to be in the interests of landscape or wildlife should be incorporated into any landscaping scheme.

5.8.19f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.19g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. In consideration of the significant on-site requirements for public open space and toddlers' play area no contributions are sought towards off-site facilities.

5.8.19h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Former Stroud Valley School, Ryeleaze Road, Stroud (Hg10)

5.8.20a. **Form and Layout** - The development of this site should involve the retention of the main school building fronting Ryeleaze Road

and its conversion to high density accommodation. The narrow, rectangular shape of this site may limit the range of development options and designs available. However, this issue can be alleviated, to some extent, if the development makes reduced provision for on-site car parking. New development towards the rear of this site should be small in scale and to a high density, reflecting the proximity of this site to Stroud town centre and the character of the surrounding residential development. The steeply sloped grassed area to the south of the site should be retained as open space and enhanced with additional landscaping.

5.8.20b. **Density** - A development capacity of approximately 15 dwellings is acceptable within this site giving an overall site density of 34 dwellings per hectare. The application of an average density to this site will be influenced by the conversion potential of the existing school building and the number of units it is able to accommodate.

5.8.20c. **Access** - Highway and pedestrian access to this site is restricted to one point off Ryeleaze Road. In its current form, vehicular access to the rear of the site via this narrow access point is very poor. Vehicular access into the site will be difficult due to topography, and off-site traffic calming measures may be required. To encourage the safe and convenient movement of pedestrians between the site and Stroud town centre, contributions towards the improvement of existing footpaths and the provision of a new pedestrian crossing at Ryeleaze Road will be required.

5.8.20d. **Landscape** - The steeply sloped grass area to the south of the site should be retained as open space and enhanced with additional landscaping. This space could be laid out as a communal garden for the new units in the converted school building.

5.8.20e. **Archaeology** - The site lies on the edge of the Medieval town of Stroud and may contain evidence of Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.20f. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is

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slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.20g. **Community Facilities** – The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding current capacity.

Land at Bowbridge Wharf, Butterow Hill, Stroud (Hg12)

5.8.21a. **Form and Layout** - Due to the narrow nature of the site and the number of mature trees the form of development is restricted. However, a high quality development similar to that across the canal and river is appropriate, perhaps with some 3 storey flat development. Dwellings close to the railway line must be considered carefully due to the possibility of noise intrusion. There will need to be a 5 metre access strip from the canal. Part of the existing built form on the site could be restored to residential use.

5.8.21b. **Density** - The narrowness of the site and mature trees mean low density overall but high density built form in the form of flats is appropriate.

5.8.21c. **Access** - Access will be from Bowbridge Lane. The access is not ideal, and should be improved as much as possible. Residential use of the site should not create levels of traffic significantly greater than the existing permitted use as a builders' yard.

5.8.21d. **Transportation** - There are relatively good bus links to the town centre which is also within 15 minutes walking distance. The Council would expect a reduction on the maximum parking standards for this site. A planning obligation for improved access to the canal towpath for cyclists, as set out in the Ebley Mill to Chalford Cycle Path feasibility study, will be sought in association with the development.

5.8.21e. **Landscape** - To allow sufficient light/sunlight into the site to create an attractive

living environment some of the trees may need to be thinned or felled. However, by locating development in the existing clearings, it should be possible to retain most trees. Care should be taken to maintain a landscape buffer from the railway line, and the majority of the canal side trees. The furthest section of the site is heavily vegetated and should be managed for its nature conservation interest.

5.8.21f. **Archaeology** - Earlier buildings, of an unknown date, are recorded on the southern part of the site. These may have been associated with the canal and an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.21g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stroud Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.21h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land between Hope Mill Lane and London Road, Thrupp (Hg13)

5.8.22a. **Form and Layout** - The site is located within the Stroud Industrial Heritage Conservation Area. Housing should be laid out to enclose public spaces within the site. The public space should function as informal meeting space for residents, and car parking should not dominate it.

5.8.22b. **Density** - The development capacity of the site will be affected by the need to accommodate an extension to the Thrupp school playing field in the eastern part of the site and retain the existing vegetation along London Road where possible. Also, there is a requirement to maintain a gap of 8 metres from the bank of the River Frome. Relatively high density would be acceptable on the remainder of the site.

5.8.22c. **Access** - Access will be from the A419.

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The development will need to provide for a new separate access to the Hope Mills Trading Estate, to avoid use of the current access through the residential caravan park. As part of the development, Hope Mill Lane should be provided with a footpath or pavement.

5.8.22d. **Transportation** - There are regular bus services along London Road adjacent to the site. Improvements in the form of pedestrian crossing facilities in London Road and a new bus stop and shelter on each side of London Road near the site, will be needed to provide adequate bus waiting and pedestrian crossing facilities. Provision for cycle access to the proposed Ebley to Chalford cycle route along the canal through the residential car park should be made.

5.8.22e. **Landscape** – The existing substantial landscaping should be retained and strengthened along the A419 to screen the development from the road, and to help ameliorate noise problems. The River Frome forms the site's western boundary. The site may be important for wildlife as it is an area of semi-natural habitat adjacent to the river and may be important for otters. Any development should respect the existing character of the river and its corridor, and ensure its potential for wildlife, both existing and in the future, is retained.

5.8.22f. **Archaeology** - The site may have included a pond and a mill leat associated with Gough/Hope Mill to the south. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.22g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Thrupp Parish is significantly below the Council's adopted standard. Given the scale and nature of the other obligations sought in relation to the development of this site, and its position adjacent to an existing playing field, contributions towards recreation provision off-site will not be sought.

5.8.22h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Stonehouse Wharf (Hg15A)

5.8.23a. **Form and Layout** – Any development scheme for this site should respect the setting of the adjacent Stroudwater Canal and be consistent with its location within the Stroud Industrial Heritage Conservation Area. The development of this site should incorporate high quality canal-frontage design and a layout which helps to create a distinctive sense of place. Appropriate canal-frontage development would comprise small houses built to a high density in the form of short terraces, or blocks of two storey flats. An opportunity exists at this site to incorporate innovative and sustainable building and urban design. Although the site is narrow and linear, it should not be developed in such a way that it will result in a road-dominated design. This could be achieved by incorporating a number of 85 degree bends, variations in road form (e.g. pinch points along a generally narrow road), tight radius junctions and increasing the visual enclosure of the road in some locations through, for example, buildings or boundary walls. The road should form an attractive part of the public space of the site. The development should also include a number of well overlooked, small garage/car parking courtyards.

5.8.23b. **Density** – A development capacity of approximately 20 dwellings is proposed for this site, which equates to an overall site density of 33 dwellings per hectare.

5.8.23c. **Access** – There should be no vehicular access to the site from either the A419 Bristol Road, or Downton Road. Vehicular access to the site should be via the existing Boakes Drive residential development only. Any development scheme should ensure that pedestrians and cyclists have access to the footway/cycleway along the bridge section of Downton Road in order to access the towpath along the Stroudwater Canal. Provision to enable public access to the wharf should also be made in any development scheme, although considerations of public safety will need to be taken into account in the design. Access arrangements could be linked with the provision of public open space in the wharf area.

5.8.23d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contributions towards

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the improvement of existing bus services/facilities will be sought. However, a financial contribution will be sought towards the improvement of that part of the Stroudwater Canal and towpath/proposed cycleway adjacent to the site.

5.8.23e. **Landscape** – That part of the site fronting the Stroudwater Canal is fringed with mature Willow, Ash and Alder trees. These trees are important in landscape and nature conservation terms and should be retained in any development proposal. Similarly, the mature trees (a Sycamore, in particular) near the existing Boakes Drive development should also be retained. The buffer strip between the site and the A419 Bristol Road should be enhanced with additional planting in the interests of landscaping and residential amenity.

5.8.23f. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.23g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.23h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

The Grove, Wycliffe College, Stonehouse (Hg15B)

5.8.24a. **Form and Layout** – The site appropriate for built development correlates with the site of the former Listed Building. The area has an attractive setting, with an open aspect to the south across Wycliffe College school grounds, and views to Selsley beyond. The northern part of the site contains a protected woodland. Property frontages should face southwards to maintain the open character of the site, and high enclosures, such as boundary

walls and fences are not considered appropriate.

5.8.24b. **Density** – The extensive areas of protected vegetation across the site constraints the area for development, although a high density built form is envisaged set within an established landscape. A curved terrace, to maximise the views from the site and provide an attractive frontage in long distance views towards the site, may be appropriate.

5.8.24c. **Access** – Access should be provided via Brown's Lane and Pearcroft Road. Pedestrian improvements between the site and Horsetrough Roundabout may be required.

5.8.24d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contribution towards the improvement of existing bus services/facilities will be sought.

5.8.24e. **Landscape** – The site is heavily constrained by the Tree Preservation Orders that cover the site. A management plan should be prepared for the woodland block to the rear of the site, incorporating the enhancement of the site for wildlife purposes. Tree surgery may also be required on the other protected trees.

5.8.24f. **Archaeology** – As the site contained a former Listed Building, an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.24g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.24h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

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Garage and Plumbers' Yard, Gloucester Road, Stonehouse (Hg15c)

5.8.25a. **Form and Layout** – Development along Gloucester Road in the vicinity of the site has a strong urban character and development along this frontage and should reflect this character with terrace blocks, including elevational detailing and dormer windows. Within the site, a less formal layout is appropriate, set around a central space to be used as casual play space.

5.8.25b. **Density** – High density development is appropriate along Gloucester Road, with lower density within the site.

5.8.25c. **Access** – The development shall be served off a new access into the site overall. Traffic calming on Gloucester Road in the vicinity of the site will be required.

5.8.25d. **Transportation** – The site is within walking distance of the amenities/facilities and bus routes along Stonehouse High Street. These are considered adequate to serve the site and therefore no financial contribution towards the improvement of existing bus services/facilities will be sought.

5.8.25e. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.25f. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Stonehouse Town is significantly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.25g. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Forest Green Rovers' Ground and adjoining land, Nympsfield Road, Nailsworth (HG16)

5.8.26a. **Form and Layout** – The development should reflect its sensitive location with regard to viewpoints from the surrounding AONB. The development should also take care to protect the amenity of the existing adjacent residential development. Frontage terraced development should be provided on Nympsfield Road. A mix of dwellings should be constructed within the site, including terraced housing.

5.8.26b. **Density** – The density should vary within the site with a higher density at the northern part of the site near the Nympsfield Road.

5.8.26c. **Access** – Access should be from Nympsfield Road. A pedestrian access and cycleway should be provided from Bunting Way to Nympsfield Road at a point east of Nailsworth primary school.

5.8.26d. **Transportation** – It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.26e. **Landscape** – Significant landscaping should be provided at the southern and western end of the site.

5.8.26f. **Archaeology** – There are no recorded archaeological sites within this allocation. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.26g. **Recreation** – The development cannot proceed without a suitable site being found for Forest Green Rovers in or adjacent to the Stroud Valleys area, and no planning permission will be granted for the development of this site until that has been secured. The site will also need to contribute towards off-site public outdoor playspace provision, in accordance with Policy RL5.

5.8.26h. **Community Facilities** – The development cannot proceed without suitable accommodation being found for the Stroud College Art and Design campus. Financial contributions towards education provision will be sought.

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Former Infants School, Union Street, Dursley (Hg17)

5.8.27a. **Form and Layout** - The elevated and prominent position of this site will require any development to be sensitive and sympathetic to both short and long distance views into the site. The sloping northern parts of the site are particularly prominent and form an important setting to the town centre of Dursley. They should be retained as open space. Housing development should be limited to the southern part of the former school site and former factory site (approximately 1.2 hectare). A high density form of development which reflects the proximity of the site to the town centre and nearby listed buildings, would be appropriate in this area. The factory site occupies an elevated position in relation to the school site and incorporates two distinct and quite substantial changes in level of approximately 2-3 metres each. Development proposals should consider retaining 25/26 Union Street and its conversion back into residential accommodation.

5.8.27b. **Density** - A high density of 40 - 50 dwellings per hectare is suitable in the 1.2 hectare of the site proposed for development. The rest of the site should remain undeveloped.

5.8.27c. **Access** - Vehicle - The main highway access to the site will be obtained through the provision of a new access point at the junction of Union Street and Weavers Close. Pedestrian - The existing public footpath (The Slade) adjoining the southern boundary of the site should be retained and improved to encourage pedestrian movement between the site and the facilities and amenities located in Dursley town centre. A new, more direct pedestrian link between the site and Parsonage Street will be sought to encourage further this form of movement.

5.8.27d. **Transportation** - Contributions towards off site highway works will be sought.

5.8.27e. **Landscape** - Particular care needs to be taken to minimise the impact of the development on both short and long-distance views from surrounding areas. The existing rows of mature trees along the site boundaries will need to be retained and enhanced, where appropriate. The mature trees located in the southern area of the site should be retained in

any development scheme.

5.8.28f. **Archaeology** - The site lies on the periphery of the Medieval settlement of Dursley and is the site of the Union Workhouse. Although no archaeological evidence exists, a full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.28g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Dursley Town is below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. The provision of this on-site facility is important due to the lack of alternative facilities nearby which can be accessed easily and safely by children from the development site. A financial contribution will be sought in respect of the future maintenance of this facility and the remaining amenity space. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.28h. **Community Facilities** - The Local Education Authority has advised that financial contributions will be sought towards the provision of education facilities to accommodate the demand generated by this development. With regard to primary school provision, the Education Authority has advised that it has concerns regarding the suitability of current capacity.

Former Bakery and Builders' Yard, High Street, Wotton-under-Edge (Hg18A)

5.8.29a **Form and Layout** - The site includes a 3- storey listed building fronting the High Street in Wotton town centre. While the upper floors may be suitable for residential conversion the existing shop unit on the ground floor of this building should be retained in A1 retail use. The development should include non-standard housing types and reflect the historic building lines and character of adjoining streets. It

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should take the form of terraces comprising 2 or 3 storey buildings incorporating a mix of flats and houses that are predominantly 1 or 2 bedroom properties. Housing should front the access road serving it and provision made for on-street or courtyard parking rather than parking within the curtilage of properties. The layout should create interest and sense of place through imaginative use of the built form to enclose and shape the public space. The architecture should be simple, using good quality locally distinctive materials. Circulation and parking areas should be designed to create high quality public space, consistent with the requirements for Home Zones. Traffic should be calmed to walking pace by devices such as change in direction, road narrowing and change of surface materials.

5.8.29b. **Density** – A capacity of 25 dwellings for this site has been identified giving an overall density in excess of 50 dwellings per hectare. The density of the site is relatively high and development should take the form of terraces comprising small units to ensure capacity can be developed without detriment to adjoining Listed Buildings and Conservation Area.

5.8.29c. **Access** – Vehicular access to the site should be from Haw Street only. This will require the demolition of the non-listed property situated adjacent to the existing access on Haw Street to achieve an acceptable access. Pedestrian and cycle access only should be provided through the site to The Chipping. This should be an attractive route encouraging use by the general public as well as non residents to improve permeability around the town centre.

5.8.29d. **Transportation** – The site is located adjacent to the town centre and relatively well served by bus services. No contributions will therefore be sought for the improvement of public transport. A reduction in the maximum parking standards is appropriate on this site due to its central location.

5.8.29e. **Landscape** – A high standard of soft and hard landscaping will be required due to the site's location within the Conservation Area, Cotswold Area of Outstanding Natural Beauty and adjoining Listed Buildings. This should include provision of tree planting in public or semi-public space, and high quality boundary treatments to the edges of public spaces, in keeping with the traditional local vernacular.

5.8.29f. **Archaeology** – The site lies on the edge of a Medieval town and may contain evidence of a Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.29g. **Recreation** – The District's survey of 'Outdoor Playing Space' has highlighted that provision in Wotton-under-Edge Town is significantly below standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.29h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Knapp Lane/Fountain Crescent, Wotton-under-Edge (Hg18B)

5.8.30a. **Form and Layout** – The development of this site will be influenced by the need to keep clear of buildings and structures a 5 metre strip alongside the minor watercourse on the south-eastern boundary of the site. Due to this requirement and the site's configuration it is anticipated that the road serving the new houses will form part of this strip and houses developed on the northern side of the road. A high standard of design will be sought due to the site's location within the Cotswold AONB.

5.8.30b. **Density** – The density of the site is below 30 but is higher than that of the adjoining residential areas. This will allow a toddler's play area to be provided on site and landscaping incorporated across the site to ensure that the Cotswold Area of Outstanding Natural Beauty is enhanced in this location.

5.8.30c. **Access** – Vehicular access should be off Fountain Crescent. Improvements to the footways at the junction of Fountain Crescent and Wortley Road will be required as part of the development. Pedestrian and cycle access should be provided off Knapp Road.

5.8.30d. **Transportation** – The scale of this development is insufficient to generate contributions to the improvement of bus services. However, a contribution towards

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improved facilities such as the provision of bus shelters will be sought.

5.8.30e. **Landscape** – The trees and hedgerows found around the boundary of the site are important features that should be retained. These should form part of wider landscaping treatment that should be provided around the site's boundary in the interests of landscaping and residential amenity.

5.8.30f. **Recreation** – The District's survey of 'Outdoor Playing Space' has highlighted that provision in Wotton-under-Edge town is significantly below the Council's adopted standard. The provision and maintenance of a toddler's play area will be required on site due to the lack of facilities nearby which can be easily and safely accessed by residents. The development should also satisfy the demand generated by its new residents and proposals will be expected to satisfy Policy RL5 in terms of contributions to off-site facilities.

5.8.30g. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north-west of Spring Hill, Eastington (Hg19)

5.8.31a. **Form and Layout** - Development on this site should demonstrate respect for a location which is on the edge of a village and adjoining an area which is predominantly rural in character which is particularly important along the Spring Hill frontage. High quality materials and design, incorporating local traditional building styles/features, should be employed to create a distinctive development.

5.8.31b. **Density** - A development capacity of approximately 30 dwellings is acceptable within this site giving an overall site density of 38 dwellings per hectare.

5.8.31c. **Access** - The south-eastern boundary of the site fronting the Spring Hill highway should form the main access point to the site. In the interests of highway safety, traffic calming measures will be required along that part of the Spring Hill highway adjacent to the development site. Improvements to the pedestrian route to

Eastington County Primary School will also be required.

5.8.31d. **Transportation** - The site is adequately served by public transport and no contributions will be sought.

5.8.31e. **Landscape** - Particular care needs to be taken to minimise the impact of the development on long-distance views from the north-east. The mature treeline along the north-eastern boundary of the site will need to be retained and enhanced where appropriate with indigenous species. A buffer zone incorporating additional landscaping and some form of open space will also be required along this boundary. A 'hard edge' to the development is to be avoided within this area of the site. Appropriate landscaping will also be required along the Spring Hill boundary of the site to respect the character of the adjacent Conservation Area.

5.8.31f. **Archaeology** - The site is within half a kilometre of sites where Prehistoric and Roman remains have been discovered and it is anticipated that similar archaeological remains may be present on this site. Archaeological evaluation will be required prior to the determination of any planning application.

5.8.31g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Eastington Parish is below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.31h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north of Bathleaze, Kings Stanley (Hg21)

5.8.32a. **Form and Layout** - A modern, innovative scheme may be suitable for this site. Care will need to be taken to protect the amenity of the properties on Gardeners Way and the mature trees which surround the site. The Environment Agency has advised that there is a watercourse along the western boundary and

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that development should be set back, with a buffer zone of at least 25 metres, to retain the valley character and the mature bankside trees.

5.8.32b. **Density** - The density will be affected by the need to protect the amenity of the properties on Gardeners Way and the need to provide a mix of sizes of dwelling including 2 bed units.

5.8.32c. **Access** - Vehicular access should be from Bathleaze. An additional pedestrian/cycle access should be made to Church Street.

5.8.32d. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.32e. **Landscape** - The existing boundary trees around the site are important features that should be retained as far as possible.

5.8.32f. **Archaeology** - The site lies within the area of the Medieval town of Kings Stanley and therefore has potential for archaeological evidence of Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.32g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Kings Stanley Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.32h. **Community Facilities** - The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land south of Charfield Road and north-west of Chestnut Park, Kingswood (Hg22)

5.8.33a. **Form and Layout** - The development should reflect the traditional pattern and character of built form in the village. The site is visible from the Cotswolds escarpment, and the

Charfield Road part of the site lies adjacent to the Conservation Area. Therefore, it is particularly important that the site enhances the built environment in this location. The split of the site into two separate built areas will minimise the impact on long distance views and the encroachment of built form into the surrounding rural landscape.

5.8.33b. **Density** - A development capacity of 50 dwellings is acceptable between the two parts of the site. This will give a low overall density of 23 dwellings per hectare but allowing for significant landscaping within the boundaries of the site a higher net density in line with national guidance will be achieved. The density should vary within the site with the highest density toward the Charfield Road and adjacent to the northern part of Chestnut Park. Lower density provision with a landscaped buffer will be made to the southern boundary of the site.

5.8.33c. **Access** - Vehicular access should be provided from Charfield Road and Chestnut Park for each respective part of the allocation. Improved footpath provision will be required along Charfield Road and a link for pedestrian and cycle use between the two sites to link Charfield Road and Chestnut Park. The need for access to surrounding farmland via Chestnut Park should be considered.

5.8.33d. **Transportation** - Contributions to improvements to bus services and towards better associated facilities, such as bus shelters will be sought.

5.8.33e. **Landscape** - Existing planting to boundaries should be retained and enhanced. Significant planting should be included within the boundaries of the site to soften the impact of development on the surrounding rural landscape.

5.8.33f. **Archaeology** - The site lies in an area of possible Medieval activity. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.33g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Kingswood Parish is slightly above the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will

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be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site. Informal public open space should be created along the northern and southern boundaries.

5.8.33h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land north of Bath Road and east of Grange Farm, Leonard Stanley (Hg23)

5.8.34a. **Form and Layout** - The development should reflect the traditional built form and character of Leonard Stanley with frontage development on to Bath Road. At least some of the development should be in the form of terraced dwellings. The 2 lime trees which are subject to a TPO near the road frontage should be safeguarded within the development and retained in the public realm. A buffer zone should be retained alongside the watercourse running across the north eastern boundary of the site.

5.8.34b. **Density** - The density on the site will be affected by the need to provide a mix of dwellings in a frontage development with some 2 bed dwellings. The site should accommodate approximately 25 dwellings.

5.8.34c. **Access** - Access will be from Bath Road and improved footpath provision will be required. together with a pedestrian crossing facility across Bath Road.

5.8.34d. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters. Also, off-site highway works will be required in association with this development.

5.8.34e. **Landscape** - The site is sensitive in landscape terms and substantial landscaping will be necessary. In particular a new hedgerow of indigenous species will be required at the rear of the site. There is a small watercourse along the site's north-eastern boundary, and any development should incorporate a buffer zone along it, and address its long term retention as a feature of the site.

5.8.34f. **Archaeology** - There are no recorded archaeological sites within this allocation. An archaeological assessment is required before a definite assessment of archaeological potential can be made.

5.8.34g. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Leonard Stanley Parish is slightly below the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.34h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land to North of Cotswold Mead, Painswick (Hg26)

5.8.35a. **Form and Layout** - The site slopes steeply from the A46 Stroud Road into the site, and views from the slopes of the site towards the surrounding AONB landscape are extensive. Development on the upper slopes will not be acceptable due to the impact on the wider landscape and development should therefore be concentrated within the site.

5.8.35b. **Density** - The site is allocated for a Nursing Home complex together with associated ancillary dwellings. Density overall is relatively low, due to the extent of the site, however, the amount of land suitable for development will be affected by the landscape constraints that operate on the upper slopes.

5.8.35c. **Affordable Housing** – It is probable that ,given the nature of the associated development within the site, the affordable units provided within the site will cater for older people.

5.8.35d. **Access** - The current alignment and gradient of Stroud Road, together with the 50 mph speed limit, presents difficulties in accessing the site satisfactorily. Vehicular access will have to be provided to the required highway standard off the A46 Stroud Road. The following are additional requirements:-

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- an extension to the 30 mph limit
- street lighting
- the provision of a full width footpath and link to the north
- a traffic calming gateway feature.

5.8.35e. **Transportation** - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to the bus services. However a contribution will be sought towards better associated facilities, such as bus shelters.

5.8.35f. **Landscape** - The site is located within the AONB and, as a consequence, a high quality development will be expected. The northern part of the site should remain undeveloped to maintain the continuity of the green wedge of this area in views across the valley. The site is currently sparsely planted, and new development should include a scheme for the planting of deciduous species both along the site boundaries and within it to reflect the wider AONB landscape.

5.8.35g. **Archaeology** - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.35h. **Recreation** – The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Painswick Parish is significantly above the Council's adopted standard. Policy RL5 of the Local Plan is not applicable to nursing home accommodation. This aspect of the development will, however, be expected to incorporate substantial areas of amenity space around the home that utilise views out of it towards the surrounding countryside, and south and south western aspects.

Land at Cromwell Farm, Newtown/ Sharpness (Hg27)

5.8.36a. **Form and Layout** - The development should reflect the traditional pattern and character of built form in Newtown. Dwellings should consist of some terraced properties, particularly near the existing development boundary. Significant landscaping should be provided at the southern part of the site.

5.8.36b. **Density** - The development should consist of a mix of unit sizes with varying density through the site. The higher density should be located near Gloucester Road with lower density at the southern part of the site.

5.8.36c. **Access** - Access should be provided via Gloucester Road with a pedestrian/cycle access through the site from the north (at Gloucester Road) to the south west (at Sanigar Lane).

5.8.36d. **Transportation** - Contributions will be sought towards an improvement to bus services.

5.8.36e. **Landscape** - Significant landscaping of indigenous species should be planted in the southern part of the site.

5.8.36f. **Archaeology** - No archaeological interest has been identified or recorded. However, an archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.8.36g. **Recreation** - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Hinton Parish is significantly below the Council's adopted standard. The scale of development proposed is of sufficient size to generate a need for a toddlers' play area (e.g. LAP) on-site. This facility should be located in an area of the development site which can be easily and safely accessed by the new residents and also be well surveyed from the new dwellings. A financial contribution will be sought in respect of the future maintenance of this facility. The development should also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy RL5 in terms of a contribution towards the improvement of facilities off-site.

5.8.36h. **Community Facilities** – The Local Education Authority has advised that financial contributions towards education provision will be sought and the provision of enhanced playing field facilities for Sharpness Primary School should be provided on site.

5.9. Phasing

5.9.1. The revised PPG3: Housing, issued in March 2000, suggests that Local Plans should

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contain policies to achieve a sequential approach to the release of housing land. It states that the presumption will be that previously developed sites should be developed before greenfield sites, and goes on to state that local plans should include policies for the release of sites for housing development.

5.9.2. The Council wishes to embrace Central Government policy and Policy S3 of the adopted Gloucestershire Structure Plan. Policy S3 urges that Local Plans should seek to encourage as high a proportion of new housing on brownfield sites as possible, by encouraging the redevelopment of previously developed sites in appropriate locations. Stroud District Council, in this plan, has allocated over 50% of its future housing needs to such sites. Table 5.2 adopts a phased programme for the release of sites, dividing the remaining Local Plan period into two phases, the first for 4 years (1/1/04 to 31/12/07), and the second for 3_ years (1/1/08 to 30/6/11).

5.9.3. The broad aims of the phasing are to:

- Identify those previously developed sites that are suitable and available for development early in the remaining plan period;
- Identify strategic sites where development should start by the middle period at the latest to ensure the District's housing requirements are met; and
- Identify sites that should come forward in the latter part of the plan period due to their greenfield nature and location in small, less accessible settlements outside settlement boundaries; present lack of availability; or physical or other constraints.

5.9.4. Sites identified in Phase 1 are, predominantly previously developed, but are sites which are subject to a number of constraints, such as multiple land ownership, physical constraints, have longer lead in periods, or are still in use. The Council will accept the early release of previously developed sites if they become available sooner than anticipated. This phase includes the commencement of development on Brockworth as a Strategic Site.

5.9.5. Sites set down in Phase 2 of the plan include the continued development Brockworth and of Hunts Grove, previously developed sites where significant constraints prohibiting their early or full development are known, and

greenfield sites outside of settlement boundaries in small settlements.

5.9.6. It is acknowledged that most of the previously developed sites will be more costly and difficult to develop than most of the greenfield sites. They are all, however, in positions with good accessibility to town centres, employment and other facilities, by means of transport other than the private car.

5.9.7. The two largest allocations in the District, at Hardwicke and Brockworth, are not in close proximity to the identified brownfield sites within Stroud and Dursley. They do, however, directly adjoin the urban area of Gloucester.

5.9.8. The proposed monitoring programme will assist the Council in ensuring the release of land on these two sites within Stroud District ties in with the development of the adjoining sites, whilst maintaining the level of housing provision necessary for the Council to meet the Structure Plan requirements. The Council considers that physical infrastructure provision can be put in place before the construction of residential units commences.

POLICY HN3

The sites allocated for residential development, or a mix of uses including residential, will be subject to phasing restrictions set out in Table 5.2. Priority will be given to the redevelopment of previously developed sites. The Council will monitor the housing land availability and will re-assess the Phasing Table at the end of each phase to determine if any changes are required to meet the District's housing requirements.

5.9.9. The majority of the remaining greenfield allocations are of smaller sizes and are better related to the brownfield allocations and commitments within Stroud and Dursley. It is therefore proposed that the majority of these should not come forward for development until a significant proportion of housing on the brownfield sites has been completed.

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Monitoring

5.9.10. The Council will continue to produce monitoring information annually regarding the housing land supply. The Council is aware of the need to provide sufficient housing opportunities to meet the District's Structure Plan requirement. The annual monitoring information will provide guidance on the rate of the granting of permissions, implemented consents, and the types of sites involved. This information will be used by the Council to review, if appropriate, the Phasing Programme in terms of the appropriateness of releasing sites earlier than indicated in Table 5.2, to delay the granting of planning permission, or deletion of an allocation. The Council will regularly assess its supply of housing land. Any changes to the phasing programme will be prepared at the appropriate times and be approved following consideration of the outcome of public consultation.

5.9.11. This monitoring information will relate to all sources of housing supply including windfalls. Windfall sites on previously developed land have, historically, been a significant source of housing land in the District. Whilst the Urban Capacity Study has identified some potential in relation to large sites (i.e. 6 units and over) from this source, the Council is conscious of the potential for Windfall sites to remain a substantial resource in meeting housing requirements. There may be large sites that could not reasonably be identified in the Urban Capacity Study that will become redundant and uneconomic for their current use within the lifetime of the Plan.

5.9.12. Changing circumstances may require the Council to review the phasing schedule and the release of sites set out in Table 5.2. The circumstances in which this may happen are:

- Lower or higher rate of windfall sites being developed;
- Delay in issuing planning permission on strategic sites; or
- Significant changes in the capacity of allocated sites established through planning permissions.

In particular, the need for greenfield allocations will be reviewed as part of the "plan-monitor-manage" approach taking into account the results of annual monitoring against the targets set for delivering housing especially on brownfield sites.

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Table 5.2 – Phasing of Housing Allocations

NB The phasing programme relates to the completion of sites in terms of net completions.

<p>* Strategic Sites ** Sites to remain in Phase 2 B brownfield B/G brown/greenfield G greenfield</p>	<p>a) Sites suitable for earlier release b) Early release possible in association with completion of Employment Allocation EA8. c) Early release possible in association with completion of Employment Allocations EA3-6</p>
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Site Ref	Site	Type			Timescale		Capacity	
		B	B/G	G	1 2004- 07	2 2008- 11	1	2
Gloucester PUA								
MU1	Hunts Grove*			X		X		500
Hg01	Brockworth*		X		X	X	300	200
Stroud Urban Area								
MU2	Ebley Wharf	X			X	X	80	40
MU5A	Cheapside	X			X	X	70	70 (a)
Hg04	Dudbridge Depot	X			X		80	
Hg05A	Redlers' car park	X			X		20	
Hg05	Cashes Green Hospital	X			X		40	
Hg06	Uplands House	X			X		29	
Hg07	Bisley Old Road allotments			X		X		45 (a)
Hg08	Former TA Centre, Bowbridge Lane	X			X		15	
Hg09	Former Lansdown Kennels and Dairycrest factory	X				X		60
Hg10	Former Stroud Valley School, Ryeleaze	X			X		15	
Hg12	Bowbridge Wharf	X			X		25	
Hg13	Hope Mill Lane, Thrupp	X				X		30 (a)
Hg15A	Stonehouse Wharf	X			X		20	
Hg15B	The Grove, Browns Lane	X			X		10	
Hg15C	Garage and plumbers' yard, Gloucester Road	X			X		20	
Hg16	Forest Green Rovers					X		50
Principal Settlement								
Dursley & Cam								
MU3	Lister Petter		X		X	X	300	300
MU4	Bymacks & Yellow Hundred Close		X		X		90	
Hg17	Former infants school, Union Street	X				X		55
Other Settlements								
Wotton								
Hg18A	Former bakery	X			X		25	
Hg18B	Knapp Lane			X	X		25	
Eastington								
Hg19	Spring Hill **			X		X		30
Kings Stanley								
Hg21	Bathleaze			X	X		15	

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Site Ref	Site	Type			Timescale		Capacity	
		B	B/ G	G	1 2004- 07	2 2008- 11	1	2
	Kingswood							
Hg22 (b)	Chestnut Park**			X		X		50
	Leonard Stanley							
Hg23	Grange Farm**			X		X		25
	Painswick							
Hg26	Cotswold Mead			X	X		20	
	Sharpness							
Hg27 (c)	Cromwell Farm**			X		X	15	65
	Total by Phases						1199	1520
	Total for Plan Period							2719

5.10. Affordable Housing

Policy Context

5.10.1. The affordable housing policies contained in the Local Plan complement the Council's 'Strategy for Housing', and the proposals in its annual Housing Investment Programme. Affordable housing requirements are primarily based upon the regular assessment of housing need, both on a District-wide and local Parish basis. In future the Council intends to produce a supplementary planning document on affordable housing to provide further assistance.

District-wide Housing Needs Surveys

5.10.2. The extent and location of the demand for affordable housing has been determined through the commissioning of District-wide Housing Needs Surveys both in 1996 and 1999 and a 2003 Update.

Parish Appraisals

5.10.3. Where more detailed and qualitative local Parish Appraisals and housing needs surveys are undertaken within three years of a District-wide survey, their findings will take precedence for the purpose of determining specific local needs for affordable housing. These will be particularly relevant in relation to Exceptions sites (as assessed under policy HN6) to provide homes for local people in rural communities.

Housing Needs Survey 2000

5.10.4. The Housing Needs Survey 2000 took into account the vacant housing stock, the Council's Empty Homes target for bringing properties back into use, and the sub-division of existing larger properties into smaller units.

Survey findings

5.10.5. The latest survey published in 2000 examines immediate housing need, but also covers a five-year period between 1999-2003. The overall findings address the needs of both established and newly forming households.

Employment and Affordability – general

5.10.6. Nearly half of all householders are employed, but two-fifths of them earn less than £12,000 per year. House prices are very high in some rural parts of the District. Published house price indices confirm that within Gloucestershire, Stroud is fourth (of six Authorities) in terms of affordability. Of 1,435 purchases between January to June 2000, the lower quartile sales price in Stroud was £63,000 and the Median house price was £85,000 [Source: H M Land Registry].

Affordable Housing – definition

5.10.7. Stroud District Council defines affordable housing as: 'Housing that needs to be provided for those people who are in housing need, but who cannot afford open market rents or prices'. Both public and private sector housing should therefore be provided at subsidised sub-market rent levels, different forms of subsidised home ownership, and opportunities for low-cost open market home ownership.

Affordable Housing – for rent

5.10.8. The District-wide survey found that the existing supply of social rented housing was, in principle, sufficient in quantitative terms to meet the specific demand for it. However, in qualitative terms, it is not clear whether the vacancies generated within existing stock will provide appropriate accommodation in the right locations.

5.10.9. The supply of private sector rented accommodation cannot meet the specific demand for it, giving rise to a gross shortfall of 359 properties for rent in the private sector over the five-year period 1999-2003, or an average shortfall of 70 dwellings each year. An increase in the supply of private sector rented accommodation would help to meet some of this demand. However, taking into account issues such as benefit dependency, and using accepted definitions of affordability (the proportion of net income available to meet housing costs), income data demonstrates that a proportion of those who aspire to private sector rented accommodation cannot afford it, and those aspirational needs will actually manifest themselves as additional demand for social rented housing.

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Affordable Housing – assisted home ownership

5.10.10. The 1999-2000 Survey determined that there is a need for shared ownership or other types of assisted home ownership. The existing supply of shared ownership accommodation cannot meet the specific demand for it, giving rise to a gross shortfall of 148 properties over the five-year period 1999-2003, or an average shortfall of 30 dwellings each year. Assisted home ownership will also serve to meet the needs of those who aspire to full owner-occupation, but whose incomes are such that they cannot afford it.

Affordable Housing – strategic implications

5.10.11. The levels of housing need identified by the local housing authorities within Gloucestershire will predominantly be met through supply within their respective local authority areas. However, the local housing authorities have also reacted to Government guidance which recognises that housing need does not always respect existing local authority boundaries, and that needs assessment should not be constrained to the authority as a free-standing unit. Complementary guidance relating to the funding of affordable housing has resulted in the formulation of Multi-District Joint Commissioning Partnerships as a basis for addressing strategic needs. A framework for joint investment has been established, involving local authorities, Government departments, and housing providers.

5.10.12. Affordable housing need will therefore also be met through the creation of sustainable new communities, designed to reduce social exclusion and crime. This will be achieved through co-operation between housing authorities. Stroud District Council has entered a Joint Commissioning partnership with Tewkesbury Borough and Gloucester City Councils, and other partnerships are likely to develop over the life of the Local Plan. The first Partnership will develop major Local Plan sites located where the boundaries of the three authorities meet. The levels of need have been determined through analysis of our individual and combined Housing Needs Surveys and a target set to achieve 30% affordable housing provision within Stroud District.

Affordable Housing – Summary of Housing Needs Survey 2000

5.10.13. Survey findings have concluded that: in Stroud District, over a five year period 1999-2003:

- the demand for social rented housing from those who specifically expressed a need for it cannot be met from anticipated vacancies in existing social housing stock
- an overwhelming aspirational demand for owner-occupation needs to be balanced by the realities of affordability
- 68% of first household members are in full or part-time work, but 41% of all first household members earn less than £12,000 pa.
- A significant number of low income households cannot afford to buy a home in the lower quartile of house prices, and cannot afford to rent in the private sector
- 45% of households pay less than £75 per week for their housing
- 11% of households expressed a demand for private rented housing, but 25% of them cannot afford more than £75 per week
- a further 30% of households expect to pay no more than £100 per week for their housing
- Based upon Survey Update 2003 data there is a shortfall in all types of affordable dwellings of 300 per annum

5.10.14. In addition to provision on appropriate housing and mixed use allocations, the Council will generally seek 30% of completed units on windfall sites for affordable housing purposes. Alternatively it will seek land or plots sufficient for the construction of an equivalent number of affordable housing units. The amount of affordable housing will be negotiated on the basis of housing need, the site, and market conditions at the time of application. The amount may exceed 30% in some cases, for example where there is a higher level of local need or where affordable housing may be more readily provided. The amount sought may be less than 30% where unusually high costs associated with the development or where the realisation of other planning objectives which take priority make this not viable. Such dwellings should be integrated physically and visually within the overall development scheme to promote social mix.

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5.10.15. The District-wide Survey process will be repeated in 2003-4 to cover the five-year period 2004-2008, and again in 2008-9 for the period 2009-2013.

5.10.16. The Council's Housing Needs Survey and 2003 Update has identified a considerable demand for affordable housing within Stroud District, and Stroud District Council is committed to enabling that demand to be satisfied as far as possible. Proposed changes to PPG3 in 2003 suggested a site size threshold of 0.5 hectare or 15 dwellings below which normally it will be inappropriate to seek affordable housing. An exception may be where a smaller site forms part of a wider development on the same or adjoining area of land. The Council regards unusually high costs associated with the development of sites to be matters such as the cost of removing extensive amounts of heavily contaminated land from sites, or significant land stabilisation. Normal planning considerations such as off-site highway works, or contributions towards recreation facilities if appropriate, are not considered to be exceptional matters that would be set against the need to provide affordable dwellings. Other planning objectives may include, for example, the restoration of the Stroudwater and Thames and Severn canal.

5.10.17. In settlements in rural areas, proposed changes to PPG3 in 2003 advised that sites below the 15 dwelling/0.5 hectare threshold should be considered for the provision of affordable housing. In Stroud District, the vast majority of sites which come forward in villages are small-scale. Most recent development of such sites in these settlements has been of large detached 'executive' type housing. A threshold considerably lower than the one appropriate for urban areas is considered appropriate. In settlements with a population of 3,000 or less, affordable housing will be sought where a demonstrable need for affordable housing exists on any site of 0.2 hectare or more or on any site capable of development of 4 or more dwellings. On the comparatively larger sites, it is likely that a mix of dwelling types and sizes will be appropriate, but also that some of the affordable housing provided should be social housing for rent.

POLICY HN4

An element of affordable housing will be sought where a demonstrable need for affordable housing exists:

1. In or adjacent to the Stroud Urban Area, and the defined settlements of Cam and Dursley, Hardwicke, Minchinhampton and Wotton-under-Edge on sites of 0.5 hectare or more or sites capable of development of 15 or more dwellings;
2. On any other site elsewhere in the District, of 0.2 hectare or more or capable of development for four units or more; unless unusually high costs associated with the development of the site, or the realisation of other planning objectives which take priority, make this not viable.

POLICY HN5

The affordable housing provided by the operation of Policy HN4 shall provide for a mix of affordable housing which reflects local housing need, and should be integrated into the development of which it forms a part.

Affordable housing provided by the operation of Policy HN4 is expected to be provided as affordable housing in the longer term, and will be subject to restriction to ensure this is the case.

5.10.18. It will usually be necessary for the developer and/or landowner to enter into a Section 106 or similar Legal Agreement, to ensure their long-term provision as affordable housing units. Such schemes will need to be managed by a responsible body, usually a Registered Social Landlord, and the priority for occupancy will be controlled so that affordable dwellings are occupied only by persons who are considered to be in need of such housing.

5.10.19. If the District Council cannot nominate a person or persons, then the managing authority will be permitted to do so from persons in an area specified in the Section 106 or other agreement relating to the particular scheme. This area will normally comprise towns or parishes adjoining. If this procedure fails to fill a

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vacancy, then the managing authority may nominate any person it considers to be in need of such accommodation.

5.10.20. In parts of the District where significant housing development takes place very rarely, a particular housing scheme large enough to incorporate affordable housing may only occur very infrequently. It is therefore important to seek to provide affordable housing for as many local households as possible each time such a scheme is constructed. Whenever a scheme allows, a mix of affordable housing should be provided. It should often be possible, for example, to provide family social housing for rent within the same development as low cost affordable housing for smaller households.

5.10.21. The importance of new housing developments providing a mix of different properties in terms of size and tenure is recognised and promoted through this Plan's allocations. In order to promote a sense of community, and to avoid any stigmatisation of the occupiers of affordable housing, it is also desirable to integrate the affordable housing element of any scheme within the development as a whole.

Exception Sites

5.10.22. In line with the recent revisions to PPG3, consideration will be given to the allocation of sites solely for affordable housing at rural settlements for inclusion in future policy. These sites will be viewed as an exception to normal plan policies to help attain mixed communities, on land which would not otherwise be considered suitable for housing.

5.10.23. In addition releases of land as windfall sites will only take place in exceptional circumstances. Such sites will normally be related to those rural settlements which have a primary level of local community facilities and services and where they will contribute to mixed communities. This will avoid undue development in unsustainable locations. Such schemes should be small in scale, and provide for a particular local need at a given time, should be located within or adjacent to settlement boundaries, and should be sympathetic to the form and character of the village. Policy HN6 is designed to ensure the provision of affordable housing for local people in genuine need, and to ensure that this provision continues in perpetuity.

Section 106 Legal Agreements entered into in respect of schemes covered by Policy HN6 will be expected to ensure that the proposed occupiers:-

- are resident in the same village, parish or adjoining parishes as the scheme; or
- are employed in the same village, parish or adjoining parishes; or
- have a strong local connection with that village, parish or adjoining parishes, such as family association with the village, parish or adjoining parishes, or have previously resided in the village, parish or adjoining parishes.

POLICY HN6

Permission may be granted for affordable housing to meet local needs within or adjacent to the settlement boundaries of the villages with a population of 3,000 or less as an exception to the Local Plan's Housing Policies, provided the following criteria are met:

1. a local need is established, which cannot be met in any other way; and
2. arrangements are made through a Section 106 Legal Agreement or similar, for the benefit of the affordable housing to be retained for future occupiers.

5.11. Loss of Housing

5.11.1. It is necessary to consider the question of whether the District's housing stock as a whole should be protected. The requirement to allocate sites for new dwellings to provide for additional households within the District comes about because the number of households is expected to grow faster than the supply of housing unless such allocations are made. The major part of this equation relates to the rate at which new housing units are being provided. The other side, however, which tends to receive less attention, is the rate at which existing housing units are being lost. In an area where the provision of new housing causes difficulties, it is essential to keep these losses to a minimum.

5.11.2. Some losses of dwellings occur without needing planning permission, such as when two

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houses are converted into one larger one. Others, however, occur with the benefit of planning permission, such as when a redevelopment for a commercial use results in the loss of housing units on the site. It is not intended that such redevelopments should be prevented, but it is considered important that, when they do take place, attention should be given to replacing the lost dwellings on site. These replacement dwellings may be smaller than those previously on site, but will contribute to the overall housing stock of the District, and promote mixed uses upon a site.

5.11.3. The exception to this presumption towards retaining residential accommodation on a site is where that accommodation is not desirable. Examples of this are where the occupiers of a dwelling would suffer from unacceptable noise, smell or disturbance, or where they would suffer from unacceptable highway danger in accessing the site on foot.

POLICY HN7

Permission will not be granted for a proposal which involves the net loss of one or more units of residential accommodation, unless the unit to be lost is on a site where residential accommodation is not desirable, or where such loss would facilitate the achievement of other Local Plan aims.

5.12. Residential Development Within Urban Areas and Main Settlements

5.12.1. It is important that the best use is made of sites that become available for development within settlement boundaries. In many cases this may mean building at higher densities than has occurred in the recent past. Stroud District Council is committed to encouraging high standards of urban design, as set out in Policies BE1, BE2 and BE3 and believes that it is possible to achieve high standards whilst also building at relatively high densities.

5.12.2. All development covered by Policy HN8 should be compatible with its surroundings, and will need to provide appropriate amounts of car and cycle parking, appropriate amounts of private amenity space, and a reasonable amount

of privacy for the occupiers of the dwellings. However, where the new housing will be located within walking distance of Stroud or Dursley town centres, (within 800 metres of either town centre boundaries, as defined on the Proposals Map) and can contribute to both a more sustainable pattern of development, and to the regeneration of those town centres, high density development will be encouraged, with reduced car parking, amounts of private amenity space, and levels of privacy. The reduced car parking requirement is set out in the Council's adopted Parking Standards (see Appendix 8). Advice on privacy levels and appropriate private amenity space is to be found in the Council's adopted Residential Design Guide.

5.12.3. In order to promote sustainable development, it is not appropriate for new residential development to be promoted in all settlements in the District. Some settlements are therefore not covered by Policy HN8, and do not have defined settlement boundaries. This is because of a combination of lack of access to facilities, public transport, and employment. Applications for new housing in these settlements will be considered against Policy HN10.

5.12.4. The settlement boundaries have usually been drawn around the edge of the curtilage of a property, which is considered as being within the settlement. It does not mean, however, that where a piece of land is included within the settlement boundary, it is automatically acceptable for development to take place there. New development located between the settlement boundary and the existing built form of the settlement can often create a hard edge where the settlement joins the countryside, and appear as an intrusion into the countryside.

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POLICY HN8

Within settlement boundaries permission will be granted for residential development or redevelopment, provided all the following criteria are met:

1. the proposed housing is of a scale, layout and design compatible with the part of the settlement in which it would be located, and would not cause harm to the character and appearance of that part of the settlement;
2. the density proposed is at as high a level as is acceptable in townscape and amenity terms;
3. the development includes dwellings of various sizes, both in respect of physical size and type;
4. it would not result in development between the settlement boundary and the existing built form of the settlement where this would appear as an intrusion into the countryside;
5. it would not cause the loss of, or damage to, any open space which is important to the character of the settlement;
6. any natural or built features on the site and worthy of retention have been incorporated into the scheme; and
7. where dwelling houses are proposed, an appropriate area of private amenity space is provided for the occupiers of each dwelling house. Where other types of residential accommodation are proposed, an appropriate level of amenity space to serve the scheme as a whole is provided.

5.12.5. In addition to development close to Stroud or Dursley town centres, opportunities also exist in most of the District's town centres, and some local centres, to make better use of the upper floors of retail and commercial premises. Encouragement will be given to the active use of such floorspace, particularly for residential use, providing it does not unacceptably prejudice the function of the ground floor shop. In some circumstances, it may only be possible to gain access to considerable areas of unused upper level floorspace by rearranging a shopfront to allow a separate access. Where this is the case, some loss of retail frontage may be acceptable.

5.12.6. The use of floors above shops for residential use is, in many circumstances, permitted development. Where permission is required, and the proposal is for a change of use of existing floorspace, rather than new build, the normal requirements for parking spaces and amenity space will be waived.

POLICY HN9

Proposals to use the upper floors above shops and offices in town and local centres for residential use will be permitted where this does not threaten the viability of the ground floor commercial use.

5.13. Residential Development Outside Defined Settlement Boundaries

5.13.1. Stroud District contains a large amount of open countryside, groups of houses, hamlets and small villages which are not within the defined urban areas, principal settlements, or any defined settlement boundary. Both Central Government Guidance and the Structure Plan make it clear that residential development should not normally take place in these areas. This is on the grounds that such development would not be in a sustainable location, and would be likely to detract from the character and appearance of the countryside. PPS7: Sustainable Development in Rural Areas 2004 emphasises that countryside be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all.

5.13.2. In Stroud District, there are a large number of named groups of buildings, hamlets, small villages and residential areas which do not have settlement boundaries. These groups of houses and small settlements are usually poorly related to essential facilities and services, and require residents to rely entirely on private transport, contrary to the principles of sustainability which underlie this Plan. In many cases, any further expansion of any of these groups and small settlements would also be detrimental to the character and appearance of the rural areas of the District.

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5.13.3. Exceptions to this policy of restraint fall into three categories. These are the conversion of existing buildings (dealt with by Policy BE17), exceptions sites to provide social housing (dealt with by Policy HN6), and where the siting of a dwelling in the countryside would be essential to the efficient operation of agriculture or forestry. Where the needs of agriculture or forestry require the provision of a house on site, a strong justification would have to be provided to demonstrate that such provision is essential, and that the occupation of existing housing stock was not an alternative. As explained in PPS7, it will often be as convenient and more sustainable for agricultural workers to live in nearby towns and villages, so avoiding new and potentially intrusive development in the countryside.

POLICY HN10

Outside the defined settlement boundaries, residential development will not be permitted unless it is essential to the efficient operation of agriculture or forestry.

POLICY HN11

Permission will not be granted for the erection of a permanent dwelling for an agricultural or forestry worker, outside a defined settlement boundary, unless all the following criteria are met:

1. the dwelling, and its proposed siting on an agricultural or forestry holding, is essential for the efficient running of the enterprise;
2. the need is for accommodation for a full-time worker or one who is primarily employed in agriculture;
3. the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
4. the functional need cannot be fulfilled by another existing dwelling on the holding, or any existing accommodation in the area;
5. the necessary accommodation cannot be provided by the conversion of a building on the holding;
6. the dwelling is to be sited satisfactorily within the holding preferably within an existing group of buildings; and

7. the new dwelling should be of an appropriate size for the needs of the enterprise.

5.13.4. In relation to Policies HN10 and HN11, the following important points should be noted:

- If planning permission is granted for a dwelling for an agricultural or forestry worker on a holding in the countryside, the Local Planning Authority will limit the occupation of the dwelling to a person solely or mainly working, or last working, if currently unemployed, in the locality in agriculture or forestry, or a widow or widower of such a person, and to any resident dependants.
- In criterion (1) of Policy HN11, 'essential' refers to the needs of the farming or forestry enterprise at the holding and not to the personal preferences or circumstances of the applicant, the owner or manager of the enterprise, or the worker for whom the house is intended.
- Applicants should submit an independent agricultural appraisal to demonstrate how their application accords with the criteria set out in Policy HN11.

5.13.5. There may be cases where all of the criteria attached to Policy HN11 can be satisfied with the exception of (3), relating to the time the unit and agricultural activity have been established. In these circumstances, it may be appropriate to grant temporary permission for a caravan, or other temporary accommodation, so as to allow the enterprise time to demonstrate whether or not it is viable, and whether or not there is an essential need for permanent accommodation.

5.13.6. The provision of temporary accommodation should not be seen as a means of avoiding the requirement to prove a functional need for a dwelling, or avoid any of the other strict controls on residential development in the countryside. In addition there may be occasions where the provision of temporary accommodation would not be acceptable because of the effect on the character and appearance of the landscape.

5.13.7. Whether or not a building is appropriate for conversion as set out in criterion (5) of Policy HN12 should be determined by reference to Policy BE17 of this Plan.

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POLICY HN12

Temporary permission will not be granted for the siting of a caravan or other form of temporary accommodation for an agricultural or forestry worker, outside a defined settlement boundary, unless all the following criteria are met:

1. such a dwelling, and its proposed siting on an agricultural or forestry holding, are essential for the efficient running of the enterprise;
2. the need is for accommodation for a full-time worker or one who is primarily employed in agriculture;
3. there is clear evidence that the enterprise has been planned on a sound financial basis, and that there is a firm intention and ability to develop it;
4. the functional need could not be fulfilled by another existing dwelling on the holding, or any existing accommodation in the area;
5. the necessary accommodation cannot be provided by the conversion of an appropriate building on the holding;
6. the dwelling is to be sited satisfactorily within the holding, preferably within an existing group of buildings.

5.13.8. Over time, the situation that made it essential to provide a new dwelling for someone employed in agriculture or forestry can change. When this happens a planning application might be made to remove the occupancy condition so that the property can be sold on the open market.

5.13.9. The criteria for assessing proposals for new dwellings in the countryside are rigorous. Similar care should be taken in dealing with applications for the removal of occupancy conditions on such dwellings. Once an occupancy condition has been imposed, permission will not be given for its removal, unless it can be shown that there is no long term need for the dwelling to serve the agricultural accommodation needs of the area. It is important to note that it is the need for dwellings for agricultural or forestry workers in the area which is the important factor, and not simply whether or not a need continues to exist on any particular holding.

5.13.10. This is particularly important in view of changes already occurring, and likely to continue to occur, in agriculture. The decline in employment on the land may mean that existing agricultural dwellings are no longer needed. On the other hand, the restructuring of holdings may lead to a demand for new dwellings in some places, and the availability of existing properties should be taken into account.

POLICY HN13

Permission will not be granted for the removal of an agricultural or forestry occupancy condition on a dwelling outside a defined settlement boundary, unless all the following criteria are met:

1. an appraisal is submitted which shows that there is no longer any functional need for the dwelling on the holding, nor is there likely to be in the foreseeable future;
2. there is no foreseeable need for such dwellings elsewhere in the area; and
3. a reasonable and sustained attempt has been made to market the property with its occupancy condition, at a realistic value, and no qualifying purchaser has come forward.

5.14. Replacement Dwellings

5.14.1. The replacement of existing permanent dwellings by new dwellings is one means by which neglected, unused or derelict sites in urban areas might be brought into use for housing. Where the replacement of a dwelling is proposed within defined settlement boundaries, it will be judged against Policy HN8.

5.14.2. However, a much more restrictive approach operates where the replacement of a dwelling outside a settlement boundary is proposed, to avoid the character of the countryside being harmed by larger dwellings, and in some cases to prevent the stock of affordable housing being further diminished.

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POLICY HN14

The replacement of dwellings outside defined settlement boundaries will only be permitted where all the following criteria are met:

1. the residential use has not been abandoned;
2. the replacement dwelling is smaller than, or of a similar size to the existing dwelling, and does not detract from the character or appearance of its surroundings;
3. a minor extension may be permitted on replacement but only to allow the dwelling to be brought up to a reasonable modern standard and where it does not detract from the character and appearance of the area;
4. the existing dwelling is not a caravan, or mobile home, (except those with a permanent permission for residential use, but not including gypsy sites) or other form of temporary dwelling.

5.15. Residential Sub-Division

5.15.1. Much of the requirement for additional housing in this District, as in many others, comes from the gradual reduction in the average size of households. There is therefore a continuing need to provide smaller housing units. Whilst a small household cannot be forced to live in a small dwelling, there should be sufficient small units available for them to make that choice should they so wish. In addition, Stroud District Council is committed to the provision of affordable housing, and permitting the sub-division of existing properties is one way to increase gradually the stock of smaller, and relatively more affordable housing.

5.15.2. Residential sub-divisions have been a common form of development in urban areas and defined settlement boundaries in Stroud District for some time. Concern has always existed, however, at extending this policy to properties in the countryside. This was largely due to the prospect of such a policy being abused by some property owners, who might first gain permission for a significant extension to their property, then permission to sub-divide it, and then permission for extensions to the sub-divided parts. The net result would, over time, be that two dwellings would exist on the site, each one potentially as large as the original house.

5.15.3. However, this Plan includes a policy aimed at controlling the size of extensions in terms of their appearance (Policy HN16). As a result, this Plan no longer differentiates between housing inside and outside settlement boundaries in respect of the sub-division of properties, where no significant extension is involved. This should allow best use to be made of existing housing stock, and should encourage the provision of more smaller, and fewer larger, units of accommodation. These benefits outweigh the slight increase that will occur in the number of households who will be living in areas away from major settlements, and as a result potentially more dependent on the private car.

5.15.4. Where proposals for sub-divisions

POLICY HN15

Permission will be granted for the sub-division of existing residential properties provided all the following criteria are met:

1. no significant new extension is proposed to any dwelling located outside a defined settlement boundary;
2. the proposal would not result in over-development or a cramped form of housing inappropriate to the site or the form and character of the area; and
3. a reasonable level of privacy is provided for the occupiers of each dwelling.

involve extensions which increase the size of any of the resulting units of accommodation by more than 10% (measured as external volume), these will be treated as involving a significant extension to a dwelling, and will be assessed against the relevant policies for the erection of a new dwelling.

5.15.5. Where the unit to be sub-divided is located within walking distance (approximately 800 metres) of any town centre defined on the Proposals Map, and can contribute to both a more sustainable pattern of development, and to the regeneration of the town centre, sub-divisions will be accepted with reduced car parking, amounts of private amenity space and levels of privacy. The reduced car parking requirement is set out in the Council's adopted Parking Standards (see Appendix 8). Advice on appropriate private amenity space and levels of privacy is to be found in the Council's adopted Residential Design Guide.

5.16. Extensions to Residential Properties

5.16.1. Although they are normally relatively small in scale, extensions to existing residential properties can cause various problems. They may be unneighbourly, and be detrimental to the amenities of occupiers of nearby properties, by reason of loss of light, overlooking, or overbearing effect. They may result in the site appearing cramped or overdeveloped. They may, by reason of height, size, and/or design, be out of keeping in scale or character with the property to which they are attached, or with the surrounding area. They may be sited on land required for parking, or as private amenity space.

5.16.2. Many extensions, including some which may cause some of the above problems, are permitted development, by virtue of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). In such cases, a planning application is not required, and the Local Planning Authority cannot control them. However, where an application is required, extensions to residential properties should avoid the types of problem listed above, and Policy HN16 is framed to ensure this.

POLICY HN16

Permission will be granted for the extension of residential properties, and for erection of outbuildings incidental to the enjoyment of the dwelling, provided all the following criteria are met:

1. the plot size of the existing property is large enough to accommodate the extension or outbuilding without resulting in a cramped or overdeveloped site;
2. the height, size and design of the extension or outbuilding is in keeping with the scale and character of the dwelling to be extended, and its wider setting;
3. following construction of the extension, or outbuilding sufficient space is available for the parking of cars, in line with the Council's Parking Standards, in a way that does not detract from the character and appearance of the area.

5.17. Annexes to Residential Properties

5.17.1. An increasing trend in Stroud District, as in many others, is the desire amongst householders to create annexes, usually for dependent relatives. The provision of such annexes can reduce the number of households looking for separate accommodation, as well as providing a caring environment for the dependent relative. However, if the dependent relatives are living active lives, with a degree of independence, then the annexe can appear as a separate dwelling. It will, for example, usually generate as many traffic movements as a separate dwelling.

5.17.2. The major problem with such annexes in planning terms is the question of to what use should they be put once the reason for their provision no longer applies. Frequently, particular solutions are driven by particular personal circumstances, but once these are no longer relevant, the annexe remains and a new use needs to be found for it.

5.17.3. If the annexe is designed as an integral part of a dwelling, shares some of its rooms with that dwelling, and is not capable of independent use, the annexe can be adapted to become an extension to the main living accommodation of the dwelling when the annexe is no longer needed. If, however, the annexe is designed as a physically separate unit of accommodation, there is frequently no other use to which it could be put other than as a separate independent unit of accommodation. Permitting such annexes can therefore make it very difficult subsequently to resist the formation of a new dwelling. Within settlements, this may not cause a problem in principle, but where the site is in an area where new dwellings would not normally be allowed, this is a matter of some concern.

5.17.4. Policy HN17 therefore supports the creation of annexes where they can readily be used as an extension to the dwelling when no longer needed as an annexe. Where annexes are proposed which do not comply with this policy, they are treated as separate dwellings, and the policies on new dwellings would apply - Policies HN8 and HN10 where the annexe is new build, Policy HN15 where the annexe is a result of a sub-division, and Policy BE17 where the annexe is proposed as a new use for a

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building in the countryside. An annexe which is incapable of independent use is treated as an extension. These, and other annexes which comply with Policy HN17, would also need to comply with Policy HN16.

POLICY HN17

Permission will be granted for the creation of an annexe for a dependant, provided both the following criteria are met:

1. the annexe is linked to the main dwelling by an internal door or doors; and
2. the accommodation provided in the annexe is readily convertible into accommodation for use as an extension to the main dwelling.

5.17.5. Permissions granted as a result of the operation of this policy will usually be subject to conditions limiting the use of the annexe to a use in conjunction with the residential use of the main dwelling, and requiring the accommodation provided in the annexe to be used as an extension to the main dwelling, in the event that any need for that accommodation to be used as an annexe ceases.

5.18. Mobile and Temporary Homes

5.18.1. The possibility of siting a caravan or mobile home on an agricultural or forestry holding has been set out in Policy HN11 above. They may also be proposed as gypsy accommodation. Gypsies are defined in the Caravan Sites and Control of Development Act 1960, and in the Criminal Justice and Public Order Act 1994 (CJPOA) as 'persons of nomadic habit of life whatever their race or origin, but does not include members of an organised group of travelling showmen or of persons engaged in travelling circuses travelling together as such.'

5.18.2. Local Authorities no longer have a statutory duty to provide gypsy sites, such provision now being discretionary. The CJPOA gives greater powers to Local Authorities to remove persons residing unlawfully in vehicles on highway land or on other land without the owner's consent. As a result the Government now expects more gypsies to find and buy their own sites to develop and manage. Gypsies make up a tiny proportion of the population, but

their requirements need to be met. Central Government has stated that the planning/development plan system should be the instrument by which this is achieved.

5.18.3. Provision should be limited to gypsies who regularly reside in or resort to this area. To provide otherwise could encourage an influx of gypsies, with possible tensions resulting. Government policies suggest that sites outside settlement boundaries may be acceptable, providing encroachment into the open countryside is avoided. It will not, however, be appropriate to make provision for gypsy sites in the AONB, or other protected areas. Any sites should also be fairly close to local facilities, such as schools. Additional gypsy sites should be provided in the most sustainable way possible, without posing unacceptable risks to highway safety or infrastructure. A balance needs to be struck between the need for the accommodation and the protection of the environment and living conditions of nearby residents.

POLICY HN18

Permission will only be granted for the establishment of gypsy sites where all the following criteria are met:

1. there is a proven need for further gypsy sites or extensions to gypsy sites;
2. the site is not within the Cotswold Area of Outstanding Natural Beauty or other area designated for the importance of its landscape;
3. the proposed development does not harm the character and appearance of a settlement, the setting of a settlement or the countryside;
4. available and adequate infrastructure exists to serve the site; and
5. the site is well located in relation to local services and facilities.

5.18.4. Caravans, mobile homes and other forms of temporary dwellings are sometimes proposed instead of a permanent dwelling in cases where no special justification is put forward. Such solutions to low-cost housing provision may be appropriate in some circumstances, but careful control needs to be exercised over the impact of any such siting on the character and appearance of the area in

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which it is to be situated. It is also recognised that the services and facilities required by this form of housing are similar to that required by permanent housing provision. Therefore, when considering whether or not the siting of a caravan, mobile or other temporary home is acceptable, Policies HN10 or HN12, as appropriate, will be applied.