

Stroud District Local Plan – Pre-Inquiry Changes (June 2001)

| PIC Ref. | Policy Proposal Para. No. | Revised Deposit Local Plan | Pre-Inquiry Changes | Reason for Change |
|----------|---------------------------|--|---|---|
| PIC001 | H1 MU2 | <p><u>Land at Ebley Wharf, Westward Road, Ebley (MU2)</u> (Approximately 6.0 hectares) Mixed use, including the conversion of existing buildings and new development, and including residential, employment, neighbourhood retail unit, public house, community facilities and public open space. Indicative capacity of 75 dwellings.</p> <p>Obligations:-</p> <ul style="list-style-type: none"> • Reopening of the Stroudwater canal within and adjacent to the site. • Provision of affordable housing within the site. • Improvements to existing accesses and contributions towards off-site highway works. • Provision of public open space within the site and its maintenance. Contributions towards off-site public outdoor play space provision. • Contributions towards improved public transport facilities. • Contributions towards primary and secondary education. | <p><u>Land at Ebley Wharf, Westward Road, Ebley (MU2)</u> (Approximately 6.0 hectares) Mixed use, including the conversion of existing buildings and new development, and including 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 75 120 dwellings.</p> <p>Obligations:- In addition the following provisions will be sought:</p> <ul style="list-style-type: none"> • Substantial contributions towards the R reopening of the Stroudwater canal within and adjacent to the site. • Provision of affordable housing within the site. • Improvements to existing accesses and contributions towards off-site highway works. • Provision of public open space within the site and its Provision of public open space within the site. Contributions towards off-site public outdoor play space provision. • Contributions towards improved public transport facilities. • Contributions towards primary and secondary education. | Indicative capacity increased as a consequence of Urban Capacity Study. |
| PIC002 | H1 MU3 | <p><u>Land at Lister Petter, Cam, Dursley (MU3)</u> (Approximately 34.0 hectares) Mixed use, focussed on the previously developed parts of the site, including the conversion of existing buildings and new development, and including residential, employment and public open space. Indicative capacity of 210 dwellings.</p> <p>Obligations:-</p> | <p><u>Land at Lister-Petter, Cam - Dursley (MU3)</u> (Approximately 34.0 hectares) Mixed use, focussed on the previously developed parts of the site, including the conversion of existing buildings and new development, and including of residential including affordable housing, employment for at least 1,000 jobs and public open space, focussed on the previously developed parts of the site, including the conversion of existing buildings and new development.</p> | Indicative capacity increased as a consequence of Urban Capacity Study. |

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| | | <ul style="list-style-type: none"> Construction of the Dursley Relief Road through the site and contributions towards further construction outside the site. Contributions towards off-site highway works including improvements to links for pedestrians and cyclists to Dursley town centre and to Cam and Dursley railway station. Provision of public open space within the site, and its maintenance. Contributions towards off-site public outdoor play space provision. Contributions towards primary and secondary education. Provision of affordable housing within the site. Retention of existing and provision of new strategic landscaping around and within the site, and its maintenance. Contributions to community facilities. | <p>Indicative capacity of 240 600 dwellings.</p> <p>Obligations:- In addition, the following provisions will be sought:</p> <ul style="list-style-type: none"> Construction of the Dursley Relief Road through the site and contributions towards further construction outside the site. 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 for maintenance of public open space within the site, and its maintenance. Contributions towards off-site public outdoor play space provision. Contributions towards primary and secondary education. Possible provision of affordable housing within the site. 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. | |
| PIC003 | H1 MU4 | <p><u>Land at Bymacks, Long Street, Dursley (MU4)</u> (Approximately 3.2 hectares) Mixed use, including the conversion of existing buildings and new development, predominantly residential, with some employment. Indicative capacity of 60 dwellings.</p> <p>Obligations:-</p> <ul style="list-style-type: none"> Construction of the Dursley Relief Road through the site, and contributions towards further | <p><u>Land at Bymacks, Long Street, and Yellow Hundred Close, Dursley (MU4)</u> (Approximately 3.2 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 60 90 dwellings.</p> <p>Obligations:- In addition, the following provisions will</p> | Indicative capacity increased as a consequence of Urban Capacity Study. |

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| | | <p>construction outside the site.</p> <ul style="list-style-type: none"> • Contributions towards off-site highway works. • Provision of public open space within the site, and its maintenance. • 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. | <p>be sought:</p> <ul style="list-style-type: none"> • Construction of the Dursley Relief Road through the site, and contributions towards further construction outside the site. • Contributions towards off-site highway works. • Provision of for maintenance of public open space within the site, and its maintenance. • 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. | |
| PIC004 | H1 MU5A | <p><u>Land at Cheapside Wharf, Stroud (MU5A)</u> (Approximately 5.6 hectares) Mixed use including residential, public transport interchange, public car parking and town centre uses. Indicative capacity of 60 dwellings</p> <p>Obligations:-</p> <ul style="list-style-type: none"> • 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 surrounding area via the Canal towpath. • Contribution towards the construction of a public transport interchange. • Contributions towards off-site highway improvements. • Provision of affordable housing within the site. | <p><u>Land at Cheapside Wharf, Stroud (MU5A)</u> Approximately 5.6 hectares) Mixed use of residential including affordable housing, public transport interchange, public car parking and town centre uses. Indicative capacity of 60 140 dwellings</p> <p>Obligations:- In addition the following provisions will be sought:-</p> <ul style="list-style-type: none"> • 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. • Provision of affordable housing within the site. | To reflect Council's resolution and allow for lapsed planning permission and ensure its full capacity is realised |
| | | <p><i>Note: the affordable housing provision will be sought on each allocation where appropriate. Refer to paragraphs 5.9.4b and 5.9.12b of the Proposed Changes.</i></p> | | |

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| PIC005 | 5.9.10a | <p>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 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.</p> | <p>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 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.</p> | Text amendments in response to increased indicative capacity identified through urban capacity study. |
| PIC006 | 5.9.10d | <p>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 highway. 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.</p> <p><u>Pedestrian</u> - Movement to and from the site by means other than the private car should be encouraged.</p> | <p>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</p> | Text amendments in response to increased indicative capacity identified through urban capacity study. |

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| | | 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. | 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. | |
| PIC007 | 5.9.11b. | 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 site is allocated for an additional 60 units, and it is probable they will take the form of flats. | 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 site is allocated for an additional 60 units 140 units in total , and it is probable they will take the form of flats. | To reflect Council's resolution and allow for lapsed planning permission and ensure its full capacity is realised. |