

## Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
TRANSPORT				
PRO212	9.9.1a	A Home Zone is a street or group of streets where pedestrians have priority and cars travel at little more than walking pace. Home zones have tended to be applied to existing streets. Within the zone there are a range of features that force drivers to drive slowly and safely, such as speed tables, road pinching, together with planting, extended pavement areas with seats and for children's casual play, and often small equipped play areas. Home zones are common in Western Europe, however, the legislation necessary to allow their introduction in this country is not yet in place. The Council wishes to ensure a better quality of life in new developments by reducing traffic speeds in residential streets and converting them to public spaces for residents, thus creating a better living environment and fostering community spirit. Although there is no current legislation for the creation of home zones, new developments are able to incorporate the principles within their layouts from the outset, such as short lengths of street, angles in the road layout that reduce forward visibility and planting, that will keep traffic speeds in these areas to a low speed and give priority to the use of streets by residents.	A Home Zone is a street or group of streets where pedestrians have priority and cars travel at little more than walking pace. Home zones have tended to be applied to existing streets. Within the zone there are a range of features that force drivers to drive slowly and safely, such as speed tables, road pinching, together with planting, extended pavement areas with seats and for children's casual play, and often small equipped play areas. Home zones are common in Western Europe, however, the legislation necessary to allow their introduction in this country is not yet in place. The Council wishes to ensure a better quality of life in new developments by reducing traffic speeds in residential streets and <del>converting making them to public spaces for residents,</del> <b>safe and attractive for non-motorists</b> , thus creating a better living environment and fostering community spirit. Although there is no current legislation for the creation of home zones, new developments are able to incorporate the principles within their layouts from the outset, such as short lengths of street, angles in the road layout that reduce forward visibility and planting, that will keep traffic speeds in these areas to a low speed and give priority to the use of streets by residents.	To improve clarity.
PRO213	T5A	Proposals for large residential developments will not be permitted unless the layout ensures that, away from the main through routes, 'home zones' are created where road design ensures motor traffic speeds are kept below 10mph.	Proposals for <b>larger</b> residential developments will not be permitted unless the layout ensures that, away from the main through routes, 'home zones' are created where road design ensures motor traffic speeds are kept below 10mph <b>and non-motorists have priority of the use of streets and spaces.</b>	To provide clarity and application to all scales of development.
PRO214	T6	Development proposals should cater for the needs of bus and taxi operators, where appropriate. Layouts should encourage operational efficiency, maximise likely bus passenger traffic, and include ancillary facilities such as shelters and seating. Contributions will be sought to	Development proposals should cater for the needs of bus and taxi operators, where appropriate. Layouts should encourage operational efficiency, maximise likely bus passenger traffic, and include ancillary shelters and seating. Contributions will be sought to secure appropriate	To reflect more fully the requirements of the revised PPG13 and the Structure Plan.

## Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
		secure appropriate public transport provision for developments attracting large numbers of people.	public transport provision. <del>for developments attracting large numbers of people.</del>	
PRO215	9.13.1	The need for new parking to serve development must not conflict with the Council's objective of reducing traffic congestion and encouraging other non car modes of transport - the greatest potential for this being within the major allocations at Hunts Grove and Brockworth, the Stroud Valleys and in Cam and Dursley. Previously, parking standards were expressed as minimum standards and some developers have often been keen to provide as much parking as physically possible on a site. PPG13 paragraph 4.5 advises that standards in Local Plans should be set as a range of maximum and operational minimum requirements. The District Council's parking standards are set out in this form in Appendix 8: Parking Standards. -The Council intends to amend these standards in line with the revised PPG13 at the earliest opportunity after it has been published.	The need for new parking to serve development must not conflict with the Council's objective of reducing traffic congestion and encouraging other non car modes of transport - the greatest potential for this being within the major allocations at Hunts Grove and Brockworth, the Stroud Valleys and in Cam and Dursley. <del>Previously, parking standards were expressed as minimum standards and some developers have often been keen to provide as much parking as physically possible on a site. PPG13 paragraph 4.5 advises that standards in Local Plans should be set as a range of maximum and operational minimum requirements. The District Council's parking standards are set out in this form in Appendix 8: Parking Standards. -The Council intends to amend these standards in line with the revised PPG13 at the earliest opportunity after it has been published.</del> The Council's parking standards are set out in Appendix 8. These standards are broadly in line with those promoted by Gloucestershire County Council in the Gloucestershire Local Transport Plan 2001/2-2005/6.	To accord with County Council policy on parking
PRO216	9.13.2	The Council wishes to promote the use of under-used buildings, particularly upper floors of shops and offices for residential use in town centres to assist in revitalising them. There are reduced parking standards for housing development in the town centres of Stroud and Dursley (as defined on the Proposals Map) and within them no car parking need be provided as part of developments. Residential parking guidelines in the other town centres (as set out in Appendix 8, para 1(b)) may be reduced depending on the level of public parking provision and public transport provision.	The Council wishes to promote the use of under-used buildings, particularly upper floors of shops and offices for residential use in town centres to assist in revitalising them. <del>There are reduced parking standards for-</del> The Council will consider no on-site parking provision on housing development proposals in the town centres of Stroud and Dursley (as defined on the Proposals Map). <del>and within them no car parking need be provided as part of developments. Maximum R residential parking guidelines standards</del> in the other town centres <del>(as set out in Appendix 8, para 1(b))</del> may not be	To accord with County Council policy on parking

## Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
		The Council is concerned, however, that lower levels of parking provision for new housing development in town centres could lead to pressure for parking in nearby residential areas, and therefore will consider large housing development proposals very carefully in this respect.	<del>reduced</del> <b>required</b> depending on the level of public parking provision and public transport provision. The Council is concerned, however, that lower levels of parking provision for new housing development in town centres could lead to pressure for parking in nearby residential areas, and therefore will consider large housing development proposals very carefully in this respect.	
PRO217	Appendix 8 - Car parking standards	See Appendix		To accord better with the Gloucestershire Local Transport Plan.