

STROUD DISTRICT LOCAL PLAN: REVISED DEPOSIT – OCTOBER 2000

5. HOUSING

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 ~~which that~~ seek to control residential development both within and outside the defined urban areas and settlement boundaries.

5.1.2. Housing land requirements are based largely on projections of population and household formation ~~information~~. At mid 1991 there were some 104,200 people residing in the Plan area. Forecasts suggest that the total population is likely to be 110,400 by 2011.

5.1.3. The most notable forecast trends for the District, based on the latest figures issued by the ~~Government Office for the South West~~ Office for National Statistics are set out below:-

- A decline in the number of children in the District - particularly in the latter half of the Plan period.
- A gradual decline in 'young workers' (16 to 24) up until 2001 when the trend reverses with an increase before levelling out again at the end of the Plan period.
- A sharp decline in ~~those of the~~ mid-age working ~~age~~ group (25 to 44).
- A substantial increase in the older working age group (45 to 64). The size of the workforce is affected, however, by other considerations such as early retirement.
- An increase in the retired population (65+) with a fairly substantial increase in the latter part of the Plan period.
- A continuing increase in the number of small households, particularly one person households.

Table 5.1: Stroud District Local Plan Area Population Projections

Ages	0-15	16-24	25-44	45-64	65+	Total
1996	21.7	10.4	29.5	27.7	18.8	108.1
2001	21.5	9.8	28.5	29.6	19.5	108.9
2006	20.3	10.7	26.9	31.2	20.5	109.6
2011	19.4	10.8	25.4	32.0	22.8	110.4

Source: ONS 1996 Sub-National Population Projections (Consultation Document).

5.2. Objectives

1. To ensure that sufficient housing land is made available ~~which allows housing development to proceed in line with~~ 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. And Central Government Advice.

1. To release sites for new residential development ~~which will not substantially affect that will support and enhance~~ the character, setting or and functioning of existing settlements or surrounding countryside and ~~which that~~ are properly located to take account of employment, environment, infrastructure and community facilities, public transport accessibility and traffic considerations.
2. 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.
3. 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.
4. To ensure that housing development in the District is concentrated ~~in the District's in~~ accessible locations in or adjoining urban areas and principal settlements, and that the best use is made of land in sustainable locations.
5. To ensure that housing development in the District's rural areas meets local needs, is sustainable, and enhances the character of its surroundings.
6. To encourage the bringing into efficient use of empty and underused property, particularly close to the District's town centres.
7. To ensure that extensions to properties respect the original dwelling, and do not detract from the character of their surroundings.

5.3. Central Government Advice

5.3.1. Planning for housing is introduced in PPG1: General Policy and Principles 1997 which says that, in preparing development plans, authorities should consider the land-use requirements of various types of social provision. For housing, the key objectives for the location of development and the allocation of land are:

- (a) to ensure that the planning system identifies an adequate and continuous supply of housing land which is both available and sustainable;
- (b) to make effective use of land in urban areas by allocating the maximum amount of housing to previously developed sites in larger urban areas;
- (c) outside urban or village areas, to provide land for housing in locations which are, or will be, well served by public transport and with good access to employment and a range of services;

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- (d) to provide a mixture and range of types of housing to meet the increasingly varied types of housing requirements; and
- (e) to ensure that housing is available where jobs are created.

~~**5.3.2.** PPG3: Housing 1992 stresses the need for the re-use of urban land, particularly derelict or under-used land, as a means of relieving pressure in the countryside and also stresses the importance of local choice, through the Local Plan process, in deciding how to meet the needs for new housing development. PPG3 makes it clear that the provision of affordable housing is relevant to planning and, where a need exists, it should be addressed in Local Plans. PPG3 states that it may be desirable for new development on a substantial scale to incorporate a reasonable mix and balance of house types and sizes to cater for a range of needs. It goes on to state that where there is a lack of affordable housing to meet local needs, planning authorities may seek to negotiate with developers for the inclusion of an element of affordable housing in schemes, and may include policies in Local Plans to this effect.~~

5.3.2a. PPG3: Housing 1999 promotes planning policy to give everyone “a decent home” and secure an urban renaissance. It advocates a ‘Plan-Monitor-Manage’ approach to housing provision with regular reviews of Plans following assessment of progress in meeting housing targets. A national target is the construction of 60% of new housing on previously used land by 2008. Assessment of urban housing capacity should assist a sequential approach to the search for housing land, focusing firstly on previously used land, then urban extensions and then sites well-served by public transport. A limited amount of housing may be accommodated in village expansion or infill schemes that support local services and meet local needs. Inefficient use of land must be avoided with high quality design and densities of more than 30 dwellings per hectare to be encouraged. Parking Standards should not be expressed as minimum standards. The PPG requires local planning authorities to produce policies leading to mixed and balanced communities and to the provision of affordable housing to meet local needs.

5.3.3. Government Circular 6/98: Planning and Affordable Housing states that affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies. Whilst the primary objective will be to ensure that there is enough land to meet the agreed needs in terms of numbers, local planning authorities should also ensure that there is a mix of dwelling types and sizes - whether through new house building or conversions - to cater for a range of housing needs; and should encourage the development of mixed and balanced communities in order to avoid areas of social exclusion. The Circular states that, where there is evidence of need for affordable

housing, Local Plans should include a policy seeking an element of such housing on suitable sites. It is stressed in the Circular that the term ‘affordable housing’ encompasses both low cost market and subsidised housing that will be available to people who cannot afford to rent or buy houses available on the open market.

5.3.3a. PPG13: Transport (Draft October 1999) reinforces the issues of accessibility of housing to employment, shopping, leisure and education. It advocates concentration of development at urban centres, main settlements and rural service centres, well-served by good public transport, pedestrian and cycling networks. Policies in plans should promote sustainable transport choices and reduce the need for travel, especially by car.

5.3.3b. PPG7: Countryside – Environmental Quality and Economic and Social Development 1997 acknowledges the need for villages to grow to sustain healthy economic activity and the viability of village communities. Away from established settlements, development should be strictly controlled. Individual new houses in the countryside require special justification with the countryside being valued for its own sake. In Areas of Outstanding Natural Beauty policies should favour the conservation of the natural beauty of the landscape.

5.4. South West Regional Guidance (RPG10)

5.4.1. The current South West Regional Planning Guidance was produced in July 1994 in response to the strategic advice submitted to the Secretary of State by the South West Regional Planning Conference.

5.4.2. The RPG indicates an annual average figure of 42,650 dwellings for Gloucestershire or 53,000 dwellings over the period 1991-2011. RPG10 states that the figures should be a major consideration in formulating housing provision in Structure Plans, but they should not be regarded as inflexible targets or precise requirements for each year.

5.4.3. The RPG advises that the bulk of new housing development should be concentrated in and around the main urban areas, where future employment, shopping and leisure development will be focused. The best use of land within existing urban areas needs to be balanced with the protection of the historic built environment and of valuable recreational and amenity space.

5.4.4. In rural areas the RPG advises that emphasis should be placed on providing for housing in locations that are within or well related to settlements that have or can provide an adequate range of employment opportunities and community

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services. The RPG recognises that in some areas there is a dispersed settlement pattern of small towns and villages and that there may be less scope in these locations to serve development by public transport. Therefore, it may be necessary to consider to what extent development pressures can be accommodated or to examine the potential for encouraging the improved provision of public transport. The RPG also contains advice on the need for affordable housing.

5.5A. Gloucestershire County Structure Plan

5.5.1a. The adopted Gloucestershire Structure Plan identifies foci for development in the following priority order:

- The County's larger towns Policy S1
- Defined principal settlements Policy S2
- Rural settlements Policy S4

County's larger towns...

5.5.1b. Policy S1, further amplified by Policy H4, makes it clear that the intention is for most residential development to be provided in the Central Severn Vale. Gloucester and Cheltenham are to take priority over other towns in the County when considering where first to look for residential development sites. This has important implications for Stroud District. As one of only two Council areas with boundaries adjoining the Gloucester administrative area it can assist in accommodating "most residential development," in close proximity to Gloucester.

5.5.1c. Policy H4 also states that "In those areas of Stroud District outside the Central Severn Vale development will mostly be provided within and adjacent to the existing towns of ... Stroud/Stonehouse".

The status of Stroud and Stonehouse in the Structure Plan is confusing. No distinction is made between the role and function of these settlements and how they fit into a development hierarchy. Section 2.6 in the Strategy chapter explains this Council's view of settlement role and function.

Principal settlements ...

5.5.1d. Policy S2 requires Local Plans to identify "principal settlements". These would need to:

- form the focal points for a scale of development consistent with the character and function of the settlement;
- support local services and the social and economic well-being of local communities;
- be accessible to the community they serve;
- be well related to public transport and the highway network;

- ensure that the social and economic needs of all rural areas can be met.

The Structure Plan acknowledges that development at principal settlements will be at a much smaller scale than development in the main urban areas.

Rural settlements...

5.5.1e. Policies S3 and S4 respectively give priority for development to land within existing built-up areas. They allow for development in rural settlements that is limited in scale, and sustains and enhances the character and appearance and the social and economic well-being of local communities.

5.5.1f. Policy H6 allows for residential development to be limited to settlements that:

- have access to or can provide a range of employment opportunities to meet local needs;
- have access or potential access to community facilities and services; and
- are well served by public transport services.

Explanatory text in the Structure Plan seeks a greater degree of self-containment of existing villages, and looks to Local Plans to define the role and function of settlements as part of the process of identifying development opportunities in the rural areas.

5.5. Housing Location Strategy

5.6A. Local factors

5.5.1. The Council's housing location strategy builds upon the framework set by national, regional and strategic policy guidance. In particular, it interprets the Gloucestershire County Structure Plan policies to provide site specific locations for future housing growth in Stroud District.

5.6.1a. The national and strategic guidance form only part of the picture in determining where housing growth should take place in the District. Within this context there is the need to consider a number of factors:

5.6.1b. Public transport provision: We have considered the relationship of settlements to the main bus and rail routes and stations, the frequency and destinations of bus services between settlements, the availability of rail services and the potential to improve these facilities and services. As a rural District the area is generally poorly served by public transport. The only corridors in which there is at least a weekday hourly bus service are Chalford/Nailsworth – Stroud – Gloucester/Cheltenham; Dursley – Gloucester; Stroud – Stonehouse – Dursley. In addition Wotton-under-Edge is reasonably well connected by bus services to Yate, Bristol, Stroud and Dursley. Rail

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stations serve Stroud, Stonehouse and Cam and Dursley. The re-opening of Charfield Station near Wotton-under-Edge is also proposed.

5.6.1c.Environmental constraints: Many parts of the District are heavily constrained by environmental designations relating to landscape and biodiversity protection, conservation areas and listed buildings. There is a significant amount of outdoor play space, mostly within settlements, that is protected from development. Agricultural land quality has also been investigated and taken into account.

5.6.1d.Previously used land: Commonly referred to as brownfield sites; suitable land that is available for redevelopment without prejudicing other objectives of the Local Plan (e.g. enabling the economic prosperity of the District) has been sought throughout the Plan preparation process. Where possible within settlement boundaries, this is identified for development purposes.

5.6.1e.Local employment opportunities: The opportunities for employment within settlements and the proximity and accessibility of settlements to wider employment opportunities is taken into account.

5.6.1f.Locally generated housing needs: These are the housing needs arising from the increase in population of the District through natural causes and the decline in average household size; i.e. arising from the indigenous population. A higher birth rate than death rate and the changing age structure of the population are resulting in more people and therefore in greater housing need. Also, as people are tending to live in smaller households, the existing population will simply require more dwellings in the future. Approximately half the District's forecast new dwelling requirement arises from the indigenous population.

5.6.1g.Migration: The District has experienced an increase in population through net in-migration over the last twenty years. This trend is set to continue. Housing need from net in-migration makes up the other half of the District's new dwelling forecast.

5.6.1h.Community Services and Facilities: A key consideration in the strategy, especially below the level of the urban area and principal settlements, is the level of provision of community services and facilities and the capacity to improve that provision within, or accessible by public transport to, a settlement. This includes provision of schools, health facilities (doctor, dentist, optician etc), shops (including post offices and mobile facilities), community halls, recreation facilities, libraries (including mobile facilities) and churches.

5.6.1i.Regeneration of Stroud and Dursley. The Council has developed strategies that seek the regeneration of the Stroud and Dursley town centres.

5.6.1j.Local 'choice': Town and Parish councils and the public have been consulted on the preparation of the Local Plan since June 1997. In that time a number of local preferences have been expressed. These have been taken into account in formulating this strategy.

5.6.1k.Infrastructure: Consultation with public utility providers (water, energy, sewerage etc) has identified constraints and opportunities for development that influence the location of new housing.

5.6.1l.Maintaining Village Communities: Many villages within the District have been subject to restrictive planning policies over the last 20 years. With declining household sizes village populations are likely to fall in the absence of new homes, especially affordable housing. The decline in population has contributed to the decline of village facilities and services. This is likely to make the future of remaining village services and facilities more uncertain without provision of opportunities for further housing growth.

5.7A. Sequential search for development opportunities in Stroud District

5.7.1a.The national, regional and strategic context, together with the above local factors and the role and function of settlements (see Strategy chapter, section 2.6), has resulted in the following search sequence for housing sites in the District.

1. On previously used land within the urban area of Gloucester at Hardwicke (Central Severn Vale) and Stroud, principal settlements and larger villages, (Stonehouse, Cam, Dursley, Wotton-under-Edge, Nailsworth, Berkeley, Kings Stanley, Leonard Stanley, Minchinhampton, Painswick and Eastington).
2. On previously used land within other settlements of the Stroud Valleys (Thrupp; Brimscombe; Chalford; Eastcombe; Box; Bussage; Brownhill; North and South Woodchester; Manor Village; France Lynch).
3. In and adjacent to the urban area of Gloucester (Central Severn Vale).
4. In and adjacent to the urban area of Stroud.
5. In and adjacent to defined principal settlements (Stonehouse, Cam, Dursley) and the Stroud Valley settlements.
6. In and adjacent to larger villages (Berkeley, Kings Stanley, Leonard Stanley, Minchinhampton, Nailsworth, Painswick and Wotton-under-Edge).
7. In other rural settlements (Eastington, Kingswood, Sharpness, Whitminster).

5.5. Housing Location Strategy

5.5.1.The Council's housing location strategy builds upon the framework set by national, regional and

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~~strategic policy guidance. In particular, it interprets the Gloucestershire County Structure Plan policies to provide site specific locations for future housing growth in Stroud District.~~

5.5.2. Site specific locations for future housing growth in Stroud District have been agreed following the sequential search. The focus for growth is the central Severn Vale. The boundaries of the central Severn Vale are not defined in the Structure Plan. The guidance in 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.'*

5.5.3. This suggests a boundary that could change over the plan period in response to the provision of public transport. However, for the purposes of allocating land now, it 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.

5.5.4. ~~The next priority in searching for sites as set out in the Structure Plan~~ is within and adjacent to the existing towns of Stroud/Stonehouse. ~~These towns Stroud,~~ 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 setting may be compromised if this area was to take a greater proportion of development than that identified through the Local Plan allocations.

~~In addition, development to the west of Stroud and~~
5.5.4a. Significant development at Stonehouse is unlikely to provide the same impetus to 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. Its status as a principal settlement allows only lower levels of development.

5.5.5. ~~The other principal settlement of third level of a settlement hierarchy in Stroud District requires the identification of other settlements where development should only be provided if environmental and other constraints can be accommodated satisfactorily. Dursley and Cam are forms the focus for employment and services in the southern part of the District. Thus they are identified as principal settlements As such the area is capable of accommodating a reasonable level of growth~~

~~consistent with the character and function of the settlements. these communities. Development should also support local services and the economic and social well-being of the local communities. and fulfill this role. Housing development is allocated to previously developed sites, as close to the Dursley town centre as possible, to assist in its regeneration. However, Dursley is constrained considerably by the AONB. Therefore, further growth is allowed for at Cam, well related to the provision of employment, the Cam and Dursley Railway Station and other local services.~~

5.5.6.- 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.

5.5.7. 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 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 and other environmental constraints.

5.6. Role of Previously Developed Land

~~5.6.1. In line with national, regional and strategic guidance, this Local Plan places great weight on the advantages of using previously developed land for new development ahead of greenfield sites. In the preparation of the Plan, and in producing information for the National Land Use Database, a large number of sites have been considered in terms of their development potential including many previously developed sites.~~

~~5.6.2. However, it has to be acknowledged that in a predominantly rural area such as Stroud District, the potential is far less than in more urban areas. It is not merely the fact that there is not so much derelict and under-used land. A large proportion of the land that has been considered remains in productive use~~

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and forms the base for industrial employment in the District. Much is not currently 'available' for development and it is not possible to predict the economic fortunes of individual businesses that may lead to the future release of sites. If such land were to be turned over to housing then either the workplaces displaced would need to be provided on employment sites elsewhere in the District – probably on greenfield land – or more people would seek work outside the District with an inevitable increase in the need to travel. Neither of these consequences fit within the desire to plan for sustainable development.

5.6.3. Therefore, whenever possible, previously developed land has been allocated for future housing needs, but not at the expense of the unacceptable loss of employment land. It is the intention of the Plan to see as much previously developed land as possible redeveloped before greenfield land is used. To that end phasing policies are introduced later in this section that seek to ensure that, as far as is possible and reasonable, greenfield sites are only developed after the redevelopment of previously used sites.

5.7. Housing Land Requirements

5.7.1. 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.

5.8. Unidentified Sites - 'Windfalls'

5.8.1. Central Government advice PPG3 states acknowledges that housing land availability assessments may should include an specific allowance for the future development of small unidentified sites (i.e. those not allocated in development plans) of less than 0.4 hectares. This includes small infill sites, residential conversions, redevelopment of residential and employment sites and the conversion of redundant agricultural buildings. Therefore, a high proportion of such development, commonly known as 'windfall sites', occurs on previously used land. The allowance should be based on the examination of past trends of dwellings provided in this way and the potential for future windfalls resulting from a capacity study. Government guidance is currently awaited on the approach to be taken to capacity studies.

5.8.2. Whilst every effort has been made to identify sites of more than 0.4 hectares, a further allowance can be made for unidentified sites of up to 1 hectare where past experience provides clear evidence that more sites in this range are likely to emerge than can be individually identified in advance. In allocating land for development the Structure Plan indicates that the continuing potential yield from such windfall sites should be taken into account.

5.8.2a. The absence of an Adopted Local Plan has meant that there have been limited allocations since 1991, except those made in the 1994 Deposit Version of the Local Plan, and the number of completions on windfall sites have been reasonably high. The table below shows the number of annual windfall completions since the start of the Plan period. This equates to a rate of approximately 204 per year.

Year	Windfall Completions
1999	155
1998	270
1997	220
1996	195
1995	195
1994	200
1993	230
1992	160
1991	105

N.B. Figures have been rounded to the nearest 5 or 10.

5.8.2b. In the Adopted Structure Plan, the County Council makes an allowance for windfall developments in Stroud District of 1,230 dwellings for the period 1/1/1999 to 30/6/2011 – a rate of approximately 100 per year. However, since the adoption of the Structure Plan, the County Council has developed a more robust methodology to predict future windfalls based on the past 5 year average windfall completions. The District Council considers that a better approach is to use longer term trends. This Council has, therefore, calculated a windfall allowance of 1,525 dwellings for the period 1/1/2000 to 30/6/2011, using the County Council's methodology, but based on windfall completions since the start of the Plan period. A rate of approximately 133 dwellings per year for the remaining Plan period has been adopted. However, the contribution that windfall sites make to the housing land supply will be monitored closely. Should it be necessary, this estimate will be changed in future in accordance with the results of monitoring studies.

5.8.3. It is difficult to assess accurately the number of windfalls under this definition that have come forward since 1991 in Stroud District. The absence of an adopted Local Plan has meant there were few allocations during this period except those made in the 1994 Deposit Local Plan. As a consequence, almost any housing development, regardless of size, may be regarded as a windfall. Therefore, the table below indicates the number of houses given permission on sites since mid 1991 **excluding the allocations made in the Deposit Version Local Plan 1994:**

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Table 5.2: New Consents for Windfall Developments 1991- 1997

Year	No. of consents
1998	184
1997	197
1996	248
1995	*150
1994	*149
1993	269
1992	260
1991	396

Note: *These lower figures reflect that allocations were made in the Deposit Version of the Local Plan in November 1994.

5.8.4. It is obvious that a much higher level of windfalls have come forward over recent years than the allowance made for in the Structure Plan, which is for about 100 dwellings provided as windfalls per year in the Stroud District. However, the allocations in this Plan include a number of previously developed sites that would formerly have come forward as windfalls. In addition, the rate of windfall provision is anticipated to fall as the availability of suitable sites for redevelopment, infill or conversion reduces. Therefore, rather than use the rate of past windfall provision as a guide to future provision, the Council has adopted the County Council's approach of making an allowance for small sites only. For the remaining plan period (from 1 January 1999 to 30 June 2011) an allowance for windfalls of 1230 dwellings is made. However, the contributions that windfall sites make to land supply for housing will be monitored closely. Should it be necessary, this estimate will be changed in future in accordance with the results of monitoring studies.

5.8.5. Some sites in the District have the benefit of planning consent subject to the signing of Section 106 Legal Agreements (at 1 January 2000). The largest of these are:

Table 5.3: Sites with Planning Consent Subject to Section 106 Legal Agreements

Longfords Mill, Minchinhampton	73 69 dwellings
Mawdsleys, Uley Road, Dursley	75 dwellings
Former Graham's Builders yard, Cheapside, Stroud	30 36 dwellings
Opp. Stonehouse Court Hotel, Stonehouse	60 dwellings
TOTAL	238 105 dwellings

5.8.6. The District Council takes the view that these sites, together with the allocations made within the Plan area and the allowance for windfalls, will ensure a reasonable an adequate supply of housing will continue to come forward during the Plan period.

Table 5.4: Housing Land Provision 1991- 2011

	No. of dwellings
Completions mid 1991 to 31/12/989	3,045 <u>3,420</u>
Commitments (Planning Permissions valid at 31/12/989)	4,795 <u>1,200*</u>
Windfalls (unidentified sites contribution 1/1/9900- 30/6/2011)	4,230 <u>1,525</u>
Sub Total	6,070 <u>6,145</u>
Housing allocations in the Local Plan	3,390 <u>3,155</u>
Sites subject to Section 106 Legal Agreements	238 <u>105</u>
Total Provision	9,698 9,405
Structure Plan Requirement	about 9,400

NB. Figures have been rounded to the nearest 5 or 10.

* A 10% allowance has been made for the possible non-implementation of planning permissions for dwellings that have not been started at 31/12/99.

5.8.7. The Council is mindful of the word 'about' in the Structure Plan and the need to be flexible in its interpretation. The Local Plan therefore proposes an

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~~over-provision on the Structure Plan requirements of approximately 3.4%.~~

5.9. Housing Allocations

5.9.1. The strategy behind the location of the allocations of housing land is set out in the 'Housing Location Strategy' 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 agreed 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 H1. Other allocations, where a development brief is not considered to be essential, are dealt with in Proposal H2.

5.9.2. It is considered very important to set out at as early a stage as possible the obligations ~~which~~ that will be sought in respect of any particular development, as this provides greater certainty to all parties. These 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.

Site Analysis

~~5.9.3. Site analysis is a fundamental part of the design process as it derives the design concept for the site and assists in the achievement of successful development. This is particularly important for larger and sensitive sites. Plans, sketches and explanatory information should be used to demonstrate the influence of the townscape and public realm considerations upon the development proposal. The Local Planning Authority will therefore expect a full site analysis to be submitted for larger and more sensitive sites, including the allocated sites, which illustrates the opportunities and constraints of the site and demonstrates that full consideration has been given, in the wider context, to the following:-~~

- ~~1. legibility, permeability, views and vistas;~~
- ~~2. layout, form, scale and character and townscape;~~
- ~~3. the social, economic and functional role of the site;~~
- ~~4. public open space; and~~

~~5. significant landscape, environmental and ecological features.~~

Mixed Use Development

5.9.3a. 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, proposals for residential development that include the integration of arts/crafts, workshops/studios, with living accommodation will be encouraged, provided proposals are compatible with other relevant policies in the Local Plan.

PROPOSAL H1

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 ~~been agreed~~ 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 for each development in order to secure the necessary planning obligations listed under each site and any others that arise through consideration of planning applications.

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

(Approximately 70 hectares)

Mixed use, including residential and employment, with associated local centre community facilities and services, including a new primary school, local shops shopping facilities, and other community facilities centre, community offices, medical and other practices, public house and open space. The phasing of the development should ensure that all the infrastructure (railway station, park and ride, cycle routes) and community facilities listed under the obligations are built prior to, or delivered before, the completion of a significant number of houses.

Indicative capacity of 2,000 dwellings, of which 1,500 will be developed in this Plan period.

Obligations:-

- Phasing of development in conjunction with the development of the RAF Quedgeley site within Gloucester City (see Phasing Section later in this chapter).

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- Provision of new railway station and associated park and ride.
- Ensuring, and initial subsidy of, bus services to 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 its their maintenance.
- Provision of ~~local centre~~ a range of facilities including local shopping facilities, community centre, community offices, medical and other practices and a public house within the site, including community centre, neighbourhood shopping, public house and medical centre and initial subsidies towards their maintenance.
- Provision ~~for~~ of a new primary school within the site, and contributions towards primary and 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 the completion of the Gloucester southern relief road South West Bypass and upgrading of Junction 12 of the M5, and other relevant off-site highway works.
- ~~Contributions towards town centre regeneration.~~
- Provision of allotments on site.
- Provision of community composting site.
- Incorporation of the principles of best practice in sustainable building design and construction.

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 ~~local centre~~ community facilities and services, including a new primary school, local shops shopping facilities and other community facilities centre, community offices, medical and other practices, public house, and open space within the overall development site including land within both Tewkesbury Borough and Stroud District.

Indicative capacity of 500 dwellings within Stroud District.

Obligations in relation to that part of the site within Stroud District:-

- Phasing of development in conjunction with

the development of the adjoining site within Tewkesbury Borough (see Phasing Section later in this chapter).

- Provision of allotments on site.
- ~~Contributions to national and local biodiversity plans.~~
- Provision of community composting site.
- Incorporation of the principles of best practice in sustainable building design and construction.

In relation to the overall development site, incorporating land within both Tewkesbury Borough and Stroud District:

- Ensuring, and initial subsidy of, bus services to between the site and Gloucester and Cheltenham.
- Provision of public open space within the site, and an indoor sports facility to meet local need, and its their maintenance.
- Provision of ~~local centre~~ a range of facilities including local shopping facilities, community centre, community offices, medical and other practices, and a public house, within the site, including community centre, neighbourhood shopping and public house and initial subsidies towards their maintenance.
- Provision of a new Contributions towards primary school within the site and contributions towards secondary education provision.
- Provision of affordable housing within the site.
- Contributions towards off-site highway works.
- Provision of pedestrian and cycle routes within the site and contributions towards connections off-site. ~~to cycle routes.~~

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

(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.

Obligations:-

- 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.

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- Provision of public open space within the site and its maintenance. Contributions towards off-site public outdoor playspace provision.
- Contributions towards improved public transport facilities.
- Contributions towards primary and secondary education.

Land north-west of Draycott Crescent, Cam (Hg2)

(Approximately 9.5 hectares)

Residential development, and associated open space.

Indicative capacity of 250 dwellings.

Obligations:-

- Ensuring, and initial subsidy of, bus services to the site.
- Provision of public open space within the site, and its maintenance.
- Contributions towards primary and secondary education.
- Provision of affordable housing within the site.
- Contributions towards off-site highway works.
- Contribution to improvement of Jubilee playing field facilities.
- Improvement of link for pedestrians and cyclists to Cam and Dursley railway station.
- Contribution towards improved library facilities.

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

(Approximately 34.06 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.

Obligations:-

- 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.

- 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.

Land at Bymacks, Long Street, Dursley (MU4)

(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.

Obligations:-

- 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 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.

Land at Cheapside Wharf, Stroud (MU5A)

(Approximately 5.6 hectares)

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

Indicative capacity of 60 dwellings

Obligations:-

- 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.

5.9.4. All of the sites set out in Proposal H1 should be the subject of a development brief. Each brief should cover a number of subject areas, although the context will vary from site to site.

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5.9.4a. 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 B1A, B1 and B2 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)

5.9.5a. 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, in association with Gloucester City Council, and Gloucestershire County Council will seek 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 Guidance 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 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.

5.9.5b. Phasing - The development of this site should be phased, in conjunction with the development of nearby land within Gloucester City. Further advice on this subject is contained within the Phasing Section in this chapter.

5.9.5c. 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. 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. 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 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.

5.9.5d. 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.

5.9.5e. Affordable Housing - At least 300 units of affordable housing should be provided within the Plan period, of which at least 225 should be for rent. The remainder should be for low cost home ownership or shared ownership. The affordable housing should be integrated into the development as a whole, and should be phased so that each new phase of development contains a proportion of 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 the Council will therefore seek at least 375 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 Hardwicke/Quedgeley areas, and strategic demand suggests a need for at

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least 281 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.

5.9.5f. Access - The most suitable principal means of accessing the site will be determined through the submission and agreement of the development brief, from the A38 Gloucester Road, and the Waterwells development to the north. This should include links to Gloucester city centre through the adjoining Waterwells development. 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 limited 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.

5.9.5g. 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. New and improved bus services, to link the site with the city centre and 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 provision of a new passenger railway station within Hunts Grove will improve the opportunity for residents and others to travel longer distances by a sustainable method. It is intended that the station will supplement existing services available at the Gloucester city station by providing additional journeys on the national network. The development should fund the provision of a new railway station on the railway line adjoining the site. A park and ride facility should be provided at the station to allow those unable to access Hunts Grove by non-car means to park by the station and journey by train. Bus services should be ensured through the site, including the new railway station. These will need to be subsidised until they are commercially viable. 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, will assist in allowing freer movement of traffic around and into the city. The development of the site will also need to contribute to the completion of the Gloucester southern relief road, and the upgrading of Junction 12 of the M5.

5.9.5h. 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. The copse (Hunt's Grove) within the site should be retained and integrated within the development, and the prominent ridge line should be safeguarded. Studies will be required to determine whether any significant wildlife or archaeological constraints exist on the site. 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. 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.

5.9.5i. 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 in order to determine the significance of these sites, and to identify which merit preservation in situ and which require archaeological recording in advance of development.

5.9.5j. 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 R5 of this Plan. This Facilities should include sports pitches and more local play areas, all of which should be accommodated on site. 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.

5.9.5k. Community Facilities - The Council wishes Hunts Grove to provide a full range of facilities to

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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, probably as part of the local centre. This could be the same building as the indoor sports facility. 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 centre in this area as a result of the scale of the development. The development will require two new, two-three form entry primary schools within it, with the capacity for possible expansion in the future. The County Council has advised that development of the adjoining RAF Quedgeley site will require the provision of a new secondary school. Contributions will be sought from this development for further secondary education provision on the RAF Quedgeley site. Provision should be made for a new primary school within the site, probably as part of the local centre. Contributions towards secondary education will also be sought. The development of this site does not contribute directly towards the regeneration of town centres within Stroud District, which is a prime objective of the strategy within this Plan. Given the size of the development, contributions towards town centre regeneration will be sought. 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.

5.9.5l. Sustainability – The Council is committed to encouraging the largest developments in its District 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. This award seeks to minimise the adverse effects of new homes on the global and local environments while promoting a healthy indoor environment, by an

extensive set of standards on what constitutes good environmental practice in house building. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the award.

5.9.5m. 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)

5.9.6a. 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.

5.9.6b. 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.

5.9.6c. 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. The development brief will determine the location of the Local Centre 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

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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 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.

5.9.6d. 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.

5.9.6e. Affordable Housing – At least 100 units of affordable housing should be provided within the Plan period, of which at least 75 should be for rent. The remainder should be for low cost home ownership or shared ownership. The affordable housing should be integrated into the development as a whole, and should be phased so that each new phase of development contains a proportion of 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 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.

5.9.6f. Access – The most suitable means of accessing the site will be determined through the development brief. 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 limited 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 as much as possible. 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.

5.9.6g. 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 t. 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.

5.9.6h. 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 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

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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 study will be required to determine the level of archaeological constraints on the site. 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.

5.9.6i. 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 settlement assessment of archaeological potential can be made.

5.9.6j. 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 R5 of this Plan. This Facilities should include sports pitches and more local play areas, all of which should be accommodated on site. 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. Ancillary facilities such as pavilions will be required. An indoor local sports facility to cater for a range of activities should also be provided. The Woodland Trust has recently acquired land at Nut Hill, to the south of the site. The Trust promotes open public access to its land. The Council may welcome the provision of managed public access over the land on the lower northern slopes of Nut Hill to connect with the Trust's land to allow new residents to enjoy low key informal recreation pursuits in the adjoining countryside. Management measures may be required on the Trust's land due to the probable increase in visitors.

5.9.6k. 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. A multi-purpose community hall should be provided on the site, probably as part of the local centre. 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. Contributions towards primary and secondary education will be sought. The

development will require two new, two-three form entry primary schools within it. The County Council has advised that it will require contributions towards new secondary education provision off-site also. As Brockworth 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.

5.9.6l. Sustainability – The Council is committed to encouraging the largest developments in its District 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. This award seeks to minimise the adverse effects of new homes on the global and local environments while promoting a healthy indoor environment, by an extensive set of standards on what constitutes good environmental practice in house building. The Council will look to developers to incorporate these measures within their schemes with the aim of achieving the award.

5.9.6m. 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)

5.9.7a. 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 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

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Conservation Areas. Part of the southern site boundary is formed by the former canal, which is no longer visible on the ground. Whilst vehicular access to the site is limited, the site is well served by pedestrian routes, which offer an attractive alternative to Westward Road, although these are not particularly well used.

5.9.7b. 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.

5.9.7c. 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.

5.9.7d. Affordable Housing - At least 15 of the dwellings within the site should be affordable dwellings, comprising a mix of dwellings which reflects local housing need, comprising 75% for rent and 25% for low cost home ownership/shared ownership. Such dwellings should be integrated physically and visually within the overall development scheme.

5.9.7e. Access - A ~~Traffic Impact~~ 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.

5.9.7f. 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.

5.9.7g. 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.

7.9.7h. Archaeology - The site includes the Stroudwater and Thames Canal. ~~Also, there is~~ evidence of Medieval occupation on the adjacent 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.

5.9.7i. Recreation - ~~Public open space should be provided in accordance with Policy R5 of this Plan. Whilst this development is of a sufficient size to provide a range of facilities within the site, on-site~~

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provision should be limited to a children's equipped play area in the eastern half of the site and informal space in front of the Children's Home due to the context of the site and the need to preserve the setting to the Children's Home from development. The facility should be provided in the early stages of the site's redevelopment, to a standard acceptable to the Local Authority. The developer will also be expected to make appropriate arrangements for the maintenance of open space within the site. 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.7j. 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 north-west of Draycott Crescent, Cam (Hg2)

5.9.8a. Form and Layout — This should reflect the advice contained in 'Places, Streets and Movement' (DETR, 1998) and the District Council's Residential Design Guide. The development should include a focal point, for example, village green and contain a mix of housing types and tenures leading to greater vitality and sense of community. 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 development should utilise the frontage to the A4135 to ensure high quality environment faces out to and links with existing development in Cam.

5.9.8b. Density — Density should vary throughout the site, from over 40 dwellings per hectare at the core of

the site to 25 dwellings per hectare in other parts of the site. Higher density housing particularly should incorporate terraced and linked properties and flats/maisonettes.

5.9.8c. Affordable Housing — At least 38 units of affordable housing should be provided within the plan period. Of these at least 25 should be social housing for rent. The remainder may be for either shared ownership or low cost home ownership. Such housing must be integrated into the development as a whole. This requirement, (based on the 1996 Housing Needs Survey), will be reviewed in the light of new information from future Housing Needs Surveyors.

5.9.8d. Access — The main highway access will be taken from the A4135. Secondary (emergency) access will be provided from Everside Lane. Improved vehicular access to the Jubilee Playing Fields must be provided within the development. Pedestrian and cycle accesses must be provided from the site, linking and integrating it into the local area, including to the Jubilee Playing Fields. Access for public transport into and within the development must be provided for. The form of these accesses will be agreed through the preparation of the development brief. 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 limited 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 as much as possible.

5.9.8e. Transportation — The development should contribute to improved public transport, pedestrian and cycle links to the Cam and Dursley Railway Station. Public transport should be provided through the site at an early stage in the development to link it to local community facilities and services, employment and schools.

5.9.8f. Landscape — Landscaping of the site should help to determine the form of the development. This should include structural planting in relation to the focal point of the development, the retention and enhancement of existing hedgerows, trees and ponds and improvement of the ecological capital of the site. Planting along the north west boundary of the site along Everside Lane should reinforce the existing skyline trees to form a backdrop for development which should not be seen to rise above these trees when viewed from the A4135.

5.9.8g. Archaeology — There is evidence of a field system, probably of Medieval origin, on the south-eastern part of the site and evidence of early prehistoric activity on land immediately to the west. An archaeological evaluation at least will be required

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~~before a definite assessment of archaeological potential can be made.~~

~~**5.9.8f. Recreation** — Public outdoor play space should be provided in accordance with policy R5 of the Local Plan. This should include the improvement of access to, and the facilities of, Jubilee Playing Fields adjoining the site. Children's play provision should be made within the site.~~

~~**5.9.8h. Community Facilities** — Contributions towards education provision will be sought.~~

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

5.9.9a. 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.

5.9.9b. 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 700 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, as 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 ~~these~~ all uses and for the 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 overlooked by the Dursley Conservation Area and development in these parts should respect the form, layout and design in the area.

5.9.9c. In the vicinity of the Towers, denser residential development, including terraced housing, should 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 and converted to residential use.

5.9.9d. 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.

5.9.9e. 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 ~~25~~ 30 to ~~40~~ 50 dwellings per hectare should be achievable in developed areas.

5.9.9f. Affordable Housing - It is probable that no provision of affordable housing will be required within the site due to the level of contributions sought in association with the proposed relief road, and the existing availability of affordable units within Dursley, as identified in the Housing Needs Survey of 1996.

5.9.9g. 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.

5.9.9h. 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.

5.9.9i. 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.

5.9.9j. 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

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this area are important features that should be retained as far as possible.

5.9.9k. 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.

5.9.9l. Recreation - The site will be subject to Policy R5 in respect of public outdoor play space provision. 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.

5.9.9m. 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.

Land at Bymacks, Long Street, Dursley (MU4)

5.9.10a. 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.

5.9.10b. 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.

5.9.10c. Affordable Housing - No provision will be sought due to the existing availability of affordable units within Dursley, as identified in the Housing Needs Survey of 1996.

5.9.10d. 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 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.

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.

5.9.10e. Transportation - No contributions will be sought due to the site's location in the town centre.

5.9.10f. 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 location~~ and it may be appropriate to include a riverside footpath in this location. 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.

5.9.10g. 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.

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5.9.10h.Recreation - Public outdoor playing space should be provided in accordance with Policy R5 of the Local Plan.

5.9.10i.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.

Land at Cheapside Wharf, Stroud (MU5A)

5.9.11a.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, potentially, a multi-storey car park. In addition, other uses such as leisure and office are acceptable. The principles dictating the final form and layout of the site will be determined through the development brief. This should address the primary aim of the Council which is to regenerate the town centre overall. The brief should also address 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 that involve its demolition should make a greater contribution visually to the area overall including a new landmark building. 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.

5.9.11b.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.

5.9.11c.Affordable housing – The Housing Needs Survey 1996 has demonstrated a need for affordable housing in Stroud. Given the substantial nature of the other requirements relating to this site, and its complexity to develop, no affordable housing will be specifically sought.

5.9.11d.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. The provision of a multi-storey car park should not compromise the ease of movement between the new development and the town centre.

5.9.11e.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. A multi-storey car park is likely to be the only practical option to provide compensatory car parking for the existing spaces at Cheapside and north of the station. 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..

5.9.11f.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.

5.9.11g.Archaeology - The site borders the southern side of the medieval settlement of Stroud and will require an archaeological evaluation to determine the significance of the site.

5.9.11h.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 R5 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

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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.

5.9.11i. Community Facilities - A financial contribution towards education provision may be sought.

PROPOSAL H2

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, and a financial contribution will be sought in association with each site towards education, off-site road improvements highway works and off-site provision or improvement of outdoor play space. The completion of a Section 106 Legal Agreement will be sought in connection with the development of each site, in order to secure these and any other planning obligations listed under each site and any others that arise through consideration of planning applications.

Land between A38 and Bristol Old Road, Hardwicke (Hg3)

(Approximately 1.7 hectares)

Indicative capacity of 50 dwellings.

Additional Obligations:-

- ~~Traffic calming measures along the B4008 Bristol Old Road.~~
- ~~Provision of footpaths and cycleways off the site to enable access across the B4008 and A38 to local facilities.~~
- ~~Provision of a bus stop and shelter at an appropriate location on the B4008.~~
- ~~Provision of appropriate landscaping or other sound-reducing measures along the eastern boundary of the site, adjoining the A38.~~

Land north of Dudbridge Hill, Rodborough (Hg4)

(Approximately 1.5 ~~2.0~~ hectares)

Indicative capacity of 55 ~~80~~ dwellings.

Additional Obligations:-

- 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 Obligation:

- 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 Obligations:-

- 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 hectare)

Indicative capacity of 30 dwellings.

Additional Obligation:-

- ~~Contribution towards improved bus facilities.~~

17-19 Russell Street, Stroud (Hg6A)

(Approximately 220 sq.metres)

Indicative capacity of 15 dwellings.

Bisley Old Road Allotments, Stroud (Hg7)

(Approximately 1.2 hectares)

Indicative capacity of 40 ~~45~~ dwellings

Additional Obligations:-

- 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 ~~2.9~~ hectares)

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Indicative capacity of 80 dwellings

Additional Obligations:-

- 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 Obligations:-

- Contribution towards the improvement of existing footpaths and/or the provision of a new footpaths/cycleways pedestrian crossing at Ryeleaze Road, to enable access to Stroud town centre.
- Contribution towards the improvement of Church Street car park.
- ~~Contribution towards the improvement of existing footpaths and the provision of a new pedestrian crossing at Ryeleaze Road.~~

Lewis' building, High Street, Stroud (Hg11)

(Approximately 850 sq.metres)

Indicative capacity of 10 dwellings

Rooksmoor Mill, Bath road, Stroud (Hg11A)

(Approximately 0.9 hectares)

Indicative capacity of 30 dwellings

Additional Obligation:

- Provision of new pedestrian and cycle bridge across Nailsworth Stream to connect with the Stroud/Nailsworth cycleway.

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

(Approximately 1.8 hectares)

Indicative capacity of ~~30~~ 25 dwellings

Additional Obligation:-

- 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 Obligations:-

- Construction of a road to enable a new separate access to the Hope Mills Trading Estate.
- ~~Provision off-site of a replacement of any part of the Thrupp school playing field needed to provide the separate access.~~
- 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.

Land at Toadsmoor Road, Thrupp (Hg14)

(Approximately 0.3 hectares)

Indicative capacity 10 dwellings

Additional Obligations:-

- ~~Road improvements to Toadsmoor Road.~~
- ~~Establishment of managed habitat along Toadsmoor Brook and Otter Holt.~~

Ashway House (Hg14A)

(Approximately 1.0 hectare)

Indicative capacity of 30 dwellings

Additional Obligations:-

- Provision of equipped toddlers' play area (LAP) on-site and its maintenance.
- Provision of highway safety measures for pedestrians crossing Cashes Green Road.

Land at Horsemarling Farm, Stonehouse (Hg15)

(Approximately 1.1 hectares)

Indicative capacity 25 dwellings.

Additional Obligation:-

- ~~Provision of new pedestrian and cycle link across stream to new development.~~

Stonehouse Wharf, Bristol Road, Stonehouse (Hg15A)

(Approximately 0.6 hectare)

Indicative capacity of 20 dwellings

Additional Obligation:-

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

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Forest Green Rovers' Ground and adjoining land, Nymphsfield Road, Nailsworth (Hg16)

(Approximately 2 hectares)

Indicative capacity of 50 dwellings

Additional Obligations:-

- 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 2.2 hectares)

Indicative capacity of 30 dwellings

Additional Obligations:-

- No affordable housing will be sought on this site, but a significant contribution to the construction of the Dursley Relief Road will be required.
- Contribution towards the improvement of existing and/or provision of new footpaths/cycleways to enable access to Dursley town centre.

Bluecoat School, The Chipping, Wotton-under-Edge (Hg18)

(Approximately 0.6 hectare)

Indicative capacity of 15 ~~25~~ dwellings.

Additional Obligation:

- Improved access to Co-op car park.

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

(Approximately 0.8 hectare)

Indicative capacity of 30 dwellings

Additional Obligation:-

- Contribution towards traffic calming measures along Spring Hill.

Land at The Piggeries, Kings Stanley (Hg20)

(Approximately 1.4 hectares)

Indicative capacity of 20 dwellings

Additional Obligations:-

- Provision of river corridor and new and improved paths as ecologically managed public amenity space and its maintenance.
- Contribution towards improved bus facilities.

Land north of Bathleaze, Kings Stanley (Hg21)

(Approximately 0.5 hectare)

Indicative capacity of 15 dwellings

Additional obligation:-

- Contribution towards bus facilities.

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

(Approximately 1.2 hectares)

Indicative capacity of 25 dwellings

Additional Obligations:-

- Contribution towards bus 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 Obligation:-

- Contribution towards bus facilities.

Land at Barcelona, Windmill Road, Minchinhampton (Hg24)

(Approximately 1.2 hectares)

Indicative capacity of 20 dwellings

Additional Obligations:-

- Contribution towards improved bus facilities.
- Footpath improvements and traffic calming along Windmill Road.

Gyde House, Painswick (Hg25)

Indicative capacity of 20 dwellings

Additional Obligation:-

- Contribution towards bus facilities.

Land to north-east of Cotswold Mead, Painswick (Hg26)

(Approximately 2.0 hectares)

Indicative capacity 10 dwellings

Additional Obligations:-

- Allowance for a nursing home on-site.
- 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,

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Newtown/Sharpness

(Approximately 2.7 hectares)

Indicative capacity of 75 ~~65~~ dwellings

Additional Obligations:-

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

Land north of Kidnams Farm and west of Paynes Meadow, Whitminster (Hq28)

(Approximately 1.7 hectares)

Indicative capacity of 30 dwellings

Additional Obligations:-

- Provision of a central area of public open space (village green) on site, and its maintenance.
- New footpaths/cycleways to enable access to local facilities and amenities.
- Contribution towards the improvement of the footway along School Lane to the A38 and the provision of highway safety measures for pedestrians crossing the A38.

5.9.12a. All of the sites set out in Proposal H2 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 ~~which~~ 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.

Land between A38 and Bristol Old Road, Hardwicke (Hq3)

5.9.13a. Form and Layout – The development of this site should respect the existing pattern of residential built form in the surrounding area. Open space 'green corridors' should be incorporated along the eastern and western boundaries together with appropriate landscaping.

5.9.13b. Density – A development capacity of approximately 50 dwellings is acceptable within this site giving an overall site density of 30 dwellings per hectare.

5.9.13c. Affordable Housing – At least 10 units of affordable housing should be provided within the site, of which at least 7 should be social housing for rent.

5.9.13d. Access – Vehicle – The primary vehicular access to the site should be obtained from the northern area of the site, off the B4008 Bristol Old Road. Additional highway access could also be provided from the existing highway serving the new Meerbrook Way development. Vehicular access to the northern-eastern area of the site should not be obtained via the recently constructed roundabout along the A38.

Pedestrian – In order to encourage movement to and from the site by pedestrians and cyclists, any development scheme will be expected to provide new footpaths and cycleways off the development site to enable access across the B4008 and A38 to local facilities.

5.9.13e. Transportation – The development of this site will be expected to contribute to the completion of the Gloucester Southern Relief Road. The development will be expected to provide a bus stop and shelter at an appropriate location along the B4008 Old Bristol Road to serve the needs of the new development.

5.9.13f. Landscape – Any development scheme will need to address the issue of noise intrusion from vehicles on the adjacent A38 Southern Connector dual carriageway. The existing hedgeline along the eastern boundary of the site will need to be retained and enhanced with additional structural landscaping. Open space will also be required along this eastern boundary to act as a buffer zone to distance the dwellings from the vehicle noise. An element of landscaping and open space would also be appropriate along the western boundary of the site to reduce the impact of the new development on the existing dwellings fronting the Bristol Old Road. The introduction of this landscaping would also help relieve the linear form of the rear boundaries of the properties.

5.9.13g. 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.

5.9.13h. Recreation – Public outdoor playing space should be provided in accordance with Policy R5 of the Local Plan.

5.9.13i. Community Facilities – 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.

Land north of Dudbridge Hill, Rodborough (Hg4)

5.9.14a. 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.

5.9.14b. 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.

5.9.14c. Affordable Housing - At least ~~40~~ 16 ~~ts~~ of ~~social~~ affordable housing ~~for rent~~ should be provided within the site. The remainder of the site should be developed primarily for low-cost home ownership.

5.9.14d. 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.

5.9.14e. 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.

5.9.14f. 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.

5.9.14g. Archaeology - This site was formerly the Dudbridge Brickworks. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.14h. Recreation - ~~Contributions towards public open space off the development site will be sought in accordance with policy R5 of the Plan. 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.14i. Community Facilities – The Local Education Authority has advised that ~~F~~financial contributions towards education provision will be sought.

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

5.9.15a. 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

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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.

5.9.15b.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.

5.9.15c.Affordable Housing – No affordable housing provision is specifically sought on this site. It is anticipated, however, that the development will comprise a high density scheme with small units suitable for low-cost home ownership.

5.9.15d.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.

5.9.15e.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.

5.9.15f.Landscape – All the existing and recently planted trees should be retained.

5.9.15g.Archaeology – There are no site specific archaeological issues in relation to this site.

5.9.15h.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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.15i.Community Facilities – Financial contributions towards education provision may be sought.

Cashes Green Hospital, Cainscross (Hg5)

5.9.16a.Form and Layout - The development of the site should be high density, comprise predominantly terraced housing, and include frontage development to Cashes Green Road. Sheltered, or very sheltered, housing would be appropriate on this site. Bungalows suitable for older people should be included to address under-occupation elsewhere in the urban area.

5.9.16b.Density - A development capacity of about 40 units is acceptable on this site and should comprise predominantly of terraced housing.

5.9.16c.Affordable Housing - At least 8 units of affordable housing are sought on this site. These should comprise 75% social housing for rent, and 25% low cost home ownership/shared ownership. These should comprise a mix of dwellings that reflects local housing need. In practice, on this site, even those units not specified as affordable housing should be for low-cost home ownership.

5.9.16d.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.

5.9.16e.Landscape - New landscaping and trees to replace any trees which need to be felled to produce a satisfactory form of development will be required.

5.9.16f.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 possible recording. An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.16g.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.

5.9.16h.Recreation - The site will be subject to Policy R5 in respect of public outdoor play space

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provision. 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.16i. Community Facilities - The allotments adjoining the site are protected by Policy R8. 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 (Hq6)

~~**5.9.17a. 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.~~

~~**5.9.17b. Density** - A high density scheme of 35-40 dwellings per hectare is appropriate on this site.~~

~~**5.9.17c. Affordable Housing** - At least 4 units of affordable housing should be provided within the site.~~

~~**5.9.17d. 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.~~

~~**5.9.17e. Transportation** - A contribution towards improved public transport facilities, such as bus shelters, will be sought.~~

~~**5.9.17f. 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.~~

~~**5.9.17g. 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.~~

~~**5.9.17h. Recreation** - The site will be subject to Policy R5 in respect of public open space provision.~~

~~**5.9.17i. Community Facilities** - Contributions towards education provision may be sought.~~

17-19 Russell Street, Stroud (Hq6A)

5.9.18a. Form and Layout - 17-19 Russell Street is a 3 storey building with ground floor shop units in Stroud town centre. It forms part of a terrace of properties fronting Russell Street. The building is in a poor state of repair and of little architectural merit. The Council envisages that the existing building will be demolished and its footprint redeveloped to provide small flats above ground floor non-residential use of a scale and design sympathetic with the adjoining buildings.

5.9.18b. Density - The site offers the potential to provide a high density development within the town centre and is allocated for 15 units. These are likely to take the form of one or two bedroom flats and consist of a building taller than the existing property.

5.9.18c. Affordable Housing - No affordable housing is specifically sought on the site since the density of the development will generate small units that cater for the lower end of the market generally.

5.9.18d. Access - The development will be car free with pedestrian access restricted to the Russell Street frontage. Separate pedestrian accesses should be provided for the ground floor units and residential accommodation.

5.9.18e. Landscape - The building is within the Stroud Station Conservation Area and any replacement building will require sensitive design and use of materials, particularly on the Russell Street elevation.

5.9.18f. Archaeology - The building lies within the area of the medieval town of Stroud and a full archaeological evaluation will be required before a definite archaeological assessment can be made.

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5.9.18g.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 also satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.18h.Community Facilities – A financial contribution towards education provision may be sought.

Bisley Old Road Allotments, Stroud (Hg7)

5.9.19a.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 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 a more distinctive design of dwelling also exists within the lower lying, south western corner of the 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.

5.9.19b.Density - A development capacity of between approximately 40-45 dwellings is acceptable within this site giving an overall site density of approximately 35 37 dwellings per hectare. Higher density frontage development would be appropriate along the Bisley Old Road and within the south-western area of the site.

5.9.19c.Affordable Housing - At least 8 9 units of affordable housing should be provided within the site, of which at least 6 should be social housing for rent, comprising a mix of dwellings to reflect local housing need.

5.9.19d.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.

5.9.19e.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. ~~The development, t~~ Therefore, will be expected to contributeions will be sought towards the provision of additional bus services along the Bisley Old Road/Parliament Street to Stroud town centre.

5.9.19f.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.

5.9.19g.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.

5.9.19h.Recreation - Any development proposal for this site will need to be assessed against Policy R9 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. Public outdoor playing space should be provided in accordance with Policy R5 of the Local Plan. 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.19i.Community Facilities – The Local Education Authority has advised that financial Ccontributions 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)

5.9.20a. Form and Layout - The development of this site should involve the retention of the listed building, Field House, and its conversion ~~to a number of high quality flats~~ 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.

5.9.20b. 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.

5.9.20c. Affordable Housing - ~~No affordable housing is specifically sought on this site, but in practice, all of the units should be of small size and many available for low cost home ownership.~~ At least 5 units of affordable housing should be provided within the site.

5.9.20d. 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.

5.9.20e. Transportation - No contributions will be sought as the site is on an adequately served route.

5.9.20f. 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.

5.9.20g. Archaeology - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.20h. Recreation ~~Public outdoor playing space should be provided in accordance with Policy R5 of the Plan.~~ 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.20i. Community Facilities - The Local Education Authority has advised that Financial contributions will be required 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)

5.9.21a. 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.

5.9.21b. 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 at the southern end of the site. The development should have a higher density 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.

5.9.21c. Affordable Housing - ~~At least 16 units of affordable housing are sought on this site. At least 12 of these units should be social housing for rent, with the remainder being low cost home ownership or shared ownership. These should comprise a mix of dwellings that reflects local housing need.~~

5.9.21d. Access - Access should be provided via Lansdown Road and possibly Belle Vue Road. Contributions towards necessary off-site junction improvements will be sought. Pedestrian and cycle accesses are required both to Lansdown and Belle Vue Road. 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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5.9.21e. Transportation - The site is within walking distance of Stroud town centre. A comprehensive ~~Traffic Impact~~ Transport assessment covering the impact upon the local ~~highway~~ 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.

5.9.21f. 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 and along the re-opened Slad Brook.

5.9.21g. 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.

5.9.21h. Recreation - ~~Contributions towards public open space in Stroud will be sought, in accordance with Policy R5 of the Plan. Such contributions will be used to improve the quality and range of existing facilities off-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 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.21i. Community Facilities - The Local Education Authority has advised that ~~F~~financial contributions towards education provision will be sought.

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

5.9.22a. 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.

5.9.22b. 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.

5.9.22c. Affordable Housing - No affordable housing is specifically sought on this site, but in practice, all of the units should be of small size and many available for low-cost home ownership.

5.9.22d. 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. The proximity of this site to Stroud town centre and the problems of vehicular access would, potentially, make this site suitable for housing with no on-site parking provision. A proposal for a car-free development will be required to contribute towards the improvement of the adjacent Church Street car park. To encourage the safe and convenient movement of pedestrians between the site and Stroud town centre, contributions towards the improvement of existing footways and the provision of a new crossing at Ryeleaze Road will be required.

5.9.22e. 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.

5.9.22f. 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.

5.9.22g. Recreation - ~~Public outdoor playing space should be provided in accordance with Policy R5 of the Local Plan. 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.22h. Community Facilities - The Local Education Authority has advised that ~~F~~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.

Lewis' Building, High Street, Stroud (Hg11)

5.9.23a. Form and Layout - The Lewis building is approximately 30 years old, and was formerly used for retail purposes with a workshop to the rear. The Council's Environmental Audit has highlighted this building as worthy of improvement due to its location at a gateway into the town centre. The premises offer the opportunity to refurbish the building to provide small flats within the town centre, whilst retaining the retail unit at the ground floor. The retail frontage should be strengthened by bringing forward the shop front to align with the site boundary, and present frontage to the pedestrian route from Parliament Street into High Street. Due to the surrounding area's elevated nature above the town, there are views across the present flat roof of the building towards the surrounding countryside, which is an important element of the town's character, and also to the rhythm of the streetscene as the town's roofscape is visible. The Council will not, therefore, consider the addition of extra storeys to the Lewis building.

5.9.23b. Density - The building offers the opportunity to provide a high density development within the town centre, and is allocated for 10 units, which will probably take the form of one bed flats.

5.9.23c. Affordable Housing - The density of the development will generate small scale units, which will cater for the lower end of the market generally. The development may be attractive to a Housing Association.

5.9.23d. Access - Vehicle - Access should be retained at the rear of the site off Church Street car park.

Pedestrian - separate accesses should be provided for the retail unit and the residential accommodation.

5.9.23e. Transportation - The development will be subject to consideration under the Council's parking guidelines. However, the site abuts a central car park and the envisaged development is for small units. The current circulation within the Church Street car park is poor, and the Council will expect part of the site to be incorporated within the car park to improve its layout. As a consequence, the Council may consider reducing the parking requirements.

5.9.23f. Landscape - The Lewis' building is the last building at the eastern end of High Street and, due to the topography of the town, there are views across the top of the building towards the surrounding countryside. Also, as the first building at the entrance to the town centre, any refurbishment will require the

sensitive selection of materials and elevational treatment. The rear of the site abuts the Church Street car park and presents an undefined and unattractive edge to it, unlike the Church and the former vicarage, both Listed Buildings. This boundary should therefore be enhanced with tree planting. A culvert may run through this site and, if so, it should be opened up as part of any development if possible.

5.9.23g. Archaeology - The site lies within the area of the Medieval town of Stroud, close to the Medieval Church and therefore has high potential for archaeological evidence of the Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.23h. Recreation - Outdoor playing space should be provided in accordance with R5 of the Plan. Such contributions will be used to improve the quality and range of existing facilities.

5.9.23i. Community Facilities - Financial contributions towards education provision may be sought, subject to the nature of the development.

Rookmoor Mill, Bath Road, Stroud (Hg11A)

5.9.24a. Form and Layout - The historic mill buildings to the south of the existing access and the house adjacent to it should be retained and refurbished, and also set the character of the development on the remainder of the site. The improvement of current access into the site may require the demolition of part of the buildings to the north of it. This should however, be kept to the minimum required.

5.9.24b. Density - The development capacity of the site is affected by the need to retain existing historic buildings, a buffer strip along the stream that marks the western boundary of the site, and the existing vegetation along the Bath Road frontage. The development should contain a mixture of small houses and flats.

5.9.24c. Affordable Housing - At least 6 units of affordable housing should be provided within the site.

5.9.24d. Access - The existing access from the A46 Bath Road into the site is poor with a badly laid out junction onto the highway and restricted visibility, particularly to the south. The public highway in this area is narrow with little opportunity to amend the current alignment. The access situation should be improved, either moving the current access further north, which would require the demolition of some buildings to the north, or alternatively, a new access

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point may be possible in the northern part of the site. This may, however, be constrained by differences in site and road levels and existing trees along the road frontage.

5.9.24e. Transportation - Improved public access should be provided through the site and to the Stroud-Nailsworth cyclepath. A new public foot and cycle bridge should also be provided over the stream.

5.9.24f. Landscape - The existing streamside trees should be retained, as well as those along the Bath Road frontage. If tree removal is required to provide a new access, this should be kept to a minimum so as not to alter significantly the existing character of the road frontage. Some opening up of the existing tree canopies and new planting should be provided to create a more interesting and diverse habitat particularly along the stream. Nature conservation should be a consideration in the design and layout of the site, and particular attention should be given to enhancing the streamside habitat for priority species such as the otter and the water vole.

5.9.24g. Archaeology - There are no site-specific archaeological issues in relation to this site.

5.9.24h. Recreation - The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Woodchester Parish 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.24i. Community Facilities - A contribution towards education provision may be sought.

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

5.9.25a. 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.

5.9.25b. 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.

5.9.25c. Affordable Housing - At least 6 5 units of affordable housing are sought on this site. At least 5 of these units should be social housing for rent, with the remainder being low cost home ownership or

~~shared ownership. In practice, on this site, even those units not specified as affordable housing should be for low-cost home ownership. These should comprise a mix of dwellings to reflect local housing need.~~

5.9.25d. 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.

5.9.25e. 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.

5.9.25f. 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, most should be retained, and eCare must should be taken to maintain a landscape buffer from the railway line, and the majority of the canalside trees. The furthest section of the site is heavily vegetated and should be managed for its nature conservation interest.

5.9.25g. 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.

~~**5.9.25h. Recreation** - Contributions towards public open space in Stroud will be sought, in accordance with Policy R5. Such contributions will be used to improve the quality and range of existing facilities. 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.25i. 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)

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5.9.16a. Form and Layout - ~~This should respect the form, layout and design in the area, and its position within 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.~~

5.9.26b. 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.

5.9.26c. Affordable housing - ~~Given the substantial nature of other requirements in relation to this site, no affordable housing will be sought on site. The Council will seek at least 6 units of affordable housing unless it is demonstrated satisfactorily that the highway and potential contamination considerations relating to this site make such provision not viable.~~

5.9.26d. Access - Access will be from the A419. 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.

5.9.26e. 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, may will be needed to provide adequate bus waiting and pedestrian crossing facilities. on London Road. Provision for cycle access to the proposed Ebley to Chalford cycle route along the canal through the residential car park should be made.

5.9.26f. Landscape - The existing S substantial landscaping should be included 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.

5.9.26g. 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.

5.9.26h. Recreation - ~~The site will be subject to Policy R5 in respect of public outdoor play space provision to be made off site. 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 ought in relation to the development of this site, however, and its position adjacent to an existing playing field, contributions towards recreation provision off-site will not be sought.~~

5.9.26i. Community Facilities - The Local Education Authority has advised that Ffinancial contributions towards education provision will be sought.

Land at Toadsmoor Road, Thrupp (Hg14)

5.9.27a. Form and Layout - ~~The narrow width of the site, together with the location of the stream and its corridor running from north to south through the site, restrict the amount of land suitable for development purposes. Linear development, which also reflects the new development to the north, is therefore appropriate for this site. In order to safeguard sufficient land along the stream for ecological purposes, the development should be located further forward towards Toadsmoor Road than the new development adjacent. It is probable that development will be in two blocks at the wider parts of the site at each end, with the access point and parking provided between the buildings. The site is located on a major aquifer which will exercise a constraint on the drainage arrangements, and all foul drainage must be conveyed to the public foul sewer.~~

5.9.27b. Density - ~~An indicative capacity of 10 units is suggested for this site. Due to the constraints on the site, it is probable that the development will be in the form of flats.~~

5.9.27c. Affordable Housing - ~~The density of the development will generate small units, which will cater for the lower end of the market generally. The development may be attractive to a Housing Association.~~

5.9.27d. Access - Vehicle - ~~One access point will be provided, serving an area of communal parking. A contribution towards road improvements on Toadsmoor Road will be sought.~~
5.9.27d. Access - Pedestrian - ~~A new footpath should be provided along the frontage of the site. A contribution towards extending this path southwards may be sought.~~

5.9.27e. Transportation - ~~The site is located on a regular bus route. Contributions may be required to~~

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~~provide adequate ancillary facilities, such as bus shelters in the area.~~

~~**5.9.27f.Landscape** – The site is located within the AONB, and a high quality development is expected. The site provides views from Toadsmoor Road towards the higher land to the west, and the layout suggested will retain a vista. Additional planting with defensive species along the stream margin will be required to safeguard this habitat and provide an undisturbed buffer zone both during and after construction. This land should be made available to a local conservation group, such as Gloucestershire Wildlife Trust, to manage.~~

~~**5.9.27g.Archaeology** – The site is part of a landscape pattern in this valley of previous industrial mills and associated open areas normally containing streams, holding pools and watercourses. The site is adjacent to Gussage Mill and may include the site of the former mill pond. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.~~

~~**5.9.27h.Recreation** – The site will be subject to Policy R5 in respect of public outdoor play space provision.~~

~~**5.9.27i.Community Facilities** – Financial contributions towards education provision will be sought.~~

Ashway House (Hq14A)

5.9.28a.Form and Layout – The narrow width of this site will restrict, to some extent, the range of development options and designs possible within the site. However, it is considered that Ashway House is of architectural merit and any development scheme should involve the retention of this building and its conversion to a number of high quality flats. New frontage development along Cashes Green Road should respect the built form and character of the two storey, flat fronted terraced buildings near the junction of Cashes Green Road and Westward Road. Development within the site should be of a high density and designed to incorporate a mixture of mainly two and three bedroom houses, linked to form a number of short terraces. Housing in the most northerly area of the site should be located an appropriate distance away from the adjacent railway line, in the interest of residential amenity. The development should also include a number of well overlooked, small garage/car parking courtyards. 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), 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.

5.9.28b.Density – A development capacity of approximately 30 dwellings is proposed for this site, which equates to an overall site density of 30 dwellings per hectare. The application of an average density to this site will be influenced by the conversion potential of the existing Ashway House and the number of units it is able to accommodate.

5.9.28c.Affordable Housing – At least 6 units of affordable housing will be sought within this site.

5.9.28d.Access – There should be no vehicular access to the site from the access road (serving the Stroud District Council car park) between the south-eastern corner of the site and the Cainscross roundabout. All vehicular access to the site should be obtained via Cashes Green Road, at a point which is close to the existing junction for the adjacent Co-op supermarket. Junction highway improvements will be required in this area, together with facilities to enable safe and convenient access across Cashes Green Road for pedestrians and cyclists.

5.9.28e.Transportation – At present, the site is inadequately served by public transport. Therefore, financial contributions will be sought towards the improvement of bus services to serve the site.

5.9.28f.Landscape – The site contains a number of mature trees, which should be retained as part of any development scheme. This is a particularly important consideration in the most northerly area of the site to prevent visual intrusion from the adjacent railway line. The two mature Sycamore trees adjacent to Ashway House should also be retained, with the highest priority for retention being the Sycamore nearest the road. An area of public open space should be located within the site and include new planting of deciduous species.

5.9.28g.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. However, it is believed that some areas of the site have been subject to tipping and, consequently, there is a strong possibility that ground contamination is present. Any contamination will need to be assessed in accordance with Policy G6A of this Plan.

5.9.18h.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

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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 Council will expect the provision of a significant area of public open/green space to the rear of the site. The development should also satisfy the demand generated by its new residents off-site, if appropriate. Proposals will be expected to satisfy Policy R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.28i. Community Facilities – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Horsemarling Farm, Stonehouse (Hq15)

5.9.29a. Form and Layout – The layout of this site will be dictated by Horsemarling Farmhouse, a Grade II Listed Building and its walled garden, and also the retention of the stone outbuilding to the west of the house. The layout should also include reference to the historic context of the site and the location of the various outbuildings and spaces around the listed building. Whilst the single storey buildings to the south of the main house are not considered to be worthy of retention, they link with the rest of the farm complex. This core of farm buildings should be reflected in the refurbishment of the listed building and the stone outbuilding, and any new build to the south of the main house should refer to the existing layout. Dwellings located along the site's boundaries should be orientated to face outwards. Dwellings should also front the new foot and cycle paths within the site. There should be no new building, or raising of ground levels within 5 metres of the top of the bank of any watercourse, or over or within 3 metres of any culverted watercourse.

5.9.29b. Affordable Housing – At least 5 units of affordable housing should be provided within the site, of which at least 4 should be social housing for rent.

5.9.29c. Density – The indicative capacity for this site is 25 units. This density reflects the need to ensure an adequate and appropriate setting is provided for the Listed Building.

5.9.29d. Access – Vehicular access will be from Horsemarling Lane which may require upgrading and realigning. Pedestrian and cycle access should be provided along the lane and, also, through the site to exit close to the bus stop on Gloucester Road. Such links should also be established with the new development across the stream to the south and through its strip of open space adjacent. These links should be considered as features within the layout. A

means of crossing Gloucester Road will also be required.

5.9.29e. 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.

5.9.29f. Landscape – This site is located within the AONB and the quality of development should reflect this designation, in terms of the materials chosen particularly roofing materials, and planting schemes. The existing features of the hedgerow along Gloucester Road and the row of trees along the eastern boundary should be retained, and new planting of deciduous species incorporated within the public spaces of the development.

5.9.29g. Archaeology – Evidence of medieval settlement of the 12th and 13th centuries has been identified on the land immediately to the south. There may therefore be the need for an archaeological excavation in advance of any development of this site.

5.9.29h. Recreation – The site will be subject to Policy R5 in respect of public outdoor play space provision.

5.9.29i. Community Facilities – Financial contributions towards education provision will be sought.

Stonehouse Wharf (Hq15A)

5.9.30a. 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.

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5.9.30b.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.

5.9.30c.Affordable Housing – At least 4 units of affordable housing should be provided within the site.

5.9.30d.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.

5.9.30e.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 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.

5.9.30f.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.

5.9.30g.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.

5.9.30h.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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.30i.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)

5.9.31a.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.

5.9.31b.Density – The density should vary within the site with a higher density at the northern part of the site near the Nympsfield Road.

5.9.31c.Affordable Housing – At least 10 units of affordable housing are sought on this site. These should comprise 50% social housing for rent and 50% low cost home ownership/shared ownership.

5.9.31d.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.

5.9.31e.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.

5.9.31f.Landscape – Significant landscaping should be provided at the southern and western end of the site.

5.9.31g.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.

5.9.31h.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 R5.

5.9.31i.Community Facilities – The development cannot proceed without suitable accommodation being found for the Stroud College Art and Design

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~~campus. Financial contributions towards education provision will be sought.~~

Former Infants School, Union Street, Dursley (Hg17)

5.9.32a. 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 and western 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 flattest and highest part of the site (approximately 0.84 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.

5.9.32b. Density - A fairly high density of approximately 36 dwellings per hectare is suitable in the 0.84 hectare of the site proposed for development. The rest of the site should remain undeveloped.

5.9.32c. Affordable Housing - No provision will be sought due to the existing availability of affordable housing in Dursley as identified in the Housing Needs Survey of 1996.

5.9.32d. 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. The development will also be expected to contribute towards the construction of the new Dursley Relief Road.

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.

5.9.32e. Transportation - ~~No contributions will be sought due to the site's location within the town centre.~~ Contributions towards the proposed Dursley Relief Road will be sought.

5.9.32f. 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.

5.9.32g. 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.

5.9.32h. Recreation ~~Public outdoor playing space should be provided in accordance with Policy R5 of the Plan.~~ The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Dursley Town 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. 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.32i. 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.

Bluecoat School, The Chipping, Wotton-under-Edge (Hg18)

5.9.33a. Form and Layout - The development should reflect the historic pattern of development in Wotton town centre in relation to the Conservation Area and listed old school. The dwellings should be narrow plan and in the form of terraces. The layout will be required to take account of the need for improved access to the Co-op car park at the north of the site.

5.9.33b. Density - The development should be relatively high density given its town centre location. High density development comprising terraces is also the most appropriate form of development in this part of the Conservation Area.

5.9.33c. Affordable Housing - No affordable housing is specifically sought on this site, but, in practice, as a high density scheme is sought, all of the units should be of small size and many available for low-cost home ownership.

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5.9.33d.Access - Vehicular access will need to be provided from either The Chipping or Symn Lane. Contributions will be sought towards traffic calming in Symn Lane. Pedestrian access should be provided through the site to the Rope Walk.

5.9.33e.Transportation - It is unlikely that the scale of development will be sufficient to generate contributions to improvements to the bus services. Given the site's town centre location and relatively good bus services no contribution will be sought. The Council would expect a reduction on the maximum Parking Standards for this site in light of its town centre location.

5.9.33f.Landscape - A high standard of hard and soft landscaping is required with the development due to the site's location in the Conservation Area and in the Cotswolds Area of Outstanding Natural Beauty.

5.9.33g.Archaeology - The site lies on the edge of the Medieval town in the area used as a market place. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.33h.Recreation - ~~The development should provide for contributions to be made to public open space in Wotton in accordance with Policy R5 of the Local Plan. Such contributions will be used to improve the quality and range of existing facilities. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Wotton-under-Edge 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.33i.Community Facilities - The development cannot proceed until the school has completed its move on to the new school site off Symn Lane, and a suitable location is found for the youth club and brought into use. Financial contributions towards education provision will be sought.

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

5.9.34a.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.

5.9.34b.Affordable Housing - At least 6 units of affordable housing should be provided, ~~of which at~~

~~least 3 should be social housing for rent. Comprising a mix of dwellings to reflect local housing need.~~

5.9.34c.Density - A development capacity of approximately 30 dwellings is acceptable within this site giving an overall site density of 38 dwellings per hectare.

5.9.34d.Access - The south-eastern boundary of the site fronting the Spring Hill highway should form the main access point to the site. does not form a safe or suitable means of vehicular access, due to the alignment of the highway and the general topography of the area. Therefore, vehicular access to the site is to be gained via the existing estate road network of Victoria Drive and Cotswold Avenue. Carriageway and footway enhancements will be required along these two roads as part of any development proposal. 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.

5.9.34e.Transportation - The site is adequately served by public transport and no contributions will be sought.

5.9.34f.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.

5.9.34g.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.

5.9.34h.Recreation - ~~Public outdoor playing space should be provided off-site in accordance with Policy R5 of the Local Plan. - 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

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5.9.34i. Community Facilities – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land at The Piggeries, Kings Stanley (Hg20)

5.9.34a. Form and Layout – The site comprises two distinct parts – the flat area which formerly housed the piggery buildings, and the western section of scrubland which slopes down towards the stream along the site's western boundary. Development should be concentrated on the former disturbed land, with the sloping land retained as an ecological corridor and amenity space. An irregular layout is appropriate for this site, due to its location on the edge of the village and its extensive visibility within the wider AONB landscape. Development should front both the access track to the site and also the ecological corridor. There should be no new building or raising of ground levels within 5 metres of the top of bank of any watercourse that crosses the site.

5.9.34b. Affordable Housing – The provision of at least 6 units of affordable housing will be sought on this site, which should comprise about 50% social housing for rent and the remainder for low cost home ownership/shared ownership.

5.9.34c. Density – A development capacity of 20 units is proposed for this site. As the western part of the site is to remain undeveloped, the resultant area available for development is in the order of 1 hectare. The development would therefore represent a low density of development, however, this is considered appropriate due to the sensitivity of the site in landscape terms.

5.9.34d. Access – Vehicle – Vehicular access to the site will be via the existing junction with Broad Street to the south of the primary school. The existing track should be widened to incorporate satisfactory width to serve the development and include a footpath. There is a pinch-point at the access to the school where forward visibility is poor and likely to be a source of danger to those entering or leaving the school on foot or by car. This issue should be resolved in any development scheme.

Pedestrian – The Cotswold Way runs along the northern part of the site and this path, and its setting, should be retained. However, this route also provides an important link into the village and its facilities via the recreation ground, and it should therefore be upgraded, including lighting, to allow general pedestrian and cycle usage. A second pedestrian link should be located at the southern end of the site over the stream to allow the amenity space within the site to form part of a local circular route.

5.9.34e. Transportation – It is unlikely that the scale of the development envisaged will be sufficient to

generate contributions to improvements to bus services. However, a contribution will be sought towards better associated facilities, such as bus shelters.

5.9.34f. Landscape – The site is physically and visually separate from Kings Stanley and is prominent in views from the surrounding AONB landscape. High quality materials will therefore be required. The site contains a stream and associated scrub vegetation. The southern boundary with the school is marked by a hedgerow incorporating native species, and a row of mature willows marks part of the northern boundary. The existing vegetation should be retained within any scheme, and additional complementary planting of native species should be incorporated. The ecological value of the amenity space along the stream corridor should also be maintained and diversified through new wildflower, scrub and tree planting. In order to retain the landscape and topographical character of the valley and river corridor, at least 35 metres should be retained with no alteration in ground levels. This area should be transferred to the Parish Council at no cost. As a consequence of the site's prominence within the AONB and the need to soften its impact in the landscape, the eastern boundary of the site should be heavily planted with deciduous trees and hedgerow species.

5.9.34g. 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.

5.9.34h. Recreation – The development site will be subject to Policy R5 in respect of public outdoor play space provision. In addition, the development will be required to provide improved pedestrian and new cycle links from the site into the village, and establish a new connecting path along the stream.

5.9.34i. Community Facilities – Financial contributions towards education provision will be sought.

Land north of Bathleaze, Kings Stanley (Hg21)

5.9.36a. Form and Layout – The development should reflect the traditional built form and character of Kings Stanley. 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 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.

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5.9.36b.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.

5.9.36c.Affordable Housing - At least 3 units of affordable housing should be provided on this site.

5.9.36d.Access - Vehicular access is likely to should be from Bathleaze. An additional pedestrian/cycle access should be made to Church Street.

5.9.36e.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.

5.9.36f.Landscape - The existing boundary trees around the site are important features that should be retained as far as possible.

5.9.36g.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.

5.9.36h.Recreation - Contributions will be sought towards public open space within the village in accordance with Policy R5 of the Local Plan. Such contributions will be used to improve the quality and range of existing facilities. 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.36i.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 (Hq22)

5.9.37a.Form and Layout - The development should reflect the traditional pattern and character of built form in the village, and should include frontage development facing Charfield Road The site is visible from the Cotswolds escarpment and is partly within the Conservation Area and, therefore, it is particularly important that the site enhances the built environment in this location.

5.9.37b.Density - The density should vary within the site with the highest density along the Charfield Road and adjacent to the northern part of Chestnut Park.

5.9.37c.Affordable Housing - The provision of 5 units of affordable housing is sought on this site, based on the need identified in the Housing Needs Survey of 1996. These should comprise about 50% social housing for rent and about 50% low cost home ownership/shared ownership a mix of dwellings to reflect local housing need.

5.9.37d.Access – The preferred access is from both Chestnut Park and Charfield Road. Access should be provided from both Chestnut Park and Charfield Road. A route should be provided through the site, but this should be designed to contain tight corners and designed to a very low traffic speed, so as not to create a 'rat run' for through traffic. However, it is recognised that any access off Charfield Road would also need to be carefully designed to overcome visibility constraints for vehicles accessing Charfield Road, and a cul-de-sac access off Chestnut Park may be appropriate if a satisfactory scheme cannot be designed. Pedestrian and cycle access should be incorporated from Charfield Road to Chestnut Park.

5.9.37e.Transportation - It is unlikely that the scale of this development will be sufficient to generate contributions to improvements to bus services. However, a contribution will be sought towards better associated facilities, such as bus shelters.

5.9.37f.Landscape - New hedgerows should be planted on the boundaries of the site where they do not exist already. Significant planting should be included on the south west and western boundaries.

5.9.37g.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.

5.9.37h.Recreation –The site will be subject to Policy R5 in respect of the provision of public outdoor play space off-site. 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 be expected to satisfy Policy R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.37i.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 (Hq23)

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5.9.38a. 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 ~~attached and/or~~ 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.

5.9.38b. 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.

5.9.38c. Affordable Housing - At least 8 units of affordable housing should be provided on this site. These should comprise a mix of dwellings to reflect local housing need.

5.9.38d. Access - Access will be from Bath Road and improved footpath provision will be required. together with a pedestrian crossing facility across Bath Road.

5.9.38e. 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.

5.9.38f. 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.

5.9.38g. 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.

5.9.38h. Recreation ~~Contributions will be sought towards public open space in the village in accordance with Policy R5 of the Local Plan. Such contributions will be used to improve the quality and range of existing facilities. – 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.38i. Community Facilities – The Local Education Authority has advised that financial contributions towards education provision will be sought.

Land at Barcelona, Windmill Road, Minchinhampton (Hq24)

5.9.39a. Form and Layout – Minchinhampton is located within the AONB and a high quality design is therefore required, in keeping with the historic pattern of development of the village. The development should reflect the character of this entrance to the village, with the front elevations of dwellings should be located along Windmill Road. The existing trees within the site, which are subject to a TPO, should be located within the public realm, and the development arranged around them to form a feature. The stone wall along the site frontage should be retained to provide continuity in the street scene. The raising of the height of this wall would also be in keeping. Existing substantial buildings should be retained and converted to residential or ancillary use. Car parking and garage accommodation should be provided to the rear of dwellings along the street frontage, and either to the side or rear of dwellings within the site.

5.9.39b. Density - The overall density of the site will be affected by the retention of the existing buildings and trees. It is anticipated, however, that the site could accommodate approximately 20 additional units. A mix of dwelling sizes will be required within the site, including 2 bed units.

5.9.39c. Affordable Housing - The Local Plan requires the provision of at least 4 units of affordable housing on this site, based on the need identified in the Housing Needs Survey of 1996. These should comprise a mix of dwellings that reflects local housing need, 50% social housing for rent, and 50% low cost home ownership/shared ownership.

5.9.39d. Access - Access should be provided via Windmill Road from Ricardo Drive, with improvements to its junction with Windmill Road. Pedestrian and cycle access should be via Windmill Road. The existing wall and grass verge in front of the site should be retained. Footpath improvements, together with traffic calming, will be required along the north side of Windmill Road.

5.9.39e. Transportation - It is unlikely that the scale of this development will be sufficient to generate substantial contributions to improve the bus services. However, a contribution will be sought towards better associated facilities, such as bus shelters.

5.9.39f. Landscape - In order to ensure the integration of the development within the village, and to provide views from public spaces towards the preserved trees in the interior of the site, the existing

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row of conifers behind the stone wall should be reduced in height or, ideally, removed.

5.9.39g.Archaeology - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.39h.Recreation - ~~Contributions towards public open space in the village will be sought in accordance with Policy R5 of the Local Plan. Such contributions will be used to improve the quality and range of existing facilities. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Minchinhampton Parish 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.39i.Community Facilities – The Local Education Authority has advised that Financial contributions towards education provision will be sought.

Gyde House, Painswick (Hq25)

5.9.40a.This allocation relates to the conversion of Gyde House, a Grade II Listed Building.

5.9.40b.Form and Layout - The site contains the main house and a number of outbuildings capable of conversion to residential and ancillary use. No new build is anticipated.

5.9.40c.Density - The density of the resultant conversion will be primarily dependent on Listed Building requirements. It is envisaged that the main building is capable of conversion to approximately 20 units.

5.9.40d.Affordable Housing - The need to preserve the Listed Building and its character is an overriding consideration in this allocation which may prohibit the suitability of the building for the provision of affordable housing.

5.9.40e.Access - The existing access would be utilised.

5.9.40f.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 improving associated facilities, such as bus shelters.

5.9.40g.Landscape - The building is set within in an extensive parkland which is well vegetated. Some new planting of specimen trees may be required to preserve the character and setting of the Listed Building.

5.9.40h.Archaeology - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.40i.Recreation - ~~The developer will be expected to make a capital contribution towards public open space in the village in accordance with Policy R5 of the Local Plan. Such contributions will be used to improve the quality and range of existing facilities. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Painswick Parish is significantly above the Council's adopted standard. The development should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.40j.Community Facilities - Financial contributions towards education provision will be sought.

Land to North of Cotswold Mead, Painswick (Hq26)

5.9.41a.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.

5.9.41b.Density - The site is allocated for 10 units, with the development to allow for a nursing home on the remainder of the site. 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.

5.9.41c.Affordable Housing - The Local Plan requires the provision of 10 units of affordable housing on this site based on the need identified in the Housing Needs Survey 1996, which identifies a particularly high need for affordable units within the parish of Painswick. These units should comprise a mix of dwellings that reflects local housing need, about 50% social housing for rent, and 50% low cost home ownership/shared ownership. It is probable that, given the nature of the associated development within the site, the units will cater for ~~the elderly~~ older people.

5.9.41d.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.

5.9.41e.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.

5.9.41f.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. 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.

5.9.41g.Archaeology - An archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.41h.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. The development of the 10 units should satisfy the demand generated by its new residents. Proposals will be expected to satisfy Policy R5 in terms of a contribution towards the improvement of facilities off-site. Policy R5 of the Local Plan is not be applicable to nursing home accommodation. The 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. ~~The residential units will be subject to the provisions of Policy R5, subject to the nature of the dwelling units proposed. Such contributions will be used to improve the quality and range of existing facilities.~~

5.9.41i.Community Facilities - The nature of the envisaged development is such that contributions towards improved social facilities, such as medical and indoor community facilities indoors, may be sought. Contributions towards education provision may also be sought, again subject to the nature of the development.

Land at Cromwell Farm, Newtown/Sharpness (Hq27)

5.9.42a.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.

5.9.42b.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.

5.9.42c.Affordable Housing - The provision of ~~15~~ 13 units of affordable housing is sought on this site, based on the need identified in the Housing Needs Survey of 1996. These should comprise a mix of dwellings that reflects local housing need. about 50% social housing for rent and about 50% low cost home ownership/shared ownership.

5.9.42d.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).

5.9.42e.Transportation - Contributions will be sought towards an improvement to bus services.

5.9.42f.Landscape - Significant landscaping of indigenous species should be planted in the southern part of the site.

5.9.42g.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.

5.9.42h.Recreation ~~–The site will be subject to Policy R5 in respect of public outdoor play space provision. A new children’s play area and space for casual play will be required within the development site. Contributions towards provision of off-site of youth/adult facilities will also be required.~~ 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 R5 in terms of a contribution towards the improvement of facilities off-site.

5.9.42i.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

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Sharpness Primary School should be provided on site.

Land north of Kidnams Farm and west of Paynes Meadow, Whitminster (Hq28)

5.9.43a. Form and Layout - Development of this site should be focused on a central area of public open space, of approximately 0.65 hectare, laid out as a village green. Development should include an appropriate mix of dwelling types and sizes, including terraced, to create a high quality environment around the central area. The public footpath through the site should be retained, and a part of its route incorporated into the public open space.

5.9.43b. Density - A development capacity of 30 dwellings is proposed for this site, giving an overall site density of less than 20 dwellings per hectare. However, a relatively large area of the site is to be set aside as the central open space (in conjunction with the public footpath crossing the site) and the resulting built form should be at high to medium density.

5.9.43c. Affordable Housing - At least 6 units of affordable housing should be provided within the site. These should comprise a mix of dwellings that reflects local housing need, about 50% social housing for rent and about 50% low-cost home ownership/shared ownership.

5.9.43d. Access - Vehicle - Access to the site should be obtained via the recently improved section of highway from School Lane, which serves the Kidnams Walk development. Additional access via the Paynes Meadow Estate would not be appropriate due to the limitations of the existing road alignment and the current levels of traffic congestion in this area. Similarly, no additional traffic should be generated via Hyde Lane which would link the north-eastern area of the site with the adjacent A38.

Pedestrian - The existing public footpath running through the site should be retained and enhanced (along with an area of public open space) to form a feature within the site. Additional footpaths within the site, incorporating 'green corridors', would both increase the permeability and contribute to the aesthetic quality of the site. Pedestrian links ~~from~~ between the development site and surrounding residential areas, to existing facilities ~~bus stops~~ along the A38 should be retained and, where appropriate, upgraded. Improvements to footways along School Lane and the provision of appropriate highway safety measures for pedestrians crossing the A38 will also be required.

5.9.43e. Transportation - The site is within walking distance of existing bus services which are adequate to serve this development. No contributions to these will therefore be sought.

5.9.43f. Landscape - The existing treeline along the northern boundary of the site should be retained and enhanced with deciduous species to reduce the impact of views into the site from the north. The low overall density of this site offers an opportunity to provide an extensive amount of imaginative soft landscaping. In its current form, the site acts as a 'green wedge' between two residential developments. With the careful use of landscaping, this effect can be retained. The central area of public open space should be surrounded by new development fronting on to it. The open space should be combined with the public footpath currently crossing the site and an additional pedestrian link from Vaisey Field.

5.9.43g. Archaeology - The site lies within an area of a probable Medieval settlement. A full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

5.9.43h. Recreation - ~~In addition to the open space within the site, contributions will be sought for off-site improvements to public outdoor playing space, in accordance with Policy R5 of the Plan. The District Council's survey of 'Outdoor Playing Space' has highlighted that provision in Whitminster Parish is significantly above 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 R5 in terms of a contribution towards the improvement of facilities off-site.~~

5.9.43i. Community Facilities - The Local Education Authority has advised that financial contributions towards education provision will be sought.