

5.9. Housing Allocation

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 should be agreed prior to any planning permission being granted. 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 will be sought in respect of any particular development, as this provides greater certainty to all parties. These 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.

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.

PROPOSAL H1

The following sites are allocated, 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 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.

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, including school, shops and other community facilities, and open space. 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).
- Provision of new railway station and associated park and ride.
- Ensuring, and initial subsidy of, bus services to the site.
- Provision of public open space and indoor sports facility within the site, and its maintenance.
- Provision of local centre within the site, including community centre, neighbourhood shopping, public house and medical centre.
- Provision for new primary school within the site, and contributions towards primary and secondary education.
- Provision of affordable housing within the site.
- Contributions towards the completion of the Gloucester southern relief road and upgrading of Junction 12 of the M5, and other relevant off-site highway works.
- Contributions towards town centre regeneration.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hq1)

(Approximately 20 hectares)

Residential development, with associated local centre, including shops and other community facilities, and open space.

Indicative capacity of 500 dwellings.

Obligations:-

- Phasing of development in conjunction with the development of the adjoining site within Tewkesbury Borough (see Phasing Section later in this chapter).
- Ensuring, and initial subsidy of, bus services to the site.
- Provision of public open space within the site, and its maintenance.
- Provision of local centre within the site, including community centre, neighbourhood

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shopping and public house.

- Contributions towards primary and secondary education.
- Provision of affordable housing within the site.
- Contributions towards off-site highway works.
- Provision and contributions to cycle routes.
- Provision of allotments on site.
- Contributions to national and local biodiversity plans.
- Provision of community composting site.

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.
- 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 St, Dursley (MU3)

(Approximately 34.6 hectares)

Mixed use, including the conversion of existing buildings and new development, and including residential, employment and public open space.

Indicative capacity of 210 dwellings. fdfdsfdffdsff
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.
- Contributions 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.

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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. 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 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)

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.

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) 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.

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. 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).

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.

Access - The most suitable means of accessing the site will be determined through the submission and agreement of the development brief. 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 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-sac should be avoided as much as possible.

Transportation - 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. Bus services should be ensured through the site, including the new railway station. These will need to be subsidised until they are commercially viable. 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.

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.

Archaeology - A number of significant archaeological sites are recorded at Hunt's Grove, including Prehistoric, Roman and Medieval settlement, 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.

Recreation - Public Open Space should be provided in accordance with Policy R5 of this Plan. This should include sports pitches and more local play areas, all of which should be accommodated on site. An indoor sports facility should also be provided as part of the development.

Community Facilities - 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. 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.

Land at the former airfield, south of the Gloucester Trading Estate, and east of the M5, at Brockworth (Hq1)

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.

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) and the District Council's adopted Residential Design Guide. The development brief will determine the location of the Local Centre. 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.

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. 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).

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.

Access - The most suitable means of accessing the site will be determined through 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.

Transportation - Bus services through the site should be provided. These will need to be subsidised initially until they are commercially viable. Contributions towards other off-site highway requirements required to facilitate the development should also be made.

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. 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.

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 of archaeological potential can be made.

Recreation - Public Open Space should be provided in accordance with Policy R5 of this Plan. This should include sports pitches and more local play areas, all of which should be accommodated on site.

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

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

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 Conservation Areas. 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.

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.

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.

Affordable Housing - At least 15 of the dwellings within the site should be affordable dwellings, 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.

Access - A Traffic Impact 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.

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.

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.

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.

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 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.

Community Facilities - Contributions towards education provision will be sought.

Land north-west of Draycott Crescent, Cam (Hq2)

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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.

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.

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 Surveys.

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.

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.

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.

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 before a definite assessment of archaeological potential can be made.

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.

Community Facilities - Contributions towards education provision will be sought.

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

This site presents an opportunity to provide housing in close proximity to the town centre and so assist in the regeneration of Dursley.

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) 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. However, as not all of the land indicated on the proposals map will be developed, the development brief should also identify sub-areas for these uses and 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 over looked by the Dursley Conservation Area and development in these parts should respect the form, layout and design in the area.

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In the vicinity of the Towers, denser 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.

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 should contain a mix of unit sizes.

Density - A higher density 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 to 40 dwellings per hectare should be achievable in developed areas.

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.

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.

Transportation - 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.

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.

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

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.

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.

Community Facilities - 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 and contributions towards community facilities may be sought.

Land at Bymacks, Long Street, Dursley (MU4)

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. The eastern half of the site would be more suited to the inclusion of some lower-

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density residential development, reflecting the more 'open' character of the surrounding landscape and existing pattern of residential development.

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.

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.

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.

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

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 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.

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.

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

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.

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 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.

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 hectares)

Indicative capacity of 55 dwellings

Additional Obligation:-

- Securing access to, and improvements to, the

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footpath/cycleway to the east of the site.

- Contribution towards bus facilities.

Cashes Green Hospital, Cainscross (Hg5)

(Approximately 1.4 hectares)

Indicative capacity of 40 dwellings

Additional obligation:-

- Securing the use of the adjoining allotment site as allotments readily available to local people.

Uplands House, Springfield Road, Stroud (Hg6)

(Approximately 0.8 hectare)

Indicative capacity of 30 dwellings

Additional obligation:-

- Contribution towards improved bus facilities.

Bisley Old Road Allotments, Stroud (Hg7)

(Approximately 1.2 hectares)

Indicative capacity of 40 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 hectares)

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.

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 and/or provision of new footpaths/cycleways 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

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

(Approximately 1.8 hectares)

Indicative capacity of 30 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.

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.

Land at Horsemarling Farm, Stonehouse (Hg15)

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(Approximately 1.1 hectares)
Indicative capacity 25 dwellings

Additional Obligation:

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

Forest Green Rovers' Ground and adjoining land, Nympsfield 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 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, Kingswood (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 Cotswolds 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

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north.

- Traffic calming gateway feature.

Land at Cromwell Farm, Newtown/Sharpness (Hg27)

(Approximately 2.7 hectares)

Indicative capacity of 75 dwellings

Additional Obligations:-

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

Land north of Kidnams Farm and west of Paynes Meadow, Whitminster (Hg28)

(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

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 should be reflected in its development. Reference should also be had to the Council's adopted Residential Design Guide.

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

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.

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

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.

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.

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.

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.

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.

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

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)

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Form and Layout - Development along Dudbridge Hill should be set back approximately 5 metres from the back of 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.

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.

Affordable Housing - At least 10 units of social housing for rent should be provided within the site. The remainder of the site should be developed primarily for low-cost home ownership.

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.

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.

Landscape - The existing overgrown hedgerow and mature trees along the eastern boundary compliment 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.

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

Recreation - Contributions towards public open space off the development site will be sought in accordance with policy R5 of the Plan.

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

Cashes Green Hospital, Cainscross (Hg5)

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.

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

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. In practice, on this site, even those units not specified as affordable housing should be for low-cost home ownership.

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.

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

Archaeology - There are no recorded archaeological sites on this allocation. However, evidence of Roman occupation has been found over

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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.

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.

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

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. Financial contributions towards education provision will also be sought.

Uplands House, Springfield Road, Stroud (Hg6)

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.

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

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

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.

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

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.

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.

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

Community facilities - Contributions towards education provision may be sought.

Bisley Old Road Allotments, Stroud (Hg7)

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 to develop a more distinctive design of dwelling also exists within the lower lying, south-western corner of the site.

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

Affordable Housing - At least 8 units of affordable housing should be provided within the site, of which at least 6 should be social housing for rent.

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.

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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.

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, therefore, will be expected to contribute towards the provision of additional bus services along the Bisley Old Road/Parliament Street to Stroud town centre.

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.

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.

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

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.

Former TA Centre, Bowbridge Lane, Stroud (Hg8)

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. 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.

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.

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.

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. Pedestrian and cycle access to the site should be gained via the eastern boundary rather than the existing southern access road.

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

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.

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

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

Community Facilities - Financial contributions will be required 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)

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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.

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.

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.

Access - Access should be provided via Lansdown Road and possibly Belle Vue Road. 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.

Transportation - The site is within walking distance of Stroud town centre. A comprehensive Traffic Impact Assessment covering the impact upon the local highway 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.

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.

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.

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.

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

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

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.

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.

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.

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.

Landscape - The steeply sloped grass area to the south of the site should be retained as open space and enhanced with additional landscaping. This

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space could be laid out as a communal garden for the new units in the converted school building.

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.

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

Community Facilities - 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)

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.

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.

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.

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.

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.

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.

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.

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.

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

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

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.

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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.

Affordable Housing - At least 6 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.

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.

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.

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, most should be retained, and care must be taken to maintain a landscape buffer from the railway line.

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.

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.

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

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

Form and Layout - This should respect the form, layout and design in the area, and its position within the Stroud Industrial Heritage Conservation Area.

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. 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.

Affordable housing - Given the substantial nature of other requirements in relation to this site, no affordable housing will be sought on site.

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.

Transportation - There are regular bus services along London Road adjacent to the site. Improvements may 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.

Landscape - Substantial landscaping should be included along the A419 to screen the development from the road, and to help ameliorate noise problems.

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.

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

Community facilities - Financial contributions towards education provision will be sought.

Land at Toadsmoor Road, Thrupp (Hg14)

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

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constraint on the drainage arrangements, and all foul drainage must be conveyed to the public foul sewer.

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.

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.

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.

Pedestrian - A new footpath should be provided along the frontage of the site. A contribution towards extending this path southwards may be sought.

Transportation - The site is located on a regular bus route. Contributions may be required to provide adequate ancillary facilities, such as bus shelters in the area.

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.

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.

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

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

Horsemarling Farm, Stonehouse (Hg15)

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.

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.

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.

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.

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.

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.

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.

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

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

Forest Green Rovers' Ground and adjoining land, Nympsfield Road, Nailsworth (Hq16)

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.

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

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.

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.

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.

Landscape - Significant landscaping should be provided at the southern and western end of the site.

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.

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.

Community Facilities - The development cannot proceed without suitable accommodation being

found for the Stroud College Art and Design campus. Financial contributions towards education provision will be sought.

Former Infants School, Union Street, Dursley (Hq17)

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.

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.

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.

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.

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

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.

Archaeology - The site lies on the periphery of the Medieval settlement of Dursley and is the site of the

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Union Workhouse. Although no archaeological evidence exists, a full archaeological evaluation will be required before a definite assessment of archaeological potential can be made.

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

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.

Bluecoat School, The Chipping, Wotton-under-Edge (Hq18)

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.

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.

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.

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.

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.

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.

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.

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.

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 (Hq19)

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.

Affordable Housing - At least 6 units of affordable housing should be provided, of which at least 3 should be social housing for rent.

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

Access - The south-eastern boundary of the site fronting the Spring Hill highway 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.

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

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

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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.

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.

Recreation: Public outdoor playing space should be provided off-site in accordance with Policy R5 of the Local Plan.

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

Land at The Piggeries, Kings Stanley (Hg20)

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.

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.

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.

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.

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.

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.

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.

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.

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

Land north of Bathleaze, Kings Stanley (Hg21)

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

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.

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

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

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.

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

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.

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.

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

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

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 partly within the Conservation Area and, therefore, it is particularly important that the site enhances the built environment in this location.

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.

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.

Access - 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. Pedestrian and cycle access should be incorporated from Charfield Road to Chestnut Park.

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.

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.

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.

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

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

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

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

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frontage should be safeguarded within the development and retained in the public realm.

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.

Affordable Housing - At least 8 units of affordable housing should be provided on this site.

Access - Access will be from Bath Road and improved footpath provision will be required.

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.

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.

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.

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.

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

Land at Barcelona, Windmill Road, Minchinhampton (Hg24)

Form and Layout - The development should reflect the character of this entrance to the village, with the front elevations of dwellings 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.

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.

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 50% social housing for rent, and 50% low cost home ownership/shared ownership.

Access - Access should be provided 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 Windmill Road.

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.

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

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

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.

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

Gyde House, Painswick (Hg25)

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

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.

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.

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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.

Access - The existing access would be utilised.

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.

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.

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

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.

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

Land to North of Cotswold Mead, Painswick (Hq26)

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.

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.

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 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.

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:-

- 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.

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.

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.

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

Recreation - Policy R5 of the Local Plan is not be applicable to nursing home accommodation. 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.

Community Facilities - The nature of the envisaged development is such that contributions towards improved social facilities, such as medical and indoor community, 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)

Form and Layout - The development should reflect the traditional pattern and character of built form in

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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.

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.

Affordable Housing - The provision of 15 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.

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).

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

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

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.

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 youth/adult facilities will also be required.

Community Facilities - Financial contributions towards education provision will be sought and the provision of enhanced playing field facilities for harness Primary School should be provided on site.

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

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.

Affordable Housing - At least 6 units of affordable housing should be provided within the site. These should comprise about 50% social housing for rent and about 50% low-cost home ownership/shared ownership.

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.

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 the development site to existing facilities bus stops along the A38 should be upgraded. Improvements to footways along School Lane and the provision of highway safety measures for pedestrians crossing the A38 will be required.

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.

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.

Archaeology - The site lies within an area of a probable Medieval settlement. A full archaeological evaluation will be required before a definite

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assessment of archaeological potential can be made.

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.

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