

Stroud District Local Plan Review - Examination Pause

Technical Evidence Consultation

Survey response form

Name	<input type="text" value="Emma Fortune on behalf of Redrow Homes Limited"/>
Address 1	<input type="text" value="REDACTED"/>
Address 2	<input type="text" value="REDACTED"/>
Town	<input type="text" value="REDACTED"/>
Postcode	<input type="text" value="REDACTED"/>
Tel. No.	<input type="text" value="REDACTED"/>
Email address	<input type="text" value="REDACTED"/>

The Council cannot accept any representation without a first and last name. Any representations received without this information will be marked invalid.

Data Protection

In submitting a representation you understand that a copy, including your name, will be made available to view on the Council's examination website. Other personal information will be redacted and will be managed in line with the [Planning Strategy Privacy Statement](#). A copy, including your name, email address and/or phone number will be passed to the Planning Inspectorate and to the Programme Officer responsible for administering the examination.

Making comments

In their letter dated [5 February 2024](#), the Inspectors stated that only parties who submitted duly made representations at the Regulation 19 consultation stage of the Plan are invited and eligible to respond.

If you are unsure whether you are eligible, please contact the programme officer Charlotte Glancy at bankssolutionsuk@gmail.com Tel: 01903 776601 M: +447519 628064

The consultation is limited to only documents EB133 - EB137 which can be viewed [here](#). Comments on other documents will not be accepted.

Consultation period

The consultation will run for 6 weeks until **5pm on Wednesday 23 October 2024**. Only comments received during this period will be considered.

Completed forms

Please submit completed forms by email: local.plan@stroud.gov.uk or by post to: Local Plan Review, The Planning Strategy Team, Stroud District Council, Ebley Mill, Stroud, GL5 4UB

Strategic Road Network (Please read documents EB133a, b & c)

Q1a. Are the proposed works to M5 Junction 12 effective and do they overcome the junction capacity constraints to local plan growth?

EB133b - Design and Costing M5 Junctions 12 and 14 Funding Overview

Paragraph 2.2.3 states *“Recent modelling of the junction [J12] carried out on behalf of GCC suggests that there is limited spare capacity.”*

The limited spare capacity is not defined in terms of the number of dwellings that could be delivered before an upgrade is required.

Paragraph 2.2.5 states *“Smaller scale and interim schemes have been considered, but are not sufficient to adequately meet the strategic needs of the region.”*

As set out below, an interim scheme at M5 Junction 12 could deliver housing at an earlier stage in line with the housing trajectory.

EB133c - Design and Costing M5 Junction 12 Stage 2 Optioneering Report

Three options for upgrading M5 Junction 12 are shortlisted. These are:

- **Option 1**
Traffic lane reassignment through the delivery of additional approach lanes at the junction; and Enhancements to walking and cycling provision (£14.6m)
- **Option 2a**
Widened bridge to provide two lanes northbound (£92.6m)
- **Option 3a**
Two bridge roundabout (£134.5m)

The conclusions of EB133c state: *“Option 1 is the lowest cost option, providing an incremental increase in capacity compared to the current arrangement. However, against the scheme objectives this option is unlikely to be able to deliver the extent Local Plan development.”* It goes on to state: *“It is therefore proposed that Options 2a and 3a are retained for further development.”*

Option 1 is discounted as it is deemed unlikely to deliver the full extent of Local Plan development. However, the costs and timescales associated with Options 2a/2b would likely impact the housing trajectory and push the delivery of homes on the Gloucester Fringe sites back. As set out below, South of Hardwicke is a sustainable location for development and an interim scheme may be needed to deliver the necessary housing trajectory. An interim scheme for M5 Junction 12 should therefore not be discounted.

Q1b. In order to assist the examination, the Inspectors would like a summary of your comments to Q1a (Please do not exceed 250 words).

- EB133b suggests there is spare capacity at M5 Junction 12. This should be defined in terms of the number of dwellings that could be delivered before an upgrade is required.
- EB133c discounts an interim scheme for M5 Junction 12. The costs and timescales associated with a ‘full scheme’ will likely delay the delivery of housing. South of Hardwicke is a sustainable location for development and an interim scheme may be needed to deliver the necessary housing trajectory. An interim scheme for M5 Junction 12 should therefore not be discounted and should be retained for further development alongside the full scheme.

Q2a. Are the proposed works to M5 Junction 14 effective and do they overcome the junction capacity constraints to local plan growth?

No comment.

Q2b. In order to assist the examination, the Inspectors would like a summary of your comments to Q2a (Please do not exceed 250 words).

No comment.

Housing Delivery

Q3a. Do you have any comments on the housing trajectory presented in EB134 Housing Delivery?

In respect of Strategic Site Allocation G1: South of Hardwicke, the trajectory presented within Appendix 1 was agreed with Stroud District Council in July 2024. The anticipated delay to the build out rates (compared to those previously presented) for the site reflect the current pause associated with the Local Plan Examination.

A planning application (ref: S23/1384/OUT) for the development of up to 1350 dwellings together with a primary school and associated playing fields, a local centre, community uses, highway improvements and associated ancillary uses including open space, green infrastructure and drainage attenuation (outline all matters reserved except access) for the site was submitted July 2023.

A Planning Performance Agreement with Stroud District Council has been agreed to help progress the determination of the application.

Q3b. In order to assist the examination, the Inspectors would like a summary of your comments to Q3a (Please do not exceed 250 words).

See above.

Q4a. Do you have any comments on the junction scenarios impacting housing delivery presented in EB135 M5 Junctions 12 and 14 scenarios?

The Inspectors should be mindful that each of the scenarios which remove sites due to M5 Junction 12 and/or Junction 14 capacity concerns assume that each of the remaining sites will be delivered within the Plan Period. The Inspectors, within their letter to Stroud District Council dated 4th August 2023, raised fundamental concerns over the deliverability of both Wislow and Sharpness new settlements. Should these sites not be delivered, in addition to other sites being removed from the Local Plan, then Stroud District Council would not be able to deliver their housing need or development in accordance with their spatial strategy.

Whilst Strategic Site Allocation G1: South of Hardwicke is located in relatively close proximity to M5 Junction 12, the site represents a sustainable urban extension whereby opportunities for modal shift can be realised. It is located 'inside' of the M5 where a significant number trips to the main employment areas of Gloucester can be made without having to route via M5 Junction 12 and the site's impact on the motorway is therefore lessened.

To achieve the carbon emissions reductions needed to meet the policy objectives and targets of the DfT's 'Decarbonising Transport: A Better, Greener Britain', which was published in 2021 and sets out the UK Government's plan to decarbonise transport and achieve net zero emissions from all

transport modes by 2050, a sustainable pattern of development that prioritises walking, cycling and public transport, amongst other active modes of transport, is essential. Gloucestershire Bus Service Improvement Plan, which was also produced in 2021, focuses on an overall ambition for bus travel to be the de-facto choice for all transport requirements with improved integration with other transport modes.

As set out in previous representations, G1: South of Hardwicke is located where a sustainable pattern of development can be achieved by way of access to local facilities including education, leisure, health, retail and employment on foot, by bicycle or by bus. The site is on the proposed route of the Gloucestershire Cycle Spine, adjacent to the A38, which is identified as a 'Main Movement Corridor' in the Stroud Sustainable Transport Strategy where integrated packages of initiatives can be delivered, which can showcase multimodal use with a focus on sustainable travel modes. The site can seamlessly link into and contribute to the local bus operator Stagecoach West's plans for public transport provision in the district, which includes high frequency mainstream bus services routing from Stroud to Gloucester along the A38 adjacent the site together with City Centre services that would penetrate Gloucester Fringe via the local plan allocation sites including G1: South of Hardwicke. These mainstream bus services would benefit from bus priority schemes that would enable them to compete with the private car. Development in the Gloucester Fringe, including G1: South of Hardwicke, would contribute to the critical mass required to boost patronage and support higher frequency services in turn reducing reliance on the private car by existing and future residents.

It is considered that all reasonable endeavours should be taken to ensure that the motorway junctions do not push back development in sustainable locations such as the Gloucester Fringe, including G1: South of Hardwicke, where a vision-led approach can be taken in combination with key sustainable transport infrastructure to deliver homes in accordance with the necessary housing trajectory.

Q4b. In order to assist the examination, the Inspectors would like a summary of your comments to Q4a (Please do not exceed 250 words).

- The Inspectors should be mindful that each of the scenarios which remove sites due to M5 Junction 12 and/or Junction 14 capacity concerns assume that each of the remaining sites will be delivered within the Plan Period.
- The Inspectors, within their letter to Stroud District Council dated 4th August 2023, raised fundamental concerns over the deliverability of both Wislow and Sharpness new settlements.
- Should these sites not be delivered, in addition to other sites being removed from the Local Plan, then Stroud District Council would not be able to deliver their housing need or development in accordance with their spatial strategy.
- G1: South of Hardwicke is located where a sustainable pattern of development can be achieved by way of access to local facilities including education, leisure, health, retail and employment on foot, by bicycle or by bus. The site is on the proposed route of the Gloucestershire Cycle Spine, adjacent to the A38, which is identified as a 'Main Movement Corridor' in the Stroud Sustainable Transport Strategy and can seamlessly link into and contribute to the local bus operator Stagecoach West's plans for public transport provision in the district.
- It is considered that all reasonable endeavours should be taken to ensure that the motorway junctions do not push back development in sustainable locations such as the Gloucester Fringe, including G1: South of Hardwicke, where a vision-led approach can be taken in combination with key sustainable transport infrastructure to deliver homes in accordance with the necessary housing trajectory.

Q5a. Do you have any comments on the next steps evidence provided by the promoter on the reintroduction of Sharpness Vale Passenger Rail Service?

No comment.

Q5b. In order to assist the examination, the Inspectors would like a summary of your comments to Q5a (Please do not exceed 250 words).

No comment.

PS37 Wisloe New settlement (Please read document EB137)

Q6a. Do you have any comments on the costings provided on behalf of both landowners to deliver the proposed M5 pedestrian and cycle bridge crossing?

No comment.

Q6b. In order to assist the examination, the Inspectors would like a summary of your comments to Q6a (Please do not exceed 250 words).

No comment.