

Stroud District Local Plan Review

Evidence Base Consultation October 2024

Land at Moreton Valence, Stroud

Prepared on behalf of HarperCrewe Limited

Date: 23 October 2024

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Contents

1.	Introduction	4
2.	Transport improvements Junction 12 and 14.....	6
	Junction 12.....	6
3.	Housing delivery	7
	SANG	7
	Site commencement / build-out	7
4.	Additional Site at Moreton Valence.....	13
	Site context	13
	Site potential	13
Appendix A	Site Location Plan	14
Appendix B	Vision Document December 2020	16
Appendix C	Base Housing Trajectory.....	54
Appendix D	Housing Trajectory Review.....	56
Appendix E	Site Allocations Trajectory Summary	60

1. Introduction

- 1.1 This representation has been prepared by Knight Frank LLP on behalf of HarperCrewe Ltd and the landowners, who have an interest in Land to the east of A38 at Moreton Valence, Stroud (see site plan at **Appendix A**), to submit this representation in response to the Stroud District Council Local Plan Review Evidence Base Consultation October 2024.
- 1.2 This representation seeks to assist and support positive engagement between Knight Frank LLP on behalf of HarperCrewe Ltd and Stroud District Council to achieve the scale and mix of development to meet the district's needs over the plan period. This representation follows on from the representation made as part of the LPR Regulation 19 Consultation in relation to the site on land at east of A38 at Moreton Valence by Ridge and Partners LLP on behalf of the landowners of the site. A representation to this evidence base consultation in relation to the aforementioned site is therefore acceptable.
- 1.3 This representation responds to the Stroud Local Plan Review (LPR) Evidence Base consultation October 2024, in relation to the following:
- EB133a: Design and costing M5 Junction 14 report
 - EB133b: Design and costing M5 Junctions 12 and 14 funding overview
 - EB133c: Design and costing M5 Junction 12 Stage 2 optioneering report
 - EB134: Housing delivery
 - EB135: M5 J12 and J14 scenarios
 - EB136: PS36 Sharpness New Settlement
 - EB137: PS37 Wisloe New Settlement
- 1.4 Based on a review of the additional evidence base, there are concerns in relation to the improvements to Junctions 12 and 14, the mitigation measures in relation to the Special Areas of Conservation (SAC), and the assumed housing trajectory.
- 1.5 With regards to the junction improvements, it is noted in para 1.2.1 of the M5 Junction 12 and 14 Improvement Schemes Funding Overview (September 2024) that *"circa 15% of the funding would be generated from local contributions e.g. from allocated developments through the development management process"*. However, it is not clear from the evidence provided if sufficient developments are available to provide the 15% funding without risking their viability, and equally, if sufficient funding is available for the remaining 85% of the required funding.
- 1.6 Furthermore, it is unlikely that all relevant developments would be able to provide the financial contributions upfront and equally, the various different timings of relevant planning permissions, particularly if their delivery, timescale and unit yield are in question, could lead to delays in the delivery of the junction improvements due to a lag in sufficient funding being made available.
- 1.7 The mitigation measures relating to SAC includes the delivery of Suitable Alternative Natural Greenspace (SANG). However, based on the current information, only a limited number of large-scale sites are seeking to provide bespoke SANG, whereby most developments will seek to provide financial contributions for off-site SANG. Evidence should be provided in relation to current or future deliverable SANG sites.

- 1.8 A new draft of the NPPF has recently been published and consulted on, and is anticipated to be adopted by late 2024 or early 2025. This shows the likely direction of policy change of the new Government. References to the likely changes are made where these are relevant. In light of the LPR's set housing requirement of 630dpa (based on the current standard method) and the 2024 Standard Method increasing the housing need by **214dpa** (*when compared to the local plan housing requirements*) to 844dpa, the transitional arrangements of para 226 c) and 227 of the draft NPPF would apply.
- 1.9 Para 226 c) draft NPPF states that the current adopted NPPF will apply for local plans that are submitted for examination on or before the draft NPPF publication + one month. However, para 227 draft NPPF requires local plans that are adopted with an annual housing requirement more than 200 dwellings lower than the relevant published local housing needs to "*commence plan-making under the new plan-making system at the earliest opportunity to address the shortfall in housing need*".
- 1.10 This approach would require a substantial amount of resources from the Council, whereas addressing the issue in the short term, i.e. ensuring sufficient housing land supply is provided, will provide greater certainty in terms of plan policies and overall deliverability across the district. This would likely trigger the need for an additional consultation during the examination, subject to the Inspector's acceptability of the approach.
- 1.11 However, we are of the view that the resources required to provide for additional sites based on existing evidence base would require fewer resources from the Council. Furthermore, it would ensure that the housing land supply can be maintained over the plan period (inclusive of an additional 5% buffer based on para 76 NPPF 2024).
- 1.12 The Government is seeking to ensure that all councils provide sufficient housing as per the Standard Method, as has been set out with great clarity in the letter sent to all local authority Leaders and Chief Executives in England by the Rt Hon Angela Rayner MP, dated 30 July 2024.
- 1.13 With the addition of additional sites, the council would reduce its risk of the plan being found unsound or requiring an immediate review due to currently providing an insufficient housing land supply when compared to the new Standard Method under the provisions of the draft NPPF.
- 1.14 The site on land at east of A38 at Moreton Valence (see **Appendix A**), as further detailed in Section 4, has potential to contribute to the council's housing land supply with up to ca 1,500 dwellings. The site is available for development within five years and is considered to be suitable and achievable. The site has previously been promoted in the LPR on behalf of the landowners, notably via a Vision Document (Ridge and Partners, December 2020, see **Appendix B**) and has been assessed in the SALA 2019 (ref. HAR015 and HAR016) and the Additional Housing Options Report (April 2021),
- 1.15 Whilst the site is located in proximity to Junction 12, the site lies to the south of Quedgeley and Gloucester, with access to a wide range of facilities and services via the A38. It is therefore considered that, subject to further evidence in relation to J12 capacities, initial phases of the site could be developed initially, with potential for appropriate financial contributions to J12 improvements. Furthermore, the site has potential to provide on-site mitigation measures relating to the Cotswolds Beechwood SAC such as bespoke SANG.

2. Transport improvements Junction 12 and 14

- 2.1 It is understood that modelling of the M5 J12 and J14 were undertaken using the Vissim modelling, derived from the strategic transport model (SATURN) which was used to inform the local plan review. The evidence base provides a Vissim modelling report for J14, whereas J12 is supported by a Stage 2 Optioneering report, however, with no further details provided in relation to the Vissim modelling for J12.
- 2.2 Based on a review of the available evidence base (EB133 to EB137), there appear to be clear omissions of evidence that are required to fully inform the feasibility of the junction improvements. In particular, there is no available modelling report for J12 akin to the M5 J14 Improvement Scheme Consultation Report (AECOM, September 2024) which sets out the design development, modelling and costing exercise for J14. A similar level of evidence was expected for J12, but is unavailable. This is essential and should be provided to inform J12, as the modelling is crucial to ascertaining if the junction improvements, including their design and costings, will be able to accommodate the growth. Without this, the options for J12 should not be relied upon.
- 2.3 In addition to the observations made about the technical evidence omitting important details, the Funding Overview document (EB133b) is equally missing details that we would expect to be provided in order that the CIL compliance tests are met. We would be keen not to see a repeat of the situation at J10 where contribution methodologies are evidently proving to be somewhat protracted and appear to have the potential to delay the delivery of growth within Cheltenham. HarperCrewe and the landowners welcome the opportunity to work with GCC on this matter further and would make the point that it will be important that the viability of the mitigation taken forward is commensurate with the schemes that are identified to contribute to them.

Junction 12

- 2.4 Setting aside this point of principal, we would need to understand why the costs in the Junction 12 Optioneering Report (EB133c) appear to differ from those included in Table 2.1 of the Funding Overview Document (EB133b). For example, the upper limit of costs stated in the Junction 12 Optioneering Report are £134.5M (page 15 refers) with the equivalent value in Table 2.1 being £210M. From the supporting text at para 2.3.5 of EB133b it would appear assumptions have been made for traffic management and include contingencies. HarperCrewe respectfully requests that these are made available for the Inspector to ensure (i) they are reasonable and (ii) provide an appropriate basis upon which to support the Council's funding strategy. Given this level of detail has evidently been provided for J14 (Appendix G of EB133a refers) we assume that this can readily be provided for J12 in the same format for all of the Options that have been considered to date.
- 2.5 Until such time that this is provided, alongside the publication of the modelling that underpins the designs for J12, it is premature to make any decisions about the soundness of the transportation evidence. In terms of the modelling, and for the avoidance of doubt, HarperCrewe would expect the following to be provided so its appointed transport consultant could undertake a WebTag compliance check:
- Base Local Model Validation Reports for both the VISSIM model and the County's Strategic Model;
 - Forecast Modelling Report and Uncertainty Logs for both the VISSIM model and the County's Strategic Model; and,
 - An Options Appraisal Report

3. Housing delivery

- 3.1 Stroud District Council (SDC) set out a trajectory for all site allocations in the draft local plan, replacing the December 2022 trajectory. This provides the projected yearly build-out rates for the plan period up to 2039/2040.
- 3.2 It is considered that insufficient evidence is provided to robustly demonstrate that the site allocations, particularly the strategic, large-scale sites, will commence build-out as projected and deliver at the rate as projected. In particular, three significant matters should be carefully considered when reviewing the housing trajectory:
- Mitigation measures in relation to the Cotswolds Beechwood SAC, Seven Estuary SAC, SPA and Ramsar Site and Rodborough Common SAC, including on-site SANG¹ or off-site contributions to SANG infrastructure projects
 - Site commencement date based on grant of outline planning
 - Build-out rate

SANG

- 3.3 SDC has provided a mitigation strategy in relation to the Rodborough Commons, Severn Estuary and Cotswolds Beechwoods SAC. The mitigation strategies require all new residential development within the zone of influence to contribute to Strategic Access Management and Monitoring (SAMM) and in addition either provide bespoke SANG (as part of a larger development of over 50 dwellings) or contribute towards SANG/infrastructure projects.
- 3.4 The Cotswolds Beechwoods SAC Mitigation Strategy (2022) recognises that not all large developments will be able to provide bespoke SANG, using examples of brownfield sites, whereby SANG/infrastructure contributions would be more appropriate. However, it is not clear if sufficient SANG/infrastructure projects have been identified, are available, achievable and deliverable, for sites that cannot provide bespoke SANG to contribute towards. Otherwise, there is a real risk that residential developments provide a financial contribution to SDC without these funds being used for the provision of SAC mitigation measures (i.e. SANG) which in turn will prohibit delivery.

Site commencement / build-out

Lichfields' analysis

- 3.5 The Lichfields' Start to Finish Report (third edition – September 2024) analysed the pace at which large-scale housing sites of 500 dwellings or more are developed, including timescales in relation to obtaining planning approval to delivering the developments. In light of numerous preferred allocations in the LPR not yet having obtained planning permission, it is essential to consider the lead-in time up to commencement of development. The Lichfield's report highlights the following:

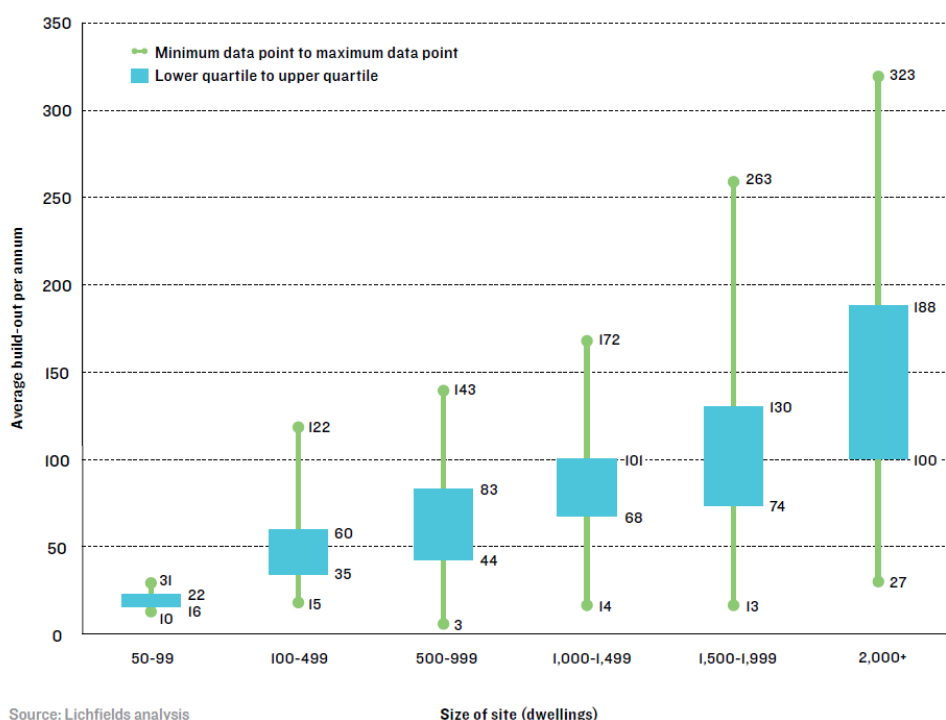
¹ SANG: Suitable Alternative Natural Green Space

Site size	Validation of outline application to first dwelling (median / years)	Build-out rate (Lower quartile)	Build-out rate (upper quartile)
50-99	2.7	16	22
100-499	5.2	35	60
500-999	4.0	44	83
1,000-1,499	5.4	68	101
1,500-1,999	5.3	74	130
2,000+	6.3	100	188

Table 1 – Lichfields Start to Finish Report analysis

3.6 The Lichfields’ report further analysed the average build-out rate by site scale, ranging from smaller scale sites of up to 99 dwellings, up to larger scale developments of over 2,000+ dwellings.

Figure 4.1: Average build-out rate by size of site (dwellings)



Source: Lichfields analysis

Size of site (dwellings)

Table 2 – Lichfield’s Start to Finish Report Figure 4.1 average build-out rate

Letwin Review 2018

3.7 The Rt Hon Sir Oliver Letwin MP published an Independent Review of Build Out Rates in June 2018, which included an analysis of 15 large sites (over 500 in Greater London and over 1,000 elsewhere). This assumed an implementable consent and concluded that the median build-out rate from the point of having an implementable consent is 15.5 years, with an average build out starting at 2.3% in the first year, 2.9% in the second year and 4.3% in the third year, only becoming consistent in the fourth year at around 6% to 6.5% until the build-out rate increases in the remaining quarter of the outstanding phases.

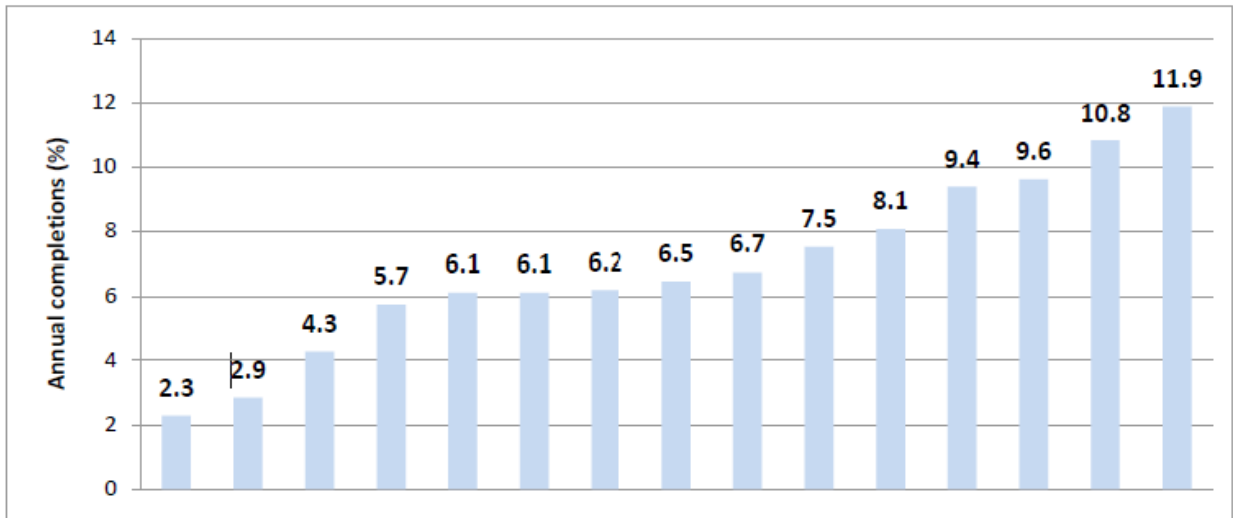


Table 3 – Letwin report yearly average build-out rate

Analysis of housing trajectory

- 3.8 Based on both the research undertaken by Lichfield’s as well as the Letwin Report 2018, the housing trajectory (ref. EB134 Appendix 1) is considered to be overly optimistic and it is highly probable that the projected completions will be delivered slower and pushed back further in the plan period, with some delivery likely to fall beyond the plan period. The Letwin analysis was used to ascertain the potential build-out rate of each of the allocations based on the previous Table 3 as well as the Lichfield’s analysis as per Table 2 (see **Appendix C**).
- 3.9 This analysis should be used as a theoretical comparative to sense-check the proposed trajectory, particularly when sites are assumed to deliver a high number of dwellings within the first year where delivery will indeed be lower, in part due to initial phases of infrastructure being required, including access, installation of site compounds, drainage works and earthworks. The following assumptions have been applied:
- Commencement of development in accordance with Table 1 based on date of validation of an outline planning application or assumed submission of an outline planning application
 - Average yearly build-out rates throughout the development as follows:
 - Year 1: Minimum data point² (Table 2) + Letwin build-out rate percentage (Table 3) of the site yield
 - Year 2+: Lower Quartile of build out rate (Table 2) + Letwin build-out rate percentage (Table 3) of the site yield
- 3.10 A revised trajectory is provided in **Appendix D**, with a detailed summary of sites which considers the implications set out by both the Lichfield’s and Letwin report in **Appendix E**.

² NB: Minimum data point of sites between 500-999 of 3 as been amended to 15, broadly in line with the minimum data points of sites of 100-499 and 1,000-1,499, with the assumption of a site having skewed the minimum data point down to 3.

- 3.11 The proposed amended trajectory set out in **Appendix D** does not, however, consider the implications of the required improvements to Junctions 12 and 14, including:
- Current capacities of J12 and 14
 - Potential headroom in capacities of J12 and 14 without improvements (i.e. possible growth / completions before improvements are required)
 - Timescales to complete J12 and 14, assuming moratorium of impacted development between maximum road capacity reached and completion of improvements.
- 3.12 Upon a high-level review of the strategic and local site allocations (see **Appendix D**), significant concerns are raised on a number of sites as further detailed in the housing trajectory summary (**Appendix E**). In particular, their assumed year of commencement, build out rate and delivery of the site as set out in the draft LPR are expected to lead to delays in delivery beyond the plan period, when considering the latest Lichfields' report (see Table 1), the Letwin analysis 2018 in relation to build-out rates, the potential impacts on SAC (including SANG mitigation) and some consideration of potential impacts of J12/J14 improvements:
- **PS19a Stonehouse North West:** Likely delay in delivery by one year, yield reduced by **65 units** in line with the outline application, to a total of **635 units**. Should on-site SANG be required, further reduction of ca 12.2ha (refer to footnote 5, Appendix E) and, on a pro-rata basis, **245 dwellings** to a total of **390 units**.
 - **PS30 Hunts Grove Extension:** Likely delay in delivery by two years, but still within plan period subject to SANG mitigation and infrastructure phasing requirements (J12). Should on-site SANG be required, further reduction of ca 14.4ha (refer to footnote 6, Appendix E) and, on a pro-rata basis, **311 dwellings** to a total of **439 units**.
 - **G1 South of Hardwicke:** Likely delay in delivery by two years, but still within plan period subject to SANG mitigation and infrastructure phasing requirements (J12). Should on-site SANG be required, further reduction of ca 25.9ha (refer to footnote 7, Appendix E) and, on a pro-rata basis, **538 dwellings** to a total of **812 units**.
 - **PS34 Sharpness Docks:** An outline planning application for 300 dwellings was refused in March 2024, also due to environmental impacts. SANG contributions likely required, with potential for SANG to be provided within PS36 Sharpness Settlement. This would likely lead to delay in delivery, but still within plan period subject to timing of SANG delivery. A delayed delivery of SANG would lead to further delays.
 - **PS36 Sharpness New Settlement:** Likely delay in delivery by two years, assuming the submission of an outline application in 2025/26. Includes SANG. Due to delay in delivery and likely trajectory based on the Letwin analysis, yield reduced by **450 units** which would fall beyond the plan period, to a total supply of **1,950 units**.
 - **PS37 Wisloe New Settlement:** Likely delay in delivery by four years, assuming the submission of an outline application in 2025/26. Despite delay in delivery, may fall within plan period, subject to any further delays due to requirement for on-site SANG. Should on-site SANG be required, further reduction of ca 28.8ha and, on a pro-rata basis, **514 dwellings** to a total of **986 units**.

- 3.13 Based on the aforementioned review, delays to delivery could lead to a reduction in ca **515 dwellings** being delivered within the plan period. Should an on-site SANG mitigation measure be required as per above, this could reduce the unit yield by an additional ca **1,609 dwellings**. Therefore, this could lead to a total combined reduction of **2,124 dwellings**.
- 3.14 It is absolutely essential that a robust SANG mitigation strategy is in place, including demonstrating that sufficient deliverable SANG projects are available to enable contributions to be made (i.e. sites that are unable to accommodate on-site SANG that are within a reasonable distance³). Otherwise, there is a real risk that sites will be significantly delayed and/or reduce in unit yield, which could affect site viability and wider infrastructure funding (**We respectfully request Inspectors to request evidence to demonstrate robust, deliverable mitigation strategy**).
- 3.15 In addition, SDC has included an alternative site. However, concerns are raised in relation to the alternative site:
- **G2 Land at Whaddon:** Outline application for 2,550 submitted in December 2023, with potential for commencement in 30/31. Should this site be included, it is assumed that 320 units would fall beyond the plan period. In addition to the reduced yield as per outline application, the potential yield of 3,000 to be delivered within the plan period should, if included as an alternative site, be reduced by **770 units**.
- 3.16 Based on the concerns raised in relation to the impacts of the required junction improvements, SAC mitigation and build-out rates, significant concerns are raised on the council's expected housing delivery. It is unclear how SAC mitigation will be provided, in particular due to the lack of evidence to demonstrate that sufficient SANG projects are available to direct residents away from the SAC.
- 3.17 It is expected that ca **three to four years** will be required to find and deliver suitable, available, and achievable land for SANG. If insufficient land to accommodate SANG is currently available, there is a realistic risk that projects will be significantly delayed, as set out in **Appendix E**. Furthermore, it is not considered acceptable for all residential sites to provide financial contributions where no projects have been identified to utilise these contributions.
- 3.18 It should be noted that the Cotswolds Beechwoods SAC Recreation Mitigation Strategy (2022) Appendix 3 states that "*All large development (sites around 50 dwellings) will be expected to provide bespoke SANG*". It is apparent, upon a high-level review of the outline applications submitted for large-scale sites on draft allocations, that no SANG has been proposed, with the exception of the vision / initial masterplan demonstrating that Sharpness New Settlement will provide SANG to meet its needs. It is not, however, known if Sharpness New Settlement will be able to accommodate SANG to offset needs from other developments.

³ "Reasonable distance" should be determined by the scale of the proposed SANG, i.e. 2km catchment area for 2-12ha SANG, 4km catchment area for 12-20ha SANG and 5km catchment area for 20ha+ SANG.

3.19 Based on the above, it is apparent that additional evidence should be provided to demonstrate that the LPR can be found sound, in relation to:

- SAC mitigation:
 - Deliverable SANG projects to enable off-site contributions
 - On-site SANG for large-scale (over 50 dwellings) sites
- J12/J14:
 - Evidence on existing headroom capacities to enable development prior to improvements
 - Evidence on timescales on junction improvements
 - Evidence on funding structure, including demonstrating availability of governmental funding and demonstrating that the 15% project contributions are sufficient to fully fund the junction improvements

4. Additional Site at Moreton Valence

Site context

- 4.1 The site, measuring circa 76 hectares (see **Appendix A**), is located in Moreton Valence between the M5 motorway and Junction 12 to the south-east, the A38 to the west and the A430 (Bath Road) to the east. A petrol station, shop and fast-food retailer as well as Cross Keys roundabout are located adjacent to the north of the site, with Quedgeley West Business Park situated to the north-west.
- 4.2 The site is in proximity to a number of services and facilities within Quedgeley and, further north, Gloucester town centre. The site currently comprises mainly agricultural land, some residential dwellings and an equestrian training centre.
- 4.3 Whilst the site lies within the Cotswolds Beechwood SAC Zone of Influence, the site offers potential for on-site SANG mitigation.
- 4.4 The site has potential for access points from all directions, including from the A430, A38 and potentially from the south, off Hiltmead Lane. There are regular bus services along the A38 with a bus stop at Pound Lane to Stroud, Gloucester and Dursley, with the nearest railway station in Gloucester.
- 4.5 A number of public rights of way (PROW) are within proximity of the site, with two PROWs within the site. Hardwicke Footpath 29 (number EHA29) crosses the site from east to west past the equestrian training centre and Haresfield Bridleway 2 (number EHD2) runs from Bath Road onto Hiltmead Lane to the south.
- 4.6 There are two listed buildings (Grade II) within the site along Bristol Road and a number of Grade II listed buildings within close proximity of the site.
- 4.7 The site is largely in flood zone 1 (low risk of flooding), with an area of higher fluvial flood risk (flood zones 2 and 3) within the middle section of the site due to onsite minor watercourses. The Environment Agency's flood risk map further outlines an area of higher risk of surface water flooding.

Additional Housing Options Public Consultation (October 2020)

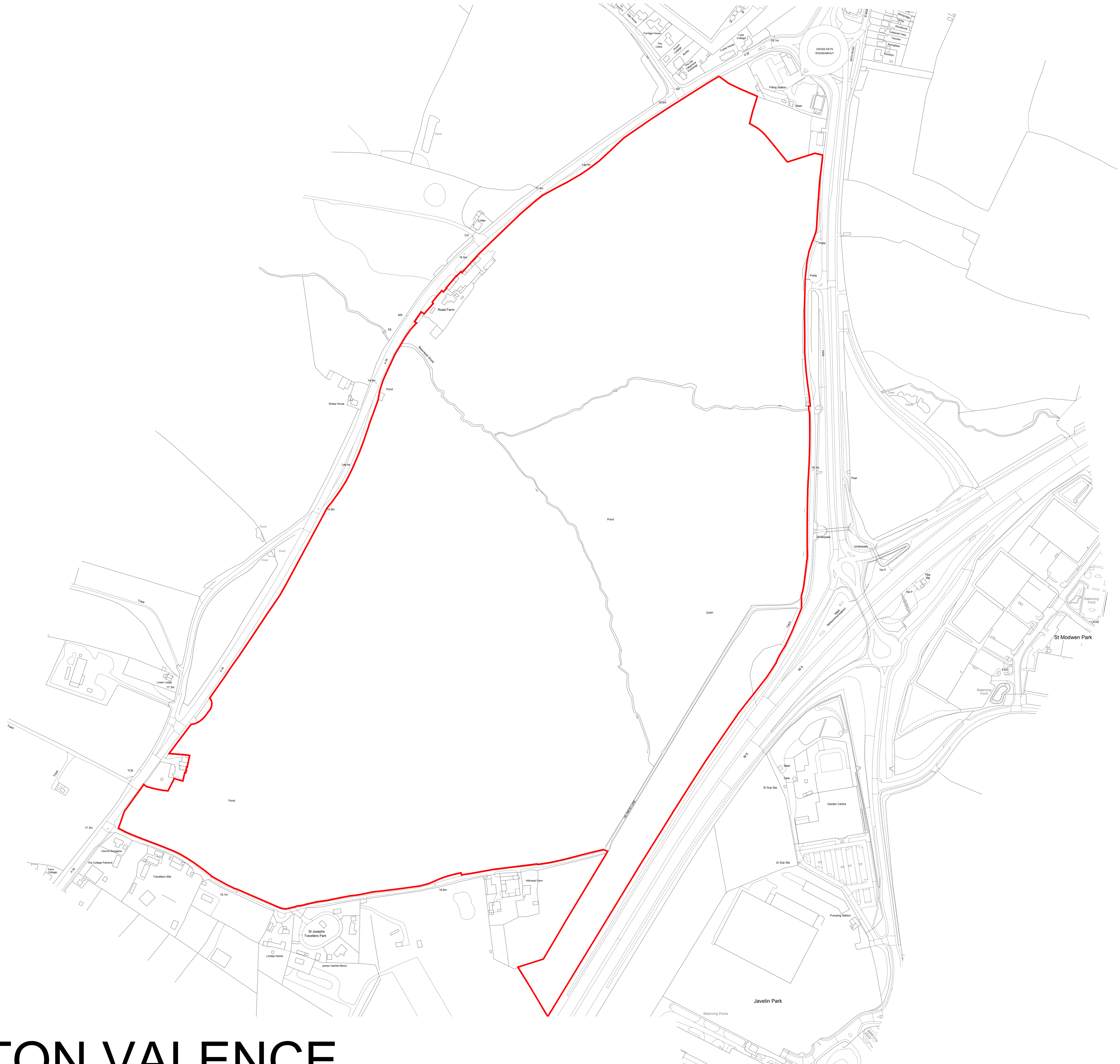
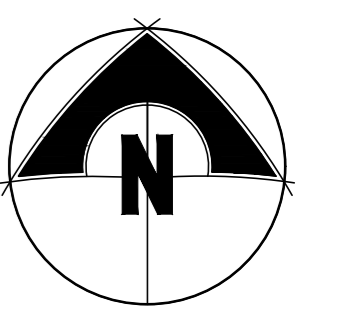
- 4.8 The site is considered at PGP2 in the consultation document, noting its potential for 1,500 dwellings, employment land, local centre, primary school, community facilities and open space. It acknowledges that the site has been assessed in parts on an individual basis rather than comprehensively as one site.

Site potential

- 4.9 It is considered that the site, due to its limited environmental constraints and proximity to Gloucester, provides an excellent additional site to contribute to SDC's housing needs, particularly in light of the council's growing housing needs based on the proposed Standard Method, SAC mitigation including the requirement for SANG and the potential impacts of required junction improvements on the housing trajectory.
- 4.10 The site, as further detailed in the Vision Document (see **Appendix B**), provides opportunities to provide bespoke SANG and would contribute to the council's housing needs for up to ca 1,500 units, with potential for an immediate first phase of development (ca. 400 units). Furthermore, it is considered that the site, whilst it could provide appropriate financial contributions to J12 improvements, has direct access to Gloucester and Bristol further to the south via the A38. It is therefore considered that this site should be considered as an additional site as part of this local plan.

Appendix A Site Location Plan

THIS PLAN IS FOR INFORMATION ONLY. THE CLIENT/OWNER
IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION
AND FOR THE PROVISION OF ALL NECESSARY DATA TO THE
DESIGNER. THE DESIGNER ACCEPTS NO LIABILITY FOR
THE QUALITY OF THE WORK.
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MORETON VALENCE.

Land at Moreton Valence.			
Site Location Plan			
Proj No:	Rev:	Date:	Scale:
LP-MV-101		5.3.2024	1:2000@A0
0 10 30 50 100 m SCALE BAR 1:2000			

Appendix B Vision Document December 2020



Moreton Valence

GROWTH POINT

RIDGE

Ridge and Partners: Civils, Planning, Transportation
Mike Davies Landscape Architects and Masterplanners
Cotswold Archaeology
Ecological Planning & Research (EPR)
Acoustic Consultants Ltd

CONTENTS

1.0 INTRODUCTION

2.0 THE VISION

3.0 PLANNING POLICY CONTEXT

4.0 UNDERSTANDING THE AREA

5.0 CONCEPT PROPOSALS

6.0 MASTERPLANNING PRINCIPLES

- Addressing Climate Change
- Integrated landscape – delivering a web of green infrastructure
- Biodiversity enhancements
- Movement – a well-connected and integrated place
- Creating a townscape character
- Supporting health and well being
- Employment skills and learning opportunities
- Creating great buildings

7.0 DELIVERABILITY AND THE NEXT STEPS

“We are creating a network of Parkland Villages that are exemplar in sustainable living and innovation, with infrastructure in place from the outset.”

1 INTRODUCTION

- 1.1 This document has been produced in support of the Moreton Valence growth point proposed in the Stroud District Council’s Local Plan Review, Draft Plan Additional Housing Options, Public Consultation October 2020 (AHO).
- 1.2 The Council’s preferred strategy and sites for distributing development within the District was set out in the Draft Local Plan which was consulted on in November 2019.
- 1.3 In August 2020, the Government produced proposed legislation which changes the way in which the government calculates the housing requirement for each local authority. This revised standard method has proposed increasing the housing requirement for Stroud District and, if confirmed, a revised draft Local Plan may have to identify further land within the District for housing between now and 2040. Views are therefore sought in the AHO upon where additional housing land could be found and one of the options is an additional growth point at Moreton Valence.
- 1.4 Moreton Valence is identified within the AHO as Potential Growth Point 2 (PGP2). We also wish to highlight to the Council that land immediately to the West of the site, referenced as Phase 2, is available for future growth to come forward either now or as a subsequent phase of development post 2040. If the Council felt that this site was suitable and appropriate, the Phase 2 site could potentially negate the need for other sites such as Whitminster. For clarity, Phase 2 does not form part of this Vision Statement. Figure 1 indicates the extent of the site which is the subject of this Vision Statement in addition to demonstrating the area available to come forward in 2040. Figure 2 illustrates the masterplan for this vision statement and includes the area available to come forward in 2040.

1.5 The AHO confirms that the land the subject of PGP2 includes several separate and overlapping sites known as Sites HAR006, HAR007, HAR015 and HAR016. Figure 1 overleaf provides an extract of the map from the AHO detailing the location of the HAR sites.

1.6 The AHO confirms that
'Whilst a number of sites in the Moreton Valence/ Hardwicke area have previously been assessed on an individual basis, there may be potential for some or all of the sites to be combined and for additional small sites to be found, in order to form a cohesive growth point in the north of the District.'

1.7 This Vision document sets out the background, rationale and vision for the proposed development of a new growth point at Moreton Valence which incorporates 1500 dwellings, employment land, local centre comprising local retail provision, renewable energy initiatives, primary school, community facilities and extensive green infrastructure including open space. It sets out a vision of a new growth point at Moreton Valence that is exemplar for modern day living with a prime focus on promoting a more sustainable and inclusive form of community living for future

generations. The vision demonstrates neighbourhoods which significantly reduce carbon output and seeks transformational change in the way we live; it reduces our reliance on movement by the private car, creates a self-contained development where people can both live and work within the same community, creates a green and sustainable infrastructure from the outset and creates a sustainable growth point that has the ability to be expanded beyond the proposed plan period (2040).

1.8 This is a flexible proposal, capable of responding to the low carbon agenda for Stroud District Council (SDC) as well as providing a strategy for meeting local housing and employment needs that SDC and Gloucestershire County Council (GCC) wishes to pursue.

1.9 We are committed to working in partnership with SDC, its stakeholders and the local community through extensive engagement and consultation to deliver a comprehensive and holistic masterplan for Moreton Valence as an exemplar sustainable development that delivers social and economic prosperity for Stroud as well as significant environmental benefits.



Figure 1: Framework Plan



2 THE VISION

- 2.1 The Vision Statement for Moreton Valence has been strongly influenced by the need to achieve a zero carbon agenda by 2030. In order to achieve this, the design of development within the vision document has aimed to bring about transformational change in the way we both live and work.
- 2.2 The proposed development strategy has also been influenced by detailed studies of the site to understand the opportunities for development as well as potential constraints.

Key Principles

- 2.3 The following 8 key principles is a product of the research undertaken by the professional design team. These principles articulate the type of place Moreton Valence should be.
- Addressing Climate Change
 - Integrated landscape
 - Biodiversity enhancements
 - Movement – a well connected and integrated place with less reliance on the private car
 - Creating a townscape character
 - Supporting health and wellbeing
 - Employment, skills and learning opportunities
 - Creation of great buildings



2.4 The vision for the proposed growth point is therefore to create a collection of high-quality self-contained neighbourhoods with community at its core. It will be an exemplar of modern living, being a well-connected, vibrant and inclusive community. The vision is to deliver a self-sustaining development with a strong sense of place, whilst taking advantage of its unique location and connectivity to nearby centres such as Hardwicke, Stonehouse and Gloucester.

2.5 The proposed development will deliver a number of land uses, which will be set within a strong landscape framework, providing integration with the wider landscape. This landscape framework will incorporate three parkland villages to establish local identity, placemaking and legible townscape.

2.6 Multifunctional Green Infrastructure will provide landscape and biodiversity benefits whilst providing pedestrian and cycle links through the site. The new settlement will be designed to be inclusive of all users, encourage environmentally sustainable travel choice and promote healthy lifestyles.

2.7 Our emerging proposals and vision will be refined in collaboration with SDC and through stakeholder and community engagement to ensure they respond to local aspirations and deliver a community of which local people can be truly proud.

2.8 The Moreton Valence community will be pushing the boundaries of sustainability in order to deliver a settlement that is genuinely design led which responds to the rapidly changing way in which we now want to live and work. One of the main objectives is to build a settlement that focuses on people and the way in which they will choose to live in the future. This will be pulled together with the national agenda to reduce our carbon output.

2.9 The development is not designed for or around the car, seeking instead to emphasize community and living more sustainably. Direct car routes are substituted by a network of personal transport linkages throughout the development that make it more convenient to either walk, cycle or use other modes of personal transport to obtain access to the employment and community facilities on site. It is therefore designed for behavioural change in the way we travel.





3 PLANNING POLICY CONTEXT

Stroud District Local Plan

3.1 The Stroud District Local Plan (SDLP) was formally adopted by the Council on 19th November 2015 and sets out the strategy for development in the District until 2031. The Council has is currently reviewing the adopted Local Plan to ensure it remains up to date and can meet future needs up to of 2040. The first stage was an Issues and Options public consultation, which took place during autumn 2017. A second public consultation on the Emerging Strategy ran from 16th November 2018 until 18th January 2019, and most recently a public consultation on the Draft Local Plan took place from 20th November 2019 until 22nd January 2020.

3.2 As above, the Government has now published a consultation document which proposed changes to the way the Government calculates the minimum housing requirement for each local authority area in the country. This revised standard method has proposed increasing the requirement for Stroud District from the level set out in the 2019 Draft Local Plan of 638 homes per annum, to 786 homes per annum. If this new revised method is confirmed, a revised Draft Local Plan may have to identify further land within the District for

housing. Current monitoring indicates that land for an additional 1,050 – 2,400 homes may have to be found between now and 2040.

3.3 The Council is therefore consulting on additional housing options and sites, which could be brought into the emerging Local Plan if required.

National Planning Policy Framework

3.4 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives; economic, social and environmental, all of which are interdependent and need to be pursued in mutually supportive ways. Plans and decisions should apply a presumption in favour of sustainable development.

3.5 The NPPF confirms at para 72 that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure

and facilities. Emphasis is placed upon the need to work with the communities and authorities to ensure that;

1. Consideration is given to the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains.
2. Ensure that their size and location will support a sustainable community with sufficient access to services and employment opportunities either within the development itself or in nearby larger towns to which there is good access.
3. Set clear expectations for the quality of the development and ensure that a variety of homes to meet the needs of different groups in the community will be provided.
4. Make a realistic assessment of the likely rates of delivery, given the lead in times for large scale sites.

Hardwicke Neighbourhood Plan

- 3.6 The northern part of the site falls within the Hardwicke Neighbourhood Plan area.
- 3.7 We will be working closely with Hardwicke Parish Council whilst also collaborating with members of the public. We will ensure that members of the community will have the opportunity to air their views and influence the proposal to ensure that the proposed development evolves as a consequence of inclusive and effective communication.



4 UNDERSTANDING THE AREA

The Current Site

- 4.1 The site is located to the South West of Quedgeley which forms part of the Gloucester urban area. The north east of the site adjoins Bath Road (B4008) beyond which is the new development known as Hunts Grove. Hunts Grove is a new 'Local Service Centre' settlement as established through the current local plan and is currently being implemented.
- 4.2 The south east of the site is bordered by the M5, including junction 12 of the motorway. The western boundary of the site is formed by the A38 beyond which is the suggested Phase 2 development that could come forward post 2040. The southern part of the site joins the rural hinterland and a number of commercial sites, whilst the northern area of the site adjoins Quedgeley West Trading Estate.
- 4.3 When measured from the centre of the site, Gloucester City Centre is located approximately 7 km to the north east, whilst the centre of Quedgeley is located approximately 3km to the north east. The centre of Hardwicke is located approximately 2km to the north. The villages of Whitminster, Putloe and Standish are located approximately 3km, 1.5 km and 2.5km

respectively to the south. Haresfield and Little Haresfield are located approximately 2 km and 1.7 km respectively to the East, whilst Epney and Longney are located to the approximately 2.8 km and 3km respectively to the West.

- 4.4 The site is predominantly agricultural land however is the subject of additional uses including the following;
- Equestrian Centre
 - Commercial enterprises
 - Residential properties
 - Farmsteads
- 4.5 The site is characterised by intensely farmed agricultural land interspersed with dispersed hedgerows and trees. Beaurepair Brook traverses the site in an easterly/westerly direction.
- 4.6 The site benefits from being within a sustainable location within the District, being within close proximity to Gloucester, Hardwicke, Hunts Grove, Quedgeley and Stonehouse.
- 4.7 The M5 provides a logical boundary to the growth point to the east whilst the A38 provides a distinct boundary to the west.

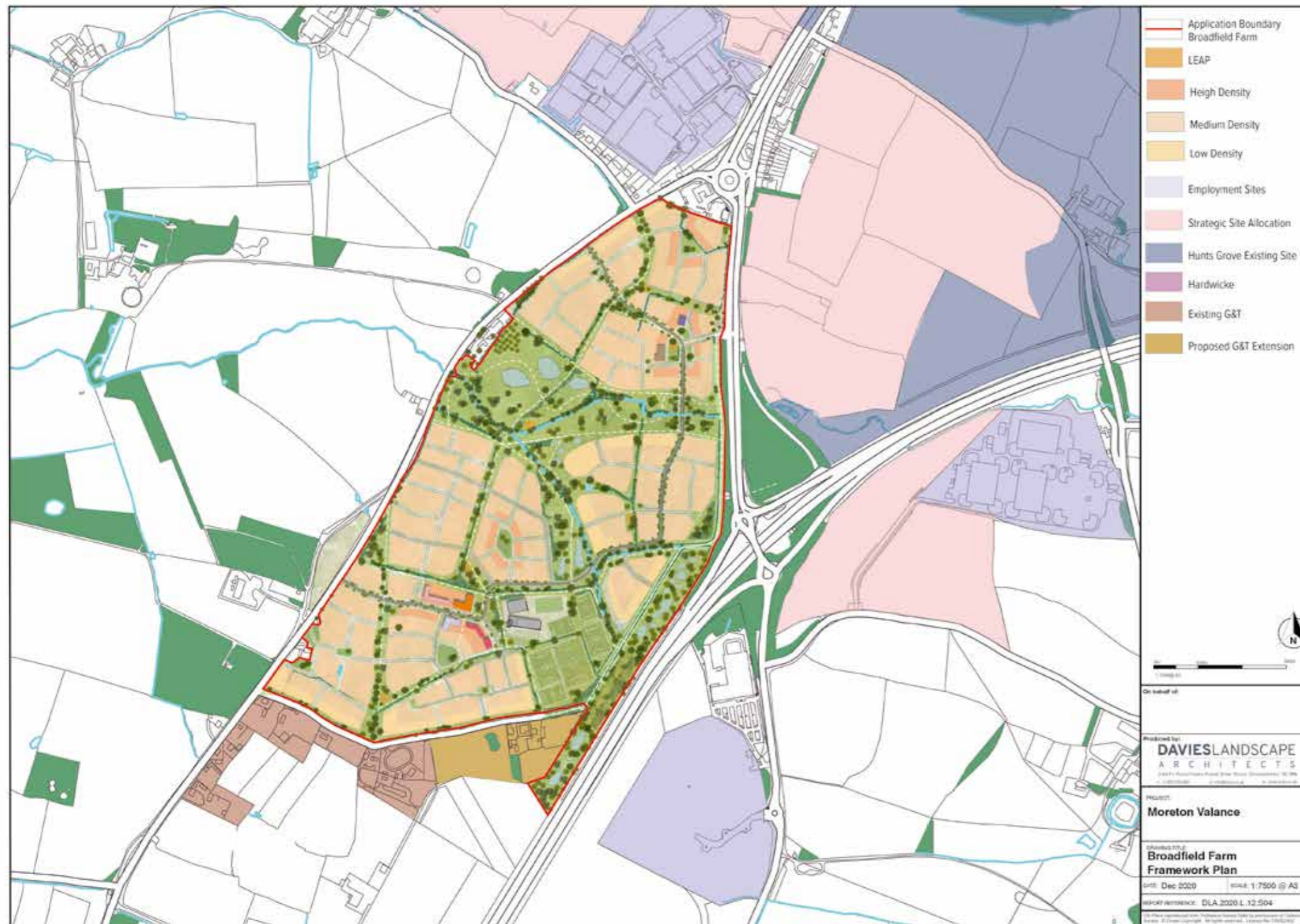


Figure 2: Site Location Plan

4.8 Figure 2 identifies the services and facilities within 1km of the site.

A Strategic Location

4.9 The site will deliver new knowledgeable intensive employment opportunities that will be centered around the development of a 'Growth Hub'. The development will also deliver 1,500 dwellings, local centre, primary school, community facilities and open space. The first phase of development will lay down the sustainable infrastructure including the network of cycle and personal transport paths, the green energy to heat and power the new site and the green corridors that will link up the new neighbourhood with the employment, transport hub and commercial centre. This infrastructure can then be logically expanded to ensure that subsequent phases of development will also enjoy the same sustainable benefits as the first phase. The first phase of development will also provide all necessary social infrastructure including a primary school, a commercial centre, a transport hub and key services.

4.10 Growth point therefore offers the opportunity to deliver sustainable growth for the District on a site which is relatively free from constraints and is within a sustainable location. A development of the size proposed offers the opportunity to deliver a genuinely mixed community with a range of different house types that will be both affordable and attractive. Furthermore, the growth point provides the opportunity for land uses and infrastructure to be developed in an integrated and co-ordinated manner.

4.11 Figure 3 indicates recent growth at Huntsgrove and other strategic site allocations.

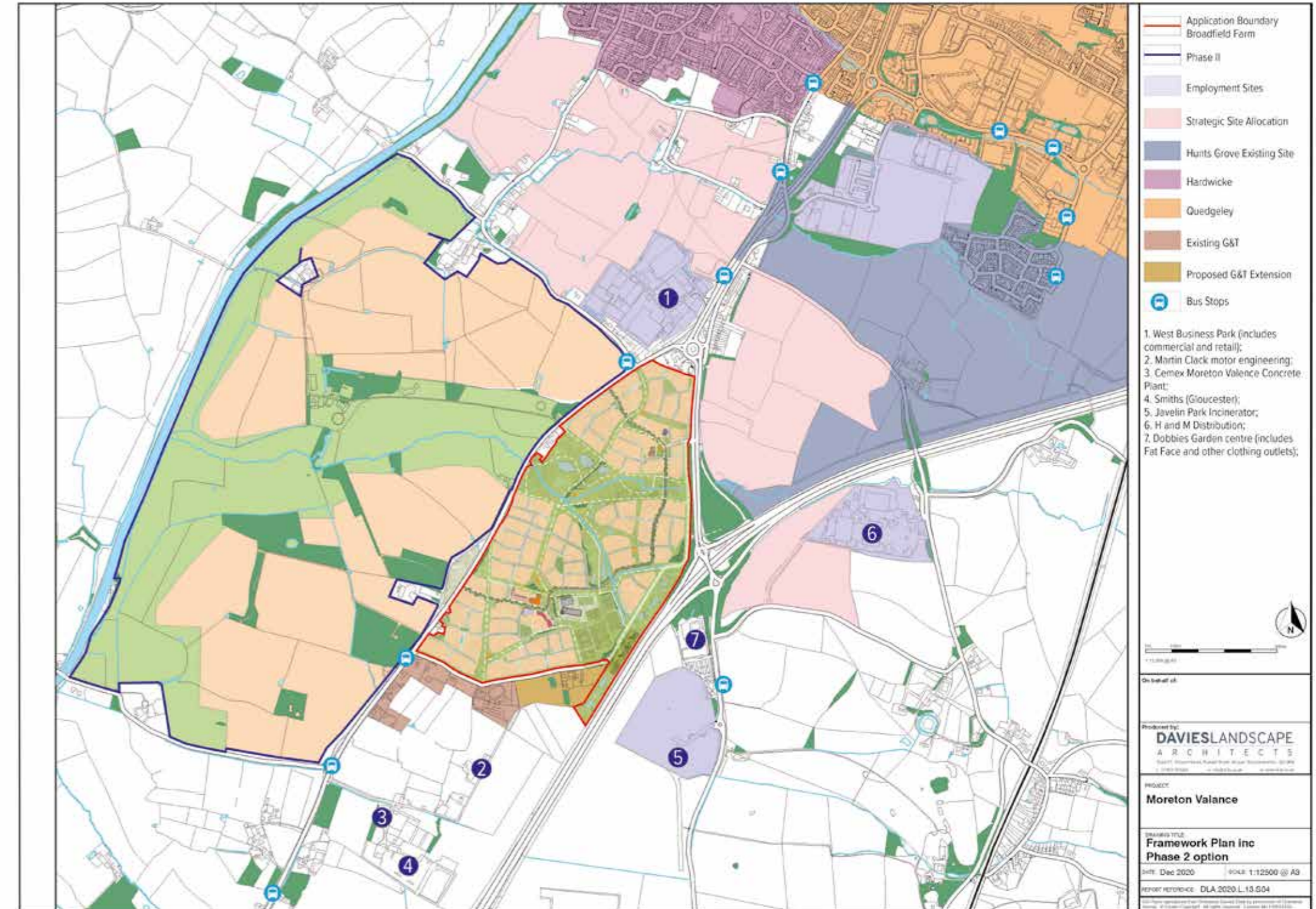


Figure 3: Strategic Plan

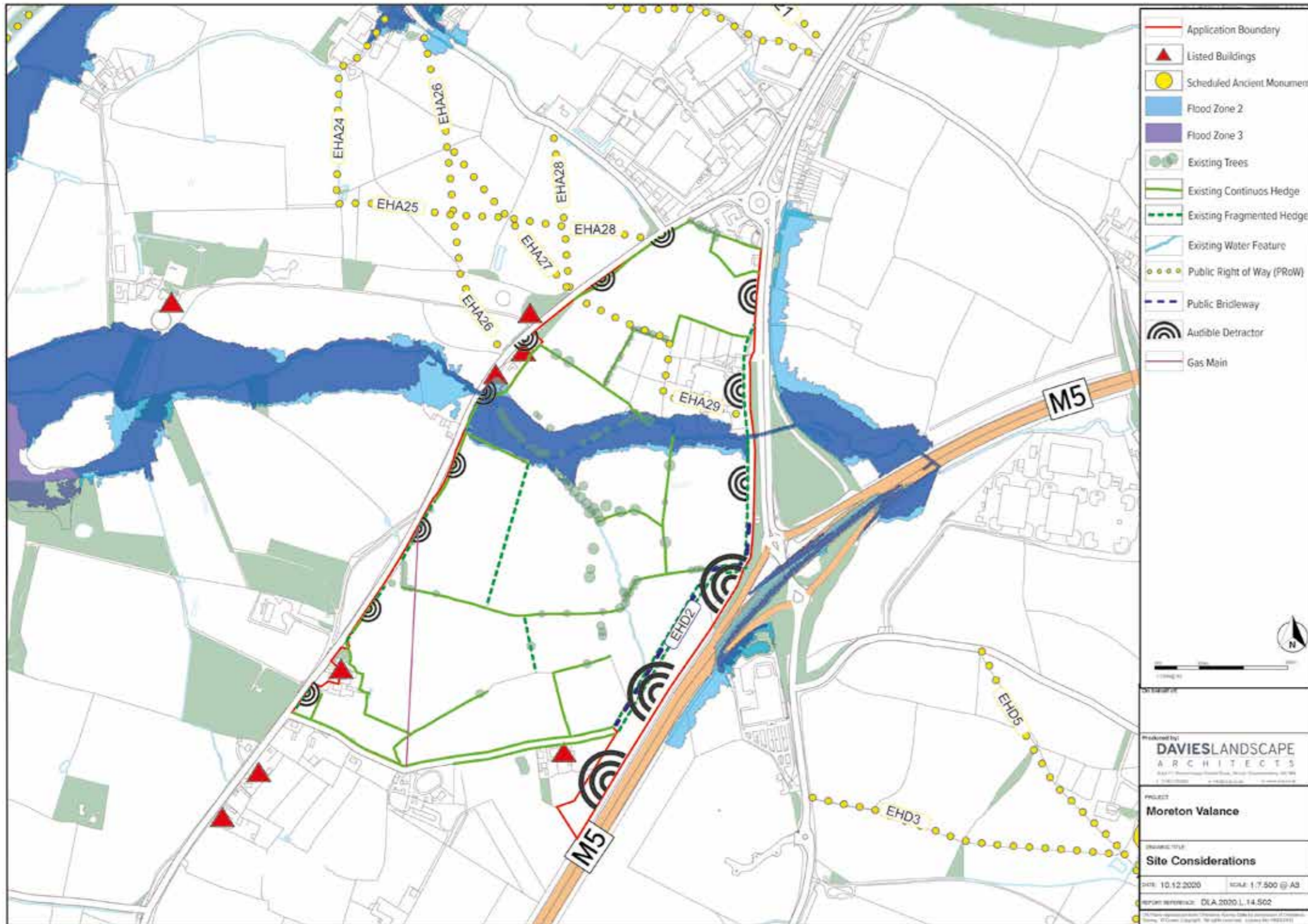


Figure 4: Site Considerations Plan

Site Considerations

4.12 Working with the opportunities and constraints presented by the site provides a framework for the development. Some of these key features are indicated in a plan at Figure 4, 5, 6 and 7.

Opportunities

- Areas of land within Flood Zones 2 and 3 which have the potential to make a positive contribution to green infrastructure, open space and habitat creation/enhancement
- Existing hedgerows and treelines can create opportunities for green corridors
- Existing employment areas can be linked to housing and other facilities with green walking and cycling routes
- New employment can take advantage of the good links to the M5 motorway
- The A38 provides the opportunity for good public transport connections to the facilities and services provided within Quedgeley, Hardwicke, Stonehouse, Gloucester and other settlements beyond. Bus services currently link the site with these settlements in addition to a number of the surrounding villages.

Flooding and Drainage

- 4.13 A review of OS mapping suggests that inland rivers ditches are present within the site boundaries.
- 4.14 Based upon EA mapping, the majority of the site is situated within Flood Zone 1 and therefore at low probability of flooding from Main Rivers and the sea. Only the northern area of the site is shown to lie within Flood Zone 2/3 and therefore at medium to high risk.
- 4.15 The M5 generally provides a barrier to surface water flows from the east however, there is a small area of land between the M5 and Hiltmead Lane which flows across on to the site which will need to be considered when designing the surface water drainage.
- 4.16 There is also an area of surface water ponding in the west of the site where the site meets the A38.

Noise

4.17 The development noise and vibration constraints relate to the road traffic noise along the M5 and the A38. A detailed review of these noise constraints will be considered at planning stage, supported by noise and vibrations surveys on the development site. The development will aim to mitigate noise and vibration to a minimum to ensure adverse impacts on residential amenity and the school are not affected.

4.18 The development will be designed with Good Acoustic Design in mind, following the requirements of the National Planning Policy Framework (NPPF), ProPG: Planning and Noise Professional Practice Guidance on Planning and Noise (ProPG), British Standard 8233:2014, Building Bulletin 93 (BB93) and local guidance. For the commercial use, noise limits will be set based on British Standard 4142:2014+A1:2014 (BS4142), to ensure the commercial use will not adversely affect the proposed and existing sensitive receivers in the area.

4.19 A detailed model will be completed by Acoustic Consultants Ltd based on the survey results and site layout which will look to demonstrate that with a suitably designed site, the noise and vibration impact can be

mitigated to within the limits of the above mentioned documents. Acoustic Consultants Limited initial review indicates that this should be achievable with standard building construction techniques and well-planned site layout.

Heritage and Archaeology Considerations






4.20 The site includes two Grade II Listed Buildings, Road Farm and Broadfield Farm. Several other Listed Buildings of varying grades are also located within the surrounding area. No other designated heritage assets are recorded within the area. Figure 5 provides an overview of the Designated Heritage Assets in the vicinity of the site.

4.21 The area where the site is located is rich in recorded archaeological features. These span from the Bronze Age to the Modern period and include settlement and the agricultural exploitation of the landscape.

4.22 High-level appraisal of available historic environment information has not identified any major potential heritage constraints which would preclude development of the Site on heritage grounds. Iterative, staged assessment and survey will be required in order to provide further heritage information on archaeological remains and the setting of the listed buildings in the wider area, and to suitably inform evolving design parameters.

Please see the Archaeology Plan at Figure 6.

Legend

-  Site
-  Scheduled Monuments
-  Grade I Listed Buildings
-  Grade II* Listed Buildings
-  Grade II Listed Buildings

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Contains Historic England and Gloucestershire Historic Environment data 2020

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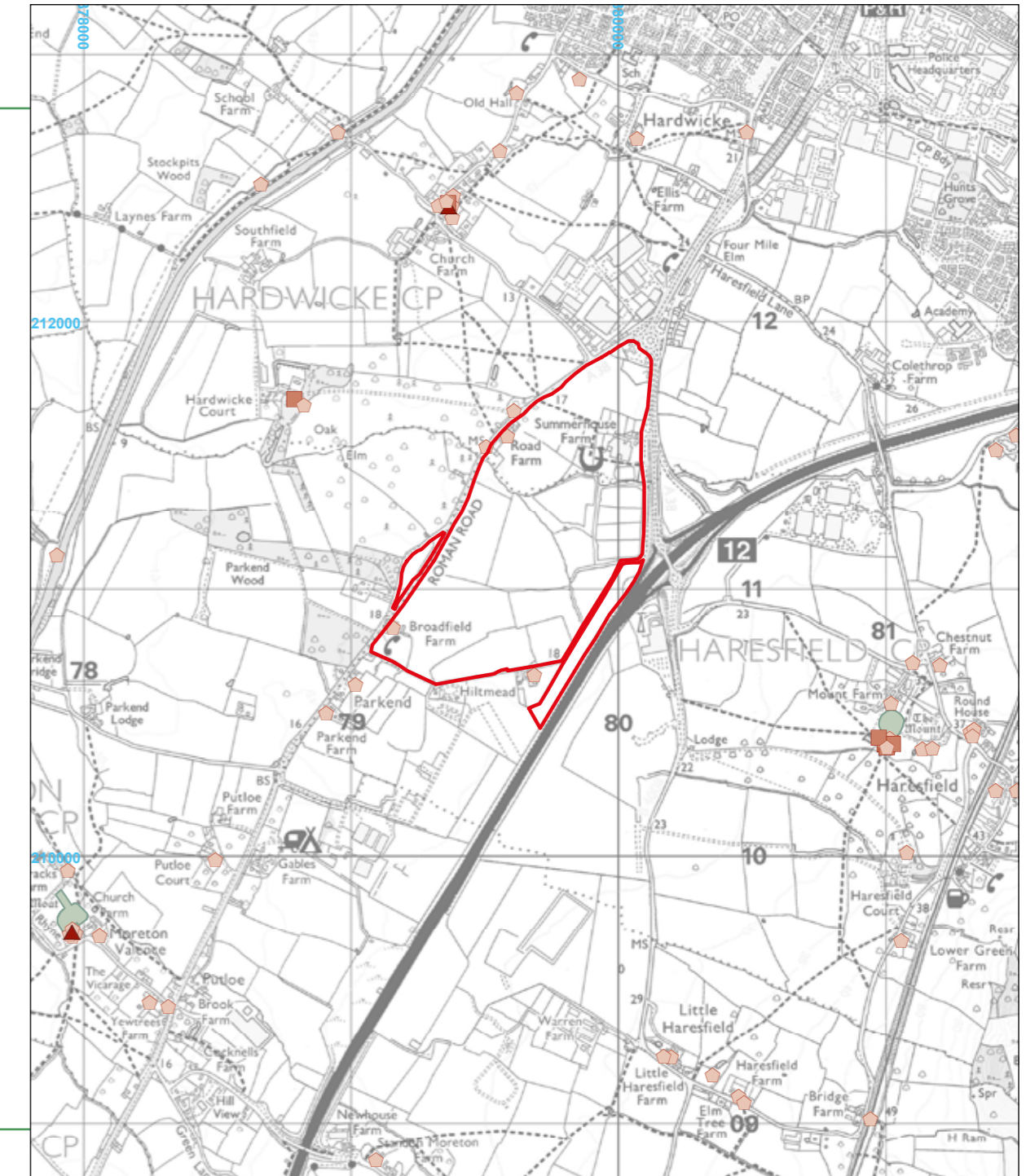


Figure 5: Designated Heritage Assets Plan

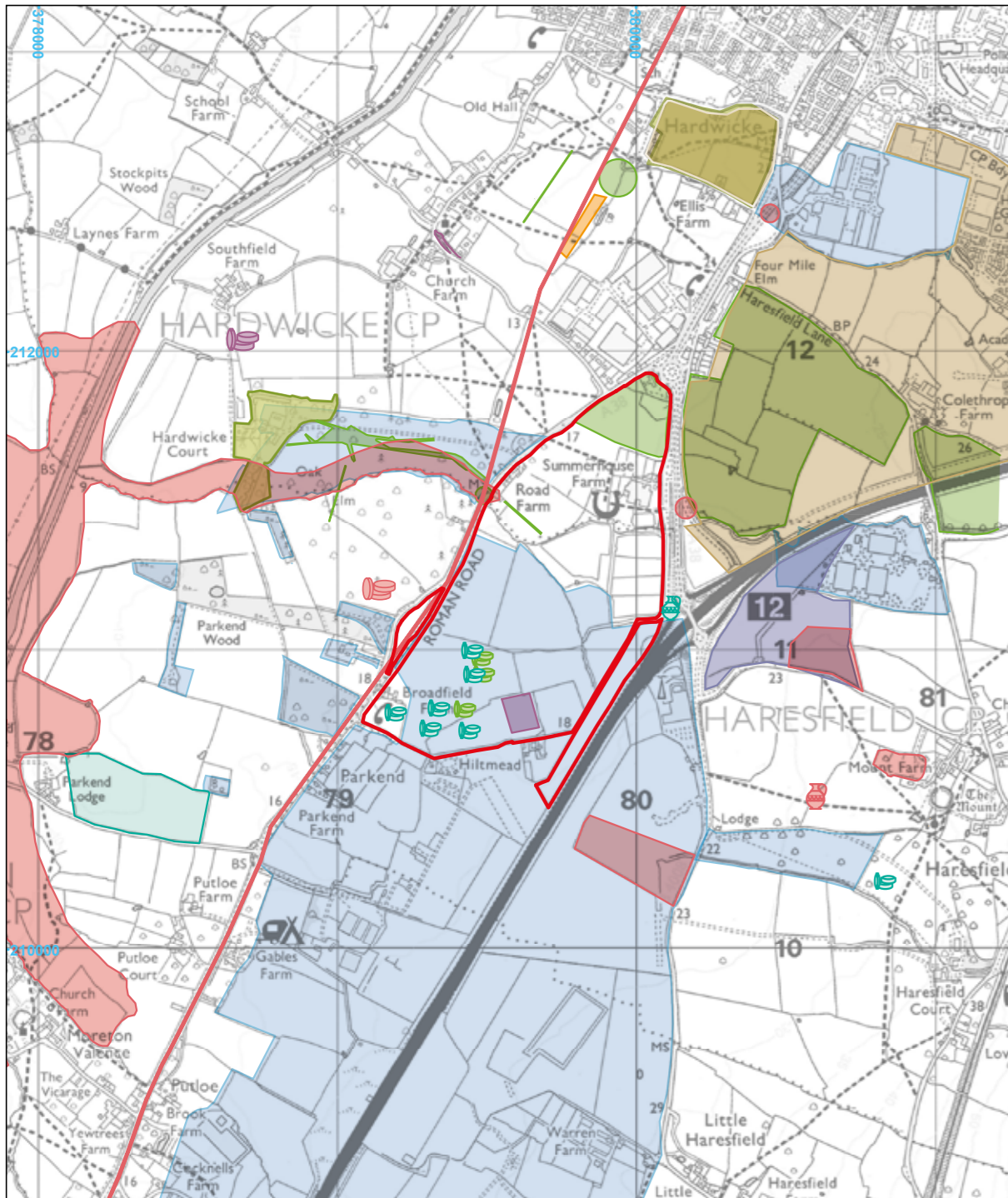


Figure 6: Archaeology Plan

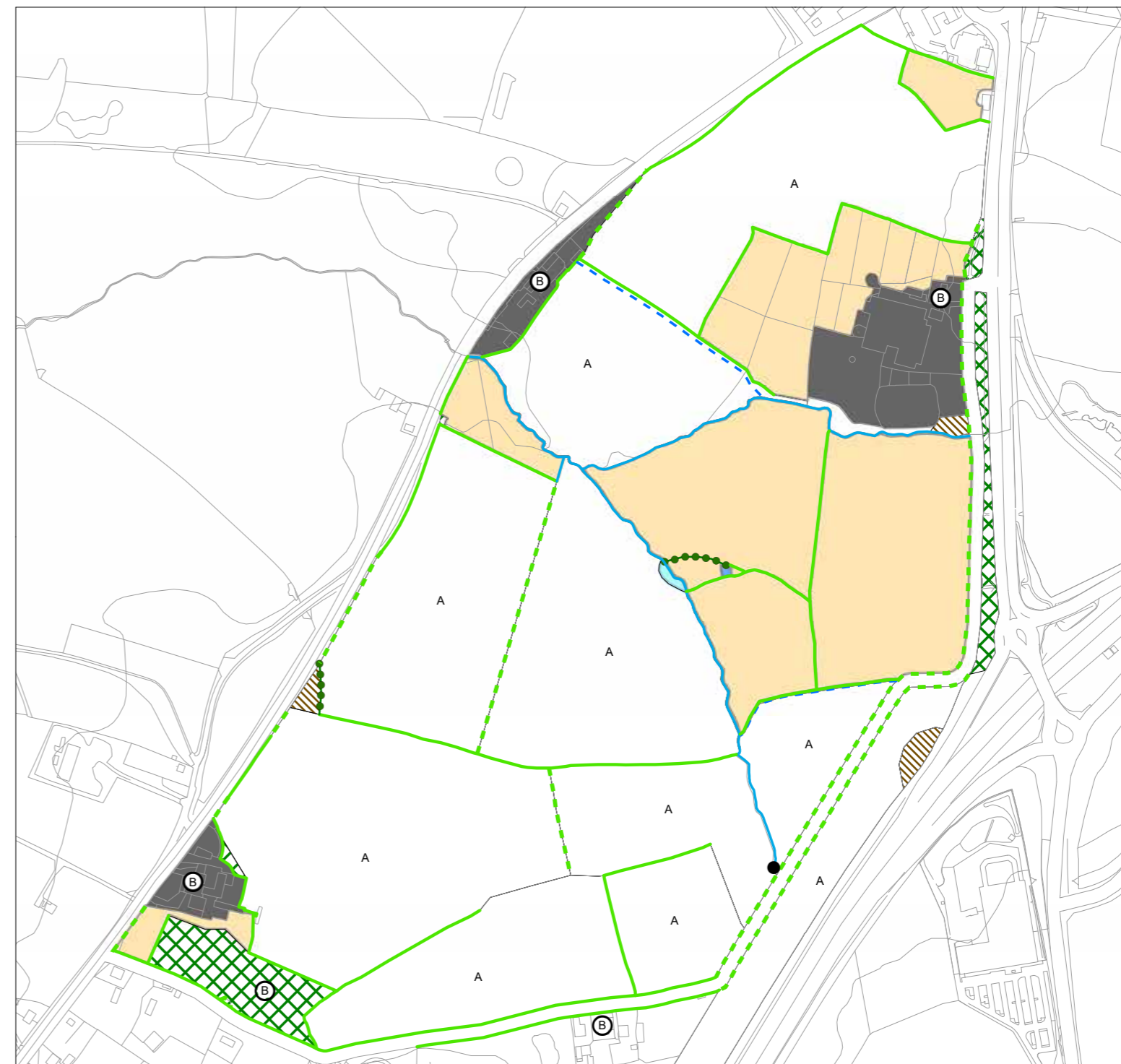


Figure 7: Habitats and Features Plan

Ecology

- 4.23 The Severn Vale was traditionally known for its fertile meadows and orchards, with a pond in the corner of every field and hedgerows so full of trees that the landscape seemed wooded from a distance.
- 4.24 The Vale has a characteristic assemblage of species, which are remnants of its farming tradition.
- 4.25 Gloucestershire Local Nature Partnership's map shows that this area currently provides few ecosystem services. This was confirmed by the preliminary ecological appraisal survey completed in November 2020. The arable fields and tightly grazed pasture at this intensively managed site present few ecological constraints to development. In fact, the proposed scheme provides good opportunities to support Gloucestershire's Nature Recovery Network and deliver Biodiversity Net Gain.
- 4.26 In common with all nearby possible Additional Housing Sites, the area is within the impact zones of the Severn Estuary and the Cotswolds Beechwoods, which are protected by the Conservation of Habitats and Species Regulations, 2017.



Transport

- 4.27 A climate emergency was declared by Stroud District Council in December 2018 which pledged to "do everything within the Council's power to make Stroud District Carbon Neutral by 2030". This has led to a framework of measures being set up which will help the district become carbon neutral by 2030.
- 4.28 In May 2019 Gloucestershire County Council unanimously supported helping reduce global carbon reduction following a motion on climate change. The Council agreed, amongst other things, to commit towards an 80 per cent reduction in the council's corporate carbon emissions no later than 2030, striving towards 100 per cent with carbon offsetting by the same date.
- 4.29 Thus, emerging and significant changes in travel behaviour brought about by the Covid-19 pandemic and a move towards a carbon neutral future will further support the need to promote active travel and public transport as an alternative to the private car.
- 4.30 The site is located between 500m and 900m walking distance to existing bus stops on the A38 Bristol Road and approximately 8km from Stonehouse Station and 10km from Gloucester railway station (via cycle paths on A38).
- 4.31 Stonehouse and Gloucester stations provide a connections to Stroud, Cheltenham, Bristol, Birmingham, Cardiff and London as well as access to wider local and national destinations.
- 4.32 In September this year, Stroud District Council and Gloucestershire County Council gave their backing to the reopening of Stonehouse Bristol Road Station, which would provide a direct rail service to Bristol. The reopening of this station, located on the outskirts of Stonehouse would be highly beneficial to the site as it is closer than Stonehouse Station therefore would provide a more convenient local railway station connection to Bristol, Gloucester and Birmingham. The new station would be close enough to the Site to walk and cycle to.

4.33 In Gloucestershire County Council's Rail Study Report, published September 2015, to support the emerging Local Transport Plan there are proposals to open a station at Hunts Grove, south of Gloucester. This would be located on the Bristol – Gloucester and Gloucester – Swindon – London routes. This proposed station would be within walking and cycling distance from the proposed allocation

Accessibility

4.34 The design of the Moreton Valence Growth Point is intended to provide a self contained community where people have the ability to live and work and access local facilities in the same place. However, those who would like to travel further have the ability to do this by means of travel other than the car.

4.35 The site/s are accessible to existing walking links in the surrounding area including:

- Easy links to Gloucester and Sharpness Canal towpath which runs north/south providing safe off road walking and cycling links to Quedgley, Gloucester and Sharpness. Access is currently provided from Stank Lane, Castle Lane and Whitminster Lane. GCC

are currently upgrading the 5.6km of canal towpath between High Orchard Bridge, Gloucester and the Pilot Inn, Harwicke.

- PROW EHA29 crosses the north of site – Haresfield Bridleway 2 running parallel to the M5 connecting to Hiltmead Lane and Hardwicke Footpath 29 running east west linking the A430 to the A38 and Hardwicke.
- Proposals to the north at Hunts Grove – including 2m footways on Naas Lane, improvements to PROWs and improving connections with Marconi Drive as part of the

4.36 Within a 1.6km walk bus stops on the A38 are accessible as well as a number of PROWs which link to Hardwicke.

4.37 The district centre at Quedgley can be accessed within a 3km cycle whilst Gloucester City Centre can be accessed within a 9km cycle, equivalent to a 35 minute cycle ride. This is considered reasonable for some future site users to access a large City centre.

4.38 In addition, new local centres being developed at Hunts Grove and Hardwicke will provide more local facilities that are easily within reasonable cycling distance from the proposed site.

4.39 The National Cycle Network route 41 lies approximately 3.2 km west of the site, which equates to a 10 minute cycle. This is a long distance on and off road route that when complete will connect Bristol, Gloucester, Stratford-upon-Avon and Rugby. Access is currently via School Lane.

4.40 The A38 currently has on road cycle lanes on both sides providing safe on road cycling links to Gloucester.

4.41 As stated within Gloucestershire's Local Transport Plan 4 (2015- 2031), new development provides an excellent opportunity to create better cycling opportunities and travel practices by ensuring that issues of severance and connectivity are addressed and the local cycle network benefits.

4.42 Stroud's Sustainable Transport Strategy states consideration of active travel opportunities can be realised by new technologies and services, such as e bikes, which can significantly reduce barrier effects of distance and topography.





Figure 8: Access Plan

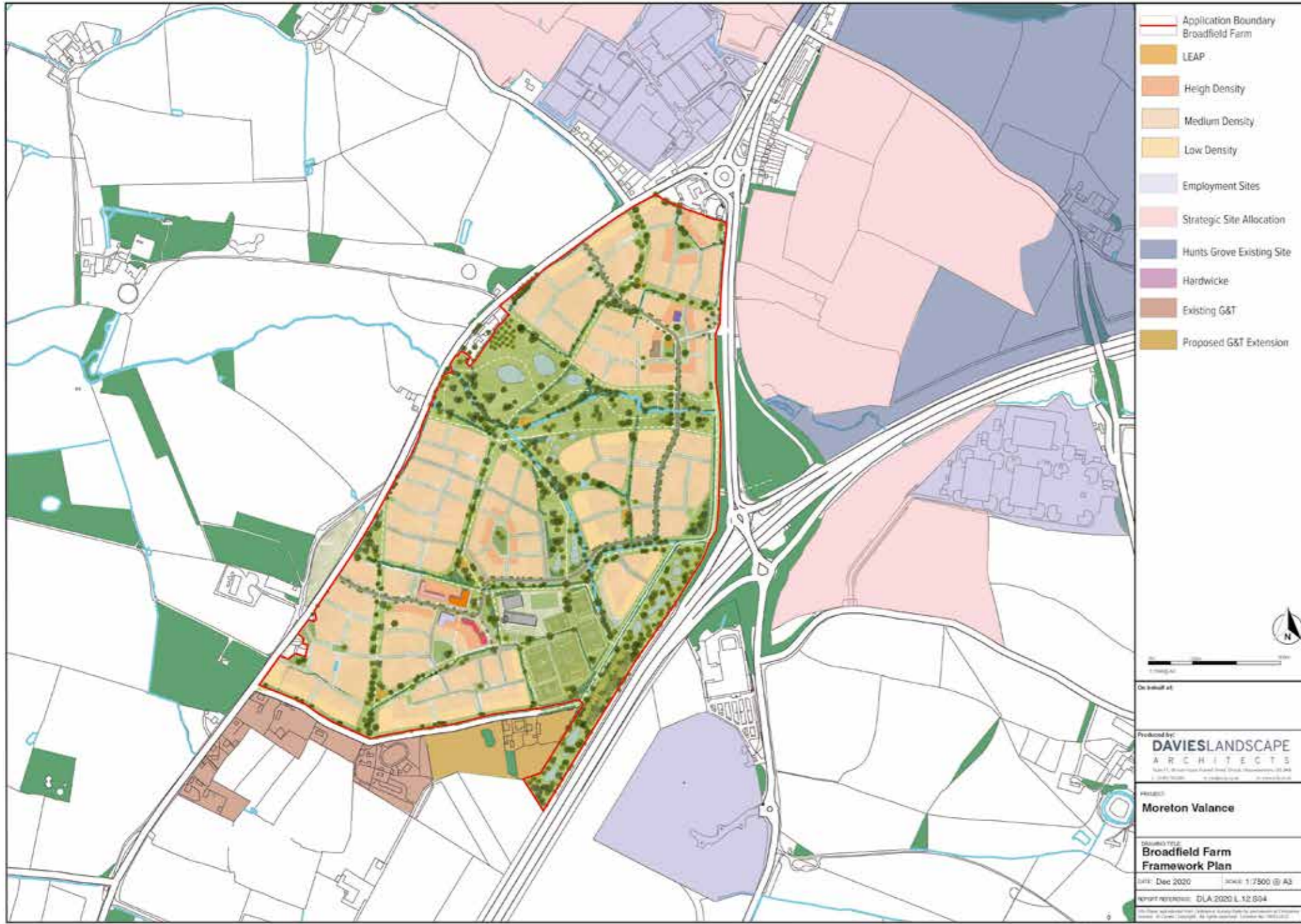


Figure 9: Concept Master Plan

5 CONCEPT PROPOSALS

5.1 Our initial research and analysis has established that growth at Moreton Valence provides a realistic and deliverable development opportunity. Our studies have indicated that Moreton Valence is uniquely positioned in a location that can be made sustainable for innovative and low carbon growth. The indicative Concept Masterplan at Figure 9 overleaf has been informed by the Vision and site analysis to demonstrate how the new community could be developed to embrace transformational change.


Land Use Strategy


5.2 The proposal for the first phase of development include:

-  Commercial hub
-  A recreational centre
-  Primary school
-  Community building inc. hall, bar, kitchen, toilets and two meeting rooms
-  Up to 1,500 new homes
-  Significant green and blue infrastructure corridors
-  Enterprise hub including professional services
-  Public transport hub
-  Open space
-  Food store
-  A network of personal transport routes throughout the development


5.3 The second phase of development will provide an extension to the Moreton Valence community and provide additional employment and housing in the subsequent plan period, beyond 2040.


5.4 The design of the new neighbourhood will be informed by the Ten Characteristics of the National Design Guide as a basis to create a beautiful place. These characteristics are;

 **Context** – understands and relates well to its surroundings

 **Identity** – attractive and distinctive, creates identity

 **Built form** – a coherent pattern of development

 **Movement** – An integrated network of routes for all modes of transport with a clear structure of connected streets


 **Nature** – Provide improvements and enhancements to landscape and biodiversity

 **Public spaces** – safe, attractive, and inclusive

 **Uses** – mixed and socially inclusive

 **Homes and Buildings** – functional, healthy and sustainable

 **Resources** – Resilient and varied in materials and construction techniques

 **Lifespan** – Adaptable to changing needs whilst being well managed and maintained.





6 MASTERPLANNING PRINCIPLES

6.1 The Vision for Moreton Valence has been informed by the 8 Masterplanning principles. These principles are the product of the research and planning work undertaken by the professional team and articulate the type of place Moreton Valence could be.

Principle 1: Addressing Climate Change

6.2 The intention is to create a truly sustainable eco community addressing environmental, social and economic drivers. The Moreton Valence growth point is aiming to meet the United Nations' 'Sustainable Development Goals' in the Government's future carbon budgets and UK's 2050 target to reduce emissions. To assist in meeting these goals we propose the following;

Energy from waste facility

6.3 A feasibility report has been prepared to provide a high-level overview of how a district heating system can be connected from an Energy from Waste Facility (EFW) to the subject site. Rather than having an individual boiler and pipe network inside one home or building, district energy schemes have a large, centralised energy centre.

6.4 The Gloucestershire EFW is designed to significantly reduce the amount of residual waste landfilled in Gloucestershire through incineration. It produces a significant amount of electricity and has the potential for heat offtake. The EFW, known as Javelin Park, is located to the south east of the subject site, beyond the M5 motorway.

6.5 The feasibility report has assessed the following two methods to link the EFW site to the proposed development:

- To construct a pipe route under the M5 motorway
- To construct a bridge over the M5 motorway

6.6 The conclusions of the report are that both options are highly feasible. The second option would provide the additional opportunity to incorporate a pedestrian access above a 'services' zone which could incorporate the district heating as well as future services.

Encouraging renewable energy

6.7 The development will incorporate community renewable energy schemes to provide fuel certainty and security and reduce the environmental impact of the development.

Opportunities to work from home

6.8 The Covid-19 pandemic has highlighted the opportunities of homeworking. The Moreton Valence development will provide opportunities for live/work accommodation and will deliver hubs to support such a use. Furthermore, up to date technology and high-speed broadband infrastructure will be incorporated to facilitate and encourage homeworking.

Energy secure buildings

6.9 The Moreton Valence development will promote ways to achieve this aim through the sustainable design of homes, educational and employment buildings incorporating the latest technology. Residents/workers will be able to control their energy use through smart technology in their homes and places of work and will utilise the latest in green building design techniques from insulation through to water-saving features. Furthermore, the Vision incorporates low carbon and energy plus construction buildings which generate more energy than they use.

6.10 Additionally, the vision will adopt standards such as 'Building-for-Life' and 'Secured-by-Design'.

Incorporating technological changes

6.11 The design of the development will anticipate the opportunities presented by technological change such as electric cars, the smart grid and digital connectivity.

Addressing Flood Risk

6.12 Whilst a majority of the site falls within Flood Zone 1, part of the site falls within Flood Zone 2 and 3. This will influence the overall layout of the scheme following input from a specialist team.

6.13 From the outset, any flood risk will be mitigated by the provision of natural breaks across the site via roads, swales and housing which will create opportunity to slow the flows into the existing ditch/brook network. This would reduce the flooding in areas indicated on the Site Considerations Plan at Figure 4.

Drainage Options

6.14 Sustainable Drainage Systems will be incorporated within the design.

6.15 The following infiltration based drainage options will be provided throughout the design:

- Permeable Paving;
- Swales;
- Soakaways;
- Attenuation Basins; and
- Below Ground Storage Tanks.

6.16 Furthermore, the following source control drainage options will be employed:

- Green Roofs; and
- Rain Water Harvesting

Landscape/planting opportunities

6.17 This would work in conjunction with the wider measures of ecological enhancements and potential carbon sequestration within the landscape spaces. Furthermore, the development will incorporate a carbon reduction and low emissions strategy through the promotion of carbon sinks provided by new areas of woodland.





Principle 2: Integrated landscape - delivering a web of green infrastructure

6.18 The landscape led Masterplan provides a unique opportunity to create a healthy environment supporting residents' wellbeing whilst also creating a beautiful townscape and landscape characters. It aims to embed the countryside within the new settlement via a hierarchy of generous open space provision and other GI infrastructure. It will respect and enhance the existing natural environmental assets, the topography of the area, its watercourses and vegetation and features as key elements of the proposed development.

6.19 Our vision incorporates the creation of a landscape framework of green/blue infrastructure in which the built environment can be seamlessly integrated. The structure comprises of green gateways, woodland boundary enhancements, green/blue corridors, parks opens spaces, water features, open spaces and new and improved habitat areas. The different types of GI elements to be woven together include the following;

Green Gateways

6.20 The new community will be well connected to the local footpath network with new gateways to the north leading to Quedgeley and the smaller settlements of Putloe, Whitminster, Longney and Saul to the south and west.

Natural Greenspace

6.21 As part of our proposals to offset recreational impacts on the River Severn SPA, we will provide for a large area of Natural Greenspace within an informal parkland setting connected by footpath and cycle links, including a 2.5km circuit. We will also provide public amenity space, playing fields and accessible high-quality landscape, retaining areas of woodland, mature trees and hedgerows and focusing new open spaces around them.

Local Landscape Character

6.22 The site is included within the Severn Vale Landscape Area. The proposed vision is to restore the traditional Severn Vale orchards, grassland, wooded streams and ponds within a modern, multifunctional landscape.

The scheme will continue to support the community and the open spaces providing long term stewardship to ensure that all can benefit from, and enjoy living in, a modern, sustainable Severn Vale landscape.

Green and blue corridors

6.23 Existing and new green corridors in the form of footpaths and cycleways adjacent to hedgerows and rows of trees and tree lined avenues, will underpin the green infrastructure and provide links to parks, open spaces and leisure and recreational destinations. Blue infrastructure for will be added for rain water harvesting and flood prevention.

Destination green spaces

6.24 A series of new, high quality landscape and waterscape features and destinations will be available to new and existing residents and will be key assets for the new neighbourhood at Moreton Valence. In particular the opportunities in relation to the existing water course at Beaurepair Brook will be realised. New water bodies such as Sustainable Drainage Systems will also be added.

Parks, open spaces and sports areas

6.25 The new community will be served by a number of amenity spaces such as parks, focused on informal relaxation and recreation, in addition to formal sports and equipped play areas. The right balance between conservation and recreation will be sought, with some areas set aside for wildlife and other areas to be developed for play, recreation and production.

Additional planting

6.26 Existing planting will be reinforced by new native woodland, hedgerows and trees to help assimilate development into the landscape whilst providing important linked habitat. Additionally, new open habitats of wildflower-rich grassland, pasture and reed beds will be provided.



Figure 10: Green Infrastructure Plan



Principle 3: Biodiversity enhancements

6.27 The Moreton Valence development will enhance the natural environment and provide significant net biodiversity gains. This will be obtained through the following methods;

Restoring the “herd” to Hardwicke

6.28 This scheme provides generous open spaces in which to restore some of this lost landscape – but it will be more than simply beautiful. It will also be productive, with orchards of traditional apple and pears and meadows of native beef cattle. It will restore the ‘herd’ to ‘Hardwicke’. It will provide space for the community to come together to produce and share food.

Native Tree Planting

6.29 Open spaces have been designed to retain most of the network of wooded hedgerows and the scatter of mature English Oaks. These will form the framework within which local varieties of fruit trees will be planted and grazing meadows will be restored, using seed collected from nearby wildflower rich grassland. These, together with allotments and shared gardens will

provide an edible landscape for the new community to enjoy.

Creation of Wooded Floodplain

6.30 Wooded streams will be allowed to spill out of their banks and wetland trees such as the Black Poplar will be reintroduced to create a wooded floodplain able to support wildlife, remove pollutants and reduce surface-water flooding.

Habitat Creation

6.31 The old ponds, most of which have been filled in or are completely overgrown, will be restored and new ones dug.

6.32 The restored landscape in the open spaces will be able to support more Owls, Bullfinches, Fieldfares, Bats, Water Voles and Great Crested Newts.

Management of Development

6.34 Works would be timed to avoid impacting on any protected species such as nesting birds, and a reptile translocation exercise will be undertaken to in any areas of grassland to be lost.

6.35 The insertion of access roads across the upper end of the stream and a few hedges will require careful planning, to minimise damage to trees and the species that use these habitats. Compensation could be provided by widening the large majority of habitat corridors that would remain and by creating new ones. More detailed ecology data, collected later in the planning process, will feed into the final design.

Enhancements

6.36 The enhancement of the Brook will provide opportunities for an increase in wildlife habitats.

6.37 Opportunities will exist to install new bird and bat boxes throughout the site which would provide new nesting and roosting opportunities and potentially encourage new species into the site





Principle 4: Movement - A well connected and integrated place

- 6.38 One of the objectives of the vision is to reduce congestion and pollution by encouraging and enabling people to travel without a car.
- 6.39 Where there is a need for people to travel outside the Moreton Valence development, alternative sustainable modes of transport will be made available connecting the new settlement with the neighbouring communities
- 6.40 The new proposed community at Moreton Valence is well connected and integrated within the existing community at Gloucester, Hardwicke, Stonehouse and Quedgeley. At the heart of the Moreton Valence Community is an entirely sustainable strategy for access and movement.
- 6.41 This vision has been designed to have segregated personal transport links to discourage the use of private cars.**

Encouraging live and work within the settlement

- 6.42 The settlement has been designed to create an inclusive community that has sufficient services and facilities to meet the daily needs of the population thus encouraging internalisation of trips and reducing reliance on private car. This includes encouragement to work from home which addresses future challenges following the direct and indirect implications of the Covid-19 pandemic.
- 6.43 Covid-19 has forced us into a different way of living and working and a recent YouGov poll indicated that only 9% of Britons want life to return to 'normal' after the outbreak is over. This change can be accommodated through key design principles that encourage working from home. The provision of excellent technology and support hubs, together with the provision of retail, educational and leisure facilities, thus achieving a self-sufficient settlement, will assist in meeting this requirement.

Sustainable transportation links

- 6.44 One of the objectives of the vision is to reduce congestion and pollution by encouraging and enabling people to travel without a car.
- 6.45 Where there is a need for people to travel outside new the development, alternative sustainable modes of transport will be made available connecting the new settlement with the neighbouring communities.
- 6.46 The new community is designed to support the integration between the new settlement area and Quedgeley, Hardwicke, Stonehouse and Gloucester through physical connections. We will promote and enable the use of sustainable modes of transport both within the site and connecting to wider locality including Gloucester, Stonehouse and Stroud railway stations, local community facilities and linking with the broader footway and cycle network.
- 6.47 The connections will include:
- Links to neighbouring communities of Hardwicke, Quedegley and Hunts Grove.

- New sustainable bus links into and out of the site.
- Easy doorsteps connections to a web of interlinked parkland and community hub.
- Ecological connectivity along streams hedgerows and tree belts; and
- There is an existing bus route along the A38 which links the settlements of Quedgeley, Nympsfield and Dursley with the villages in between.

Movement and travel choices

- 6.48 Within the new community it will be easy and safe to travel around the new neighbourhoods. The infrastructure has been designed around a network of green corridors that support personal modes of transport that link the neighbourhoods with the services and facilities within the settlement. These new personal transport corridors will be segregated from the roads and will be more direct and convenient as a means of traveling around the settlement. Whilst a well-functioning road network will be provided to facilitate the car, the masterplan aims to provide and prioritise movement by alternative forms of transport.

- 6.49 It is the intention of the vision document that safe and efficient movement of all transport users will be ensured.
- 6.50 Where car use cannot be avoided electric car charging station will be provided on site.
- 6.51 This will encourage the use of carbon neutral forms of transport.
- 6.52 It is intended that through the provision and promotion of sustainable travel alternatives to private car use, a

significant shift in travel patterns to and from the site can be achieved. Travel Plans would be developed especially to drive forward this modal shift though the implementation of measures and setting of targets aiming at promoting sustainable travel.

- 6.53 Wayfinding throughout the proposed development will be enhanced through high-quality landscape design, interlinking the three residential neighbourhoods.



Public Transport

- 6.54 Encouraging the use of public transport is an effective means of reducing car dependency, especially for those who do not wish to walk or cycle and/or those who need to travel relatively long distances.
- 6.55 The site has been designed to encourage journeys by personal transport either on foot, by bicycle or by emerging personal modes of mobility (electric scooters and bicycles). This means that the internal priorities in the Site will favour pedestrians and cyclists and public transport over the private car. The existing Hiltmead Lane access onto the B4008 south of the A38 junction allows for a bus priority access back to A38 if required.
- 6.56 It is proposed to have a Public Transport Hub close to the Local Centre and Primary School which will provide access to existing diverted bus services and a new service that will connect the site to Gloucester. This Hub will provide sheltered and secure cycle parking and charging stations for electric bicycles and scooters (personal mobility) as well as access to car club spaces.

6.57 The proposals for the Public Transport Hub and supporting bus services will emerge during the planning process in partnership with Stroud District Council and Gloucestershire County Council. In the first instance it is expected that bus routes 60 and 167 would be improved and could be diverted into the site to the Public Transport Hub.

6.58 The village will embrace the principles of accessibility for all. For those who need to travel outside the settlement, bus services will run between the site and Quedgeley, Gloucester, Stonehouse, Stroud and Dursley.

Social connections and integration

6.59 As above, a range of community services and facilities will be provided within the new community to assist the needs of the local and neighbouring population helping to ensure a level of self-sufficiency. This will include education, sports, retail and business facilities. With regards to education the proposal will incorporate a primary school with sports facilities including a new sports pavilion available to the Moreton Valence community. In close proximity to the school there will be an incubator hub, small business start-ups and Internet cafes alongside retail.

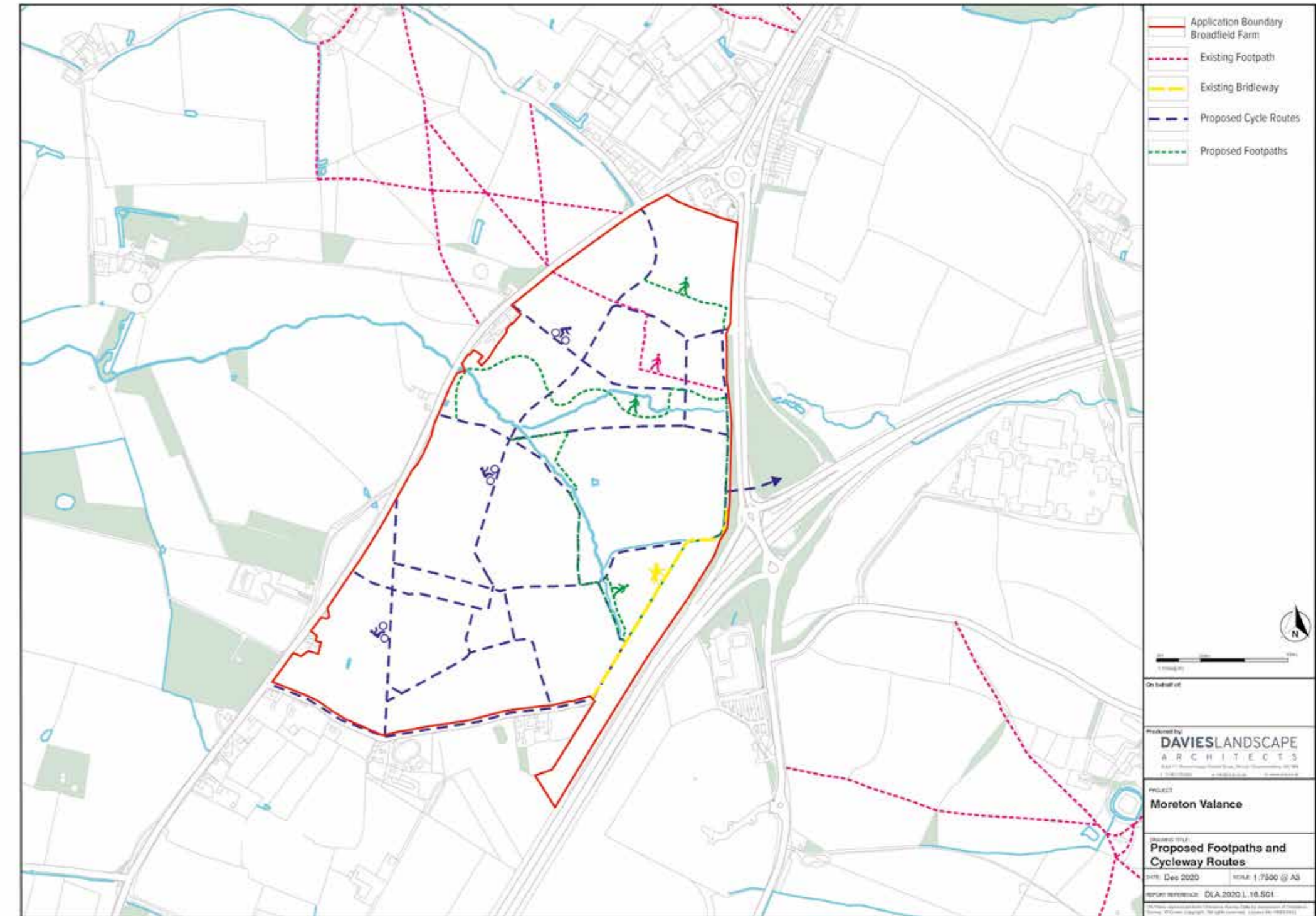


Figure 11: Transport Strategy Masterplan



Principle 5: Creating a townscape and landscape character

6.60 The new community will be a place which will embrace design and quality at the highest level to deliver a memorable settlement of unique character that integrates with and enhances an outstanding built environment. This will be achieved via the following methods.

Design and materials that reflect local character

6.61 The new neighbourhood will have a clear design theme which relates to locally distinctive architectural styles and traditions and uses high quality materials.

Integrated environment, cultural and heritage features

6.62 A fundamental design principle of the master plan has been to preserve and enhance the historic environment whilst mitigating any possible harm to the key heritage constraints including the Listed Buildings along the Bristol Road and within the site, and the known and potential archaeological resource.

6.63 Whilst the development will cause changes to the agricultural character of the landscape, a sense and experience of open green space across the site will be retained due to extensive planned landscaping and planting. This heritage led designed approach has resulted in a masterplan which minimises harm and maximises enhancement to the historic environment through the use of historic routes and views within the development and out to the surrounding landscape as well as the preservation of the context of key heritage assets.

6.64 The heritage benefits provided as part of the proposal include the provision of land to enable the establishment of allotments, orchards and green areas resulting in the re-instatement of historic landscape elements which were removed or eroded through time and intensive modern agricultural practices and development during the Second World War.

6.65 Additional recommendations have been made to further reduce the effect on the historic environment, including setting limits on building heights and agreeing an evaluation and mitigation strategy for onsite archaeological remains.

Adaptable neighbourhoods and places

6.66 It is important that neighbourhoods within the overall townscape have individual identities. Each of the three neighbourhoods will contain focal spaces to establish local identity with clear multifunctional links to the central hub. It will create a well-defined and easily understandable townscape with high quality urban design, legible and attractive street scapes.

Creating civic pride and ownership

6.67 When formulating the detailed design, the local community will be encouraged to participate in the design process to enable positive support for development and local empowerment. This will assist in fostering social linkages between existing and new residents within the new community thus creating a sense of pride and permanence.

6.68 The vision also integrates cultural arts into the landscape.





Principle 6: Supporting health and wellbeing

6.69 The Vision will enable people to enjoy active lifestyles, promoting good health and personal wellbeing within its natural surroundings. This is encouraged through the following methods.

Creation of safe places and vibrant walkable neighbourhoods

6.70 The Vision is designed to encourage a safe place to live so that the new community feels they are supported by ensuring opportunities and facilities such as community meeting places, connections and spaces are provided for successful community integration. Multi-functional places and spaces that can be used for community-led formal and informal activities and events will be a significant component of the garden village.

Connections to the natural environment

6.71 There is a growing body of empirical research and evidence to show how being in close proximity to nature can maintain and improve the mental health and wellbeing of people. The accessible nature of the proposed GI web described above, will ensure that every resident will live within close proximity of open

spaces and movement corridors which will provide onward access to a variety of amenity destinations and recreation experiences.

Active lifestyles

6.72 In addition to the connections to the natural environment, sports and leisure facilities for all ages within the community which are well connected by movement corridors, will be provided for recreation and healthy living. The new formal sports pitches and new sports pavilion will encourage active recreation for both young and old. In addition, we will include provision for informal activities such as fitness trails within the open spaces.

6.73 Access will also be provided to the wider countryside via a network of footpaths encouraging time spent outdoors.

Local food production

6.74 The proposed concept plan includes details of productive landscapes for food production giving residents the opportunity to grow their own produce whilst providing an opportunity for community cohesion and interaction.



Principle 7: Employment, skills and learning opportunities

6.75 The Vision is very much about mixed land use to reduce out commuting and help deliver a sustainable and resilient community. This will be supported by an economy and skills strategy to attract the right people with the right skills and the right jobs. Furthermore, the Vision proactively addresses the challenges of the future including the direct and indirect implications of the COVID-19 pandemic. This will be achieved via the following methods;

Supporting diversity and innovation

6.76 Stroud District has a proud heritage of manufacturing, entrepreneurship and innovation. Historically, the District thrived on the woollen industry and this has now been replaced by manufacturing and innovation. The ambition will be to provide modern business space and to ensure we develop a range of knowledge intensive businesses on the site right from the beginning of the development. This will help ensure that we attract some of the entrepreneurial talent which currently goes elsewhere.

Inclusivity - opportunities for all

6.77 A wide range of business spaces will be provided. This will include business hubs to support small and start-up businesses to relocate to the area and the provision of premises to allow existing businesses to expand and grow.

6.78 We also envisage that the development will provide a cluster of live/work units around the work hub to provide a more sustainable working environment within the community.

6.79 All the new business activities will be linked up by personal transport modes to the residential neighborhood to ensure that the development achieves modal shift in the way we travel.

Incorporating latest technology

6.80 The Vision will proactively address the challenges of the future including the direct and indirect implications of the Covid 19 pandemic. It has highlighted the importance of creating strong resilient communities that are versatile and flexible to meet immediate and future needs. Homeworking is one aspect that has surged and has become a new productive way of

working. One such implication of homeworking is our growing dependence upon latest technology. The development is looking to pursue the delivery of a gigabit-level broadband network which will facilitate faster communication links for the businesses on site as well as support additional home working. Furthermore, Moreton Valence will be designed to accommodate modern business needs in a range of energy efficient business units that will help reduce operating costs and drive up productivity.

Green economy

6.81 'Green economy' captures a range of activities spread across different sectors which have the common objective of providing goods and services in a sustainable way, reducing the impact on the environment. The 2011 UNEP Green Economy Report argues "that to be green, an economy must not only be efficient, but also fair. Fairness implies recognizing global and country level equity dimensions, particularly in assuring a Just Transition to an economy that is low-carbon, resource efficient, and socially inclusive."

6.82 One of the primary aims of Moreton Valence is to create a self-contained community where people can choose to live and work in the same settlement thereby reducing the need to travel thus reducing CO2 emissions. The Vision has addressed the need for inclusivity and resource efficiency.





Principle 8: Creating great buildings

6.83 Moreton Valence provides a unique opportunity to deliver a vibrant new community with homes that people want to live in and a place where people can live, work and play for generations to come. The following characteristics will assist in delivering this vision.

Distinct and innovative design

6.84 The design approach is to provide green, attractive and psychologically healthy places for all, through quality spaces, landscape and good design. Developing streets with biodiverse habitats as well as sustainable urban drainage with integrated swales and rain gardens, and ultimately creating attractive spaces where people meet, reside, socialise and children play. The design of homes will incorporate frontages overlooking green/ woodland space.

6.85 The use of high-quality landscape, materials and boundary treatments would be developed from these concepts and further enhance the general feel and ambience, together with good urban design principles of massing, scale and proportion. Homes that are built to excellent design standards in terms of architecture,

space, quality materials and build will be sustainable and adaptable.

Variety of house types and tenures

6.86 The new homes will include a wide choice of house types to meet local needs in terms of affordability (up to 40%), design and tenures.

Inter-generational living

6.87 The new homes will include home for all ages, including first time buyers/renters, those requiring care, homes with workspace, privilege rented sector development and flexible homes that are adaptable to changing needs over a lifetime.

Self and custom build

6.88 At least 5% of the housing plots within the new development will be service and available to self-builders or those wishing to buy a customised home, for example modular homes built off site to customer specification.



7 DELIVERABILITY AND THE NEXT STEPS

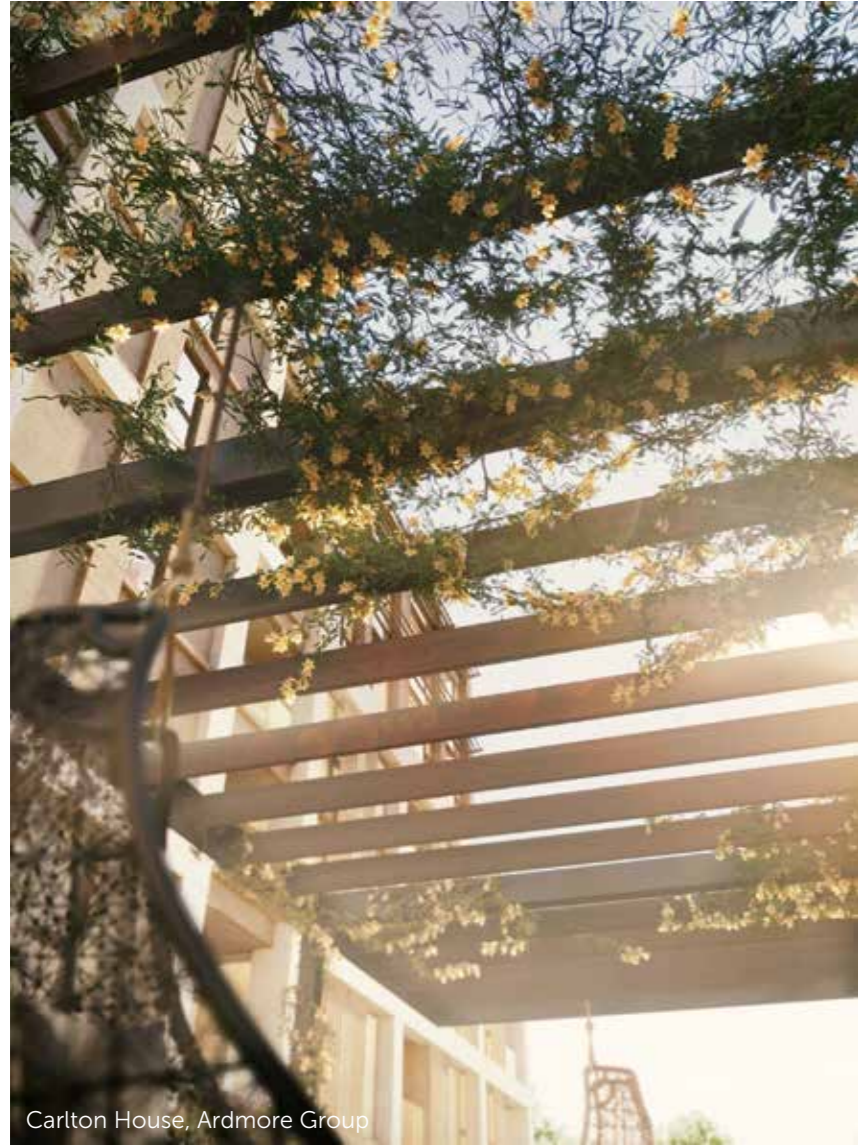
Suitability

- 7.1 The proposed site represents land suitable for development of a growth point delivering in new neighbourhoods. There are no fundamental constraints that would mean the site is unsuitable for a new community. Although there are a few constraints on and around the site, these have been examined by the development team and it has been demonstrated that these could be turned into opportunities; for example the areas of flood zones 2 and 3 which are located adjacent to Beaurepair Brook. Matters relating to heritage and landscape issues have been addressed.
- 7.2 With the volume of development, the design team believes that the enhancements and community facilities associated with the development can be viably delivered on site and with the first phase of the development.
- 7.3 The development will comprise a combination of innovative approaches to green infrastructure, distinct neighbourhoods and educational, retail, leisure and employment opportunities. The site benefits from access to a strategic road network, including the M5 motorway, and has the potential to improve the existing infrastructure.

- 7.4 The Moreton Valence growth point offers the opportunity to provide additional homes incorporating a wide variety of house types and tenures, new jobs, public open space, significant net gain in biodiversity in terms of both wildlife and habitat, and improved public transport services. It has been demonstrated that the development has the potential to provide a future proofed, smart and sustainable community set in a beautiful townscape and landscape character which is well connected, integrated.
- 7.5 Significantly, the design team believes that this new living and working community can become an exemplar for sustainability in the county and can lead the way for sustainable change.

Phasing Plan

- 7.6 There is opportunity to expand upon the mixed use community on adjacent land identified as Phase 2. This land is under the same ownership as the subject site and has the ability to extend the community by an additional 2,500 new houses and employment opportunities.



Carlton House, Ardmore Group

CIL Exemption

7.7 The scale and type of development proposed is usually best achieved through sites being exempt from Community Infrastructure Levy (CIL), with infrastructure to be secured through Section 106 legal agreement. Whether this approach would be appropriate in relation to this site would need to be informed through viability studies carried out by the Council.

Timescale

7.8 It is envisaged that all of the proposed development set out can be delivered within the Local Plan period (2040).

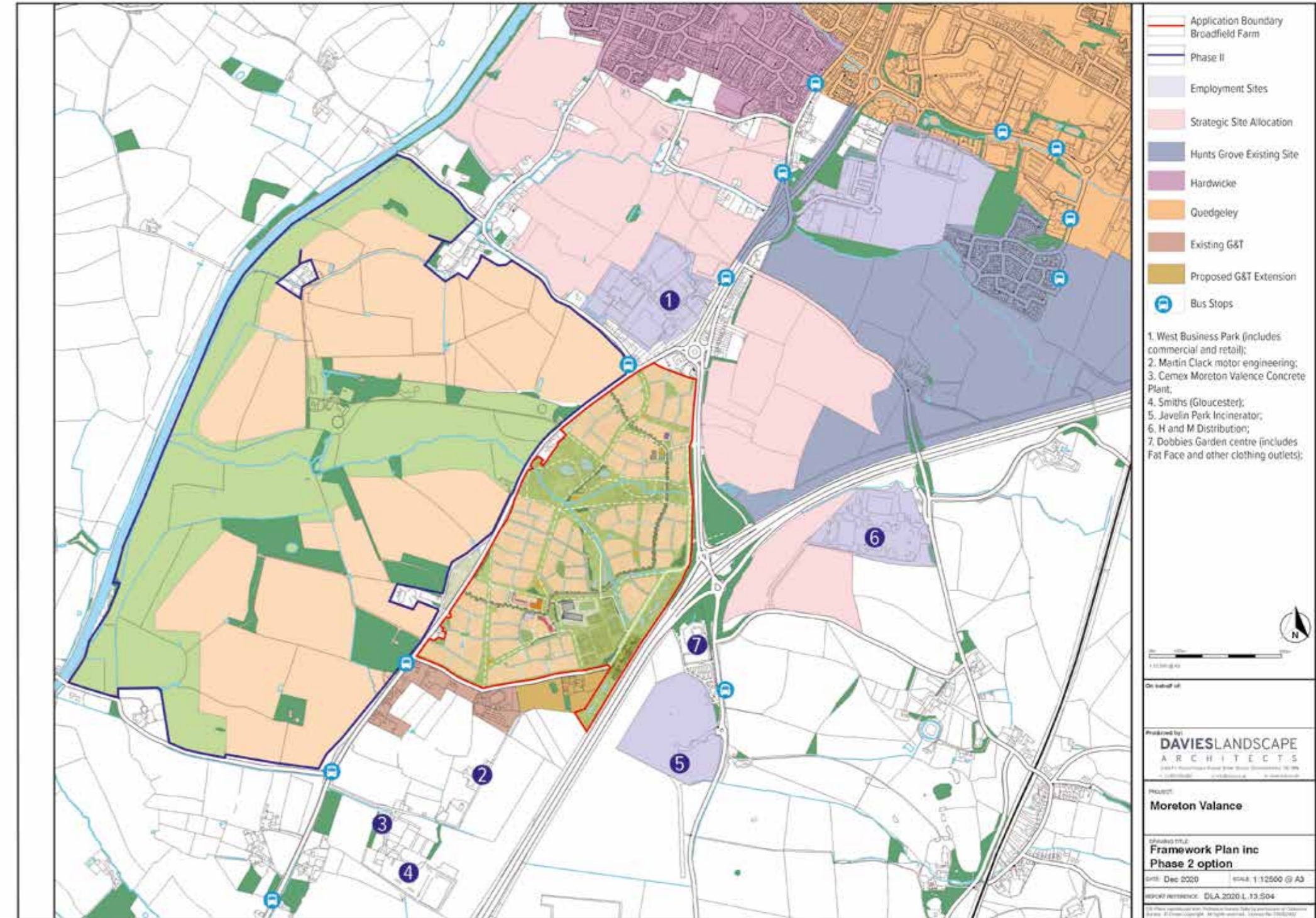


Figure 12: Phase 1 and 2 Master Plan

RIDGE

DECEMBER 2020

Appendix C Base Housing Trajectory

18/10/2024

Strategic Site Allocations		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Total
Letwin Review build-out rate analysis (2018)		2.3%	2.9%	4.3%	5.7%	6.1%	6.1%	6.2%	6.5%	6.7%	7.5%	8.1%	9.4%	9.6%	10.8%	11.9%	6.5%
PS19a Stonehouse North West	700	31	64	74	84	87	87	87	90	91	5						700
PS24 Cam North West (W. of Draycott)	900	36	70	83	95	99	99	100	103	104	112						900
PS25 Cam North East Extension (E. of River Cam)	180	19	40	43	45	33											180
PS30 Hunts Grove Extension	750	32	66	76	87	90	90	91	93	94	32						750
G1 South of Hardwicke	1,350	45	107	126	145	150	150	152	156	158	160						1,350
PS34 Sharpness Docks	300	22	44	48	52	53	81										300
PS36 Sharpness new settlement	2,400	82	170	203	237	246	246	249	256	261	280	170					2,400
PS37 Wisloe new settlement	1,500	48	118	139	160	166	166	167	172	175	193						1,500
Local Site Allocations																	
PS01 Brimscombe Mill	40	11	17	12													40
PS02 Brimscombe Port	150	18	39	41	51												150
PS05 East of Tobacconist Road, Minchinhampton	80	12	18	19	21	10											80
PS06 The New Lawn, Nailsworth	90	12	19	20	21	19											90
PS10 Cheapside, Stroud	75	12	18	19	20	6											75
PS11 Merrywalks Arches, Stroud	25	11	14														25
PS12 Police Station/Magistrates Court, Stroud	45	11	17	17													45
STR065 Land at Beeches Green, Stroud	20	10	10														20
PS16 South of Leonard Stanley Primary School	25	11	14														25
PS42 Land off Dozule Close, Leonard Stanley	15	10	5														15
PS17 Magpies site, Oldends Lane, Stonehouse	10	10															10
PS28 Land off Prospect Place, Dursley	10	10															10
HAR017 Land at Sellars Road, Hardwicke	10	10															10
BER016/ 017 Land at Lynch Road, Berkeley	60	11	17	17	14												60
PS35 Land at Focus School, Wanswell	70	12	18	18	23												70
PS44 Northwest of Whitminster Lane, Frampton	30	11	19														30
PS45 Land west of Upton's Gardens, Whitminster	10	10															10
PS46 Land west of School Lane, Whitminster	40	11	17	12													40
PS38 South of Wickwar Road, Kingswood	50	11	17	17	5												50
PS41 Washwell Fields, Painswick	20	10	10														20
Small sites windfall	1,064																1,064

Site scale	Median BOR	Min BOR	Max BOR	Min point
2000+	144	100	188	27
1,500-1,999	102	74	130	13
1,000-1,499	84.5	68	101	14
500-999	63.5	44	83	15
100-499	47.5	35	60	15
50-99	19	16	22	10

*Min Point adjusted from 3 (Lichfields Analysis Figure 4.1) to 15 for consistency

Source: Lichfields analysis Start to Finish Version 3, September 2024

Appendix D

Housing Trajectory Review

Supply	Allocated	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	Not likely to be built	Total built	Planning application (Y/N)	On-site SANG (Y/N)	Direct £ to J12 req	Direct £ to J14 req	Comments
18/10/2024																												
Amendments in red																												
Completions 01/04/2020 - 31/03/2023	2,148	745	771	632																			2148		N/A			
Large site commitments/S106 at 01/10/2023	2,825				469	514	591	641	240	154	120	40	40	16	0	0	0	0	0	0	0		2825		N/A			
Small site commitments at 01/10/2023 (Discounted by 22%)	336				112	112	112																336		N/A			
Strategic Site Allocations																												
PS19a Stonehouse North West	700	0	0	0	0	0	0	0	0	31	64	74	84	87	87	87	90	31				65	635	Yes	No	No	No	S.23/1451/OUT for 635 units, submitted July 2023. Natural England raised concerns (no HRA/potential impact on SAC). Reduced yield. Apparent issues likely lead to delays. Pushed back to 28/29 and amended build out rate (Letwin).
PS24 Cam North West (W. of Draycott)	900	0	0	0	0	0	0	62	130	130	130	130	80	80	80	80							902	Yes	N/A	No	No	S.21/1913/OUT for 235 units, validated Aug 2021 S.21/1875/OUT hybrid for 795 validated Aug 2021 BOR higher than Letwin analysis, but two separate sites.
PS25 Cam North East Extension (E. of River Cam)	180	0	0	0	0	0	0	0	0	0	0	0	19	40	43	45	33						180	No	N/A	No	No	Assuming OUT submission in 25/26, Lichfields assumes 5.2 years to first dwelling. Letwin assumes lower BOR over 5 yrs. Pushed back one year + longer BOR assumed.
PS30 Hunts Grove Extension	750	0	0	0	0	0	0	0	0	0	32	66	76	87	90	90	90	93	94	32			750	No	No	Yes	No	OUT previously expected in 2023. EIA scoping submitted in 2023. Assuming OUT submission in 25/26, commencement 29/30. Amended build out rate based on Letwin. SANG required. Within plan period.
G1 South of Hardwicke	1,350	0	0	0	0	0	0	0	0	0	45	107	126	145	150	150	152	156	159	160			1350	Yes	No	Yes	No	S.23/1384/OUT submitted in 2023 for 1,350 units. Amended in line with Lichfields start date, assuming 29/30 and Letwin build out rate. Offsite SAC mitigation proposed, albeit specific SANG required either on or offsite.
PS34 Sharpness Docks	300	0	0	0	0	0	0	0	0	0	0	0	22	44	48	52	53	81					300	Yes	No	No	Yes	S.17/798/OUT refused March 2024, also due to environmental impact. HRA noted no SANG provided. Therefore, no OUT currently. Expected for SANG to be provided off-site, i.e. on PS36, therefore significant delays. Trajectory aligned with PS36.

Supply	Allocated	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	Not likely to be built	Total built	Planning application (Y/N)	On-site SANG (Y/N)	Direct £ to J12 req	Direct £ to J14 req	Comments
PS36 Sharpness new settlement	2,400	0	0	0	0	0	0	0	0	0	0	0	82	170	203	237	246	246	249	256	261	450	1950	No	Yes	No	Yes	No outline submitted yet. SANG expected to be provided on-site. Assuming an outline application in 25/26, commencement assumed 31/32 with an amended trajectory based on Letwin. Ca 450 to fall outside of plan period. Unclear if SANG provide for PS34.
PS37 Wisloe new settlement	1,500	0	0	0	0	0	0	0	0	0	0	48	118	139	160	166	166	167	172	175	189		1500	No	No	No	Yes	Assuming OUT submission in 25/26, Lichfields assumes 5.3 years to first dwelling, commencement in 30/31, with build out rate adjusted according to Letwin analysis, subject to SANG delivery.
Local Site Allocations																												
PS01 Brimscombe Mill	40	0	0	0	0	0	0	0	0	0	0	40											40	No	N/A	No	No	
PS02 Brimscombe Port	150	0	0	0	0	0	0	50	50	50													150	No	No	No	No	
PS05 East of Tobacconist Road, Minchinhampton	80	0	0	0	0	0	30	50															80	No	No	No	No	
PS06 The New Lawn, Nailsworth	90	0	0	0	0	0	0	0	0	40	50												90	Yes	No	No	No	
PS10 Cheapside, Stroud	75	0	0	0	0	0	0	0	0	35	40												75	No	No	No	No	
PS11 Merrywalks Arches, Stroud	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25							25	Yes	N/A	No	No	Application for only 5 units
PS12 Police Station/Magistrates Court, Stroud	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45	No	N/A	No	No	
STR065 Land at Beeches Green, Stroud	20	0	0	0	0	0	0	0	0	10	10												20	No	N/A	No	No	
PS16 South of Leonard Stanley Primary School	25	0	0	0	0	0	10	15															25	No	N/A	No	No	
PS42 Land off Dozule Close, Leonard Stanley	15	0	0	0	0	0	13																13	Yes	N/A	No	No	Minimal variance in allocated to projected.
PS17 Magpies site, Oldends Lane, Stonehouse	10	0	0	0	0	0	0	0	0	0	0	10											10	No	N/A	No	No	
PS28 Land off Prospect Place, Dursley	10	0	0	0	0	0	0	0	10														10	Yes	N/A	No	Yes	
HAR017 Land at Sellars Road, Hardwicke	10	0	0	0	0	0	10																10	No	N/A	Yes	No	
BER016/ 017 Land at Lynch Road, Berkeley	60	0	0	0	0	0	30	30															60	No	No	No	Yes	
PS35 Land at Focus School, Wanswell	70	0	0	0	0	0	0	0	50	20													70	No	No	No	Yes	
PS44 Northwest of Whitminster Lane, Frampton	30	0	0	0	0	0	0	0	20	10													30	Yes	N/A	No	No	
PS45 Land west of Upton's Gardens, Whitminster	10	0	0	0	0	11																	11	Yes	N/A	No	No	Minimal variance in allocated to projected.
PS46 Land west of School Lane, Whitminster	40	0	0	0	0	0	45																45	Yes	N/A	No	No	Minimal variance in allocated to projected.
PS38 South of Wickwar Road, Kingswood	50	0	0	0	0	0	0	14	39														53	Yes	N/A	No	Yes	Minimal variance in allocated to projected.
PS41 Washwell Fields, Painswick	20	0	0	0	0	0	0	0	0	0	0	20											20	No	N/A	No	No	
Small sites windfall	1,064	0	0	0	0	0	0	76	76	76	76	76	76	76	76	76	76	76	76	76	76		1064					
TOTAL	15,328	745	771	632	581	637	841	963	805	865	996	1097	903	861	875	772	702	596	574	544	404	515	14822					
Alternative site: G2 Land at Whaddon	3,000	0	0	0	0	0	0	0	0	0	0	82	170	203	237	246	246	249	256	261	280	770	2550	Yes	No	Yes	No	S.23/2428/OUT submitted for 2,550 units in December 2023. To be reduced in accordance with OUT. Based on Lichfields analysis and Letwin, commencement assumed in 30/31, subject to SANG mitigation and potential impacts on J12.

Appendix E Site Allocations Trajectory Summary

Site ref	Site	Yield	OUT ⁴ Submitted	Assumed OUT submission	Projected Start	Amended Start	Comments
PS19a	Stonehouse North West	700 635	July 2023 (635 units)	N/A	27/28	28/29	Yield reduced according to outline app ref. S.23/151/OUT. Likely delay but within plan period, subject to SAC mitigation. On-site SANG would require ca 12.2ha, reducing the unit yield by ca <u>245 dwellings</u>⁵. Delays beyond plan period very likely, but evidence should be provided (Action: Inspectors to request).
PS25	Cam North East Ext	180	No	25/26	30/31	31/32	Delay by 1 year based on Lichfields. Longer build out rate based on Letwin. Within plan period.
PS30	Hunts Grove Ext	750	No	25/26	27/28	29/30	No outline application yet. Assumed submission in 25/26, commencement in 29/30. Amended build out rate. Within plan period, subject to SAC mitigation and impacts on J12. On-site SANG would require ca 14.4ha, reducing the unit yield by ca <u>311 dwellings</u>⁶. Evidence of impacts on J12 required, including potential yield prior to J12 improvements necessary. Delays beyond plan period very likely, but evidence should be provided (Action: Inspectors to request).
G1	South of Hardwicke	1,350	Yes	N/A	27/28	30/31	S.23/1384/OUT submitted in 2023. Start date and build out rate amended in line with Lichfields and Letwin. Concerns about no specific, evident mitigation for SAC. Unknown impacts on J12 with clear evidence (existing capacities J12 / timescales for J12 improvements)

⁴ Outline Planning Application

⁵ Based on a site area of 31.6ha, 635 dwellings with a population of 1,524 (2.4 per unit) requiring ca 12.2ha (8ha per 1,000). Pro rata reduction would be ca 245 units.

⁶ Based on a site area of 34.7ha, 750 dwellings with a population of 1,800 (2.4 per unit) requiring ca 14.4ha (8ha per 1,000). Pro rata reduction would be ca 311 units.

Site ref	Site	Yield	OUT ⁴ Submitted	Assumed OUT submission	Projected Start	Amended Start	Comments
							missing. On-site SANG would require ca 26ha, reducing the unit yield by ca 538 dwellings⁷. Delays beyond plan period very likely, but evidence should be provided (Action: Inspectors to request).
PS34	Sharpness Docks	300	No (Refused)	26/27	28/29	31/32	S.17/798/OUT refused March 2024. Due to site size, SANG contribution for offsite provision expected (i.e. on PS36). Evidence of a sufficiently sized SANG to be provided. Unknown impacts on J14 with clear evidence (existing capacities J14 / timescales for J14 improvements) missing.
PS36	Sharpness Settlement	2,400	No	25/26	29/30	31/32	Due to no outline application submitted yet, delay in trajectory expected. Assuming a submission in 25/26, based on Lichfields analysis, commencement delayed to 31/32 and, based on Letwin build out rates, ca 450 units likely to fall beyond plan period. Unit yield also subject to scale of SANG, if increase required to accommodate SAC mitigation for other sites (i.e. PS34). Unknown impacts on J14 with clear evidence (existing capacities J14 / timescales for J14 improvements) missing. Delays beyond plan period assumed, with potential for unit yield reduction, but evidence should be provided (Action: Inspectors to request).
PS37	Wisloe Settlement	1,500	No	25/26	26/27	30/31	Due to no outline application submitted yet, significant delay in trajectory expected (initially set unrealistically at 26/27). Assuming a submission in 25/26, based on Lichfields analysis, commencement

⁷ Based on a site area of 65ha, 1,350 dwellings with a population of 3,240 (2.4 per unit) requiring ca 26ha (8ha per 1,000), therefore a reduction to 39ha. Reduction would be ca 538 units.

Site ref	Site	Yield	OUT ⁴ Submitted	Assumed OUT submission	Projected Start	Amended Start	Comments
							<p>delayed to 30/31, subject to SAC mitigation. Unknown impacts on J14 with clear evidence (existing capacities J14 / timescales for J14 improvements) missing. On-site SANG would require ca 28.8ha, reducing the unit yield by ca <u>514 dwellings</u>⁸.</p> <p>Delays beyond plan period assumed, with potential for unit yield reduction, but evidence should be provided (<u>Action: Inspectors to request</u>).</p>

⁸ Based on a site area of 83.9ha, 1,500 dwellings with a population of 3,600 (2.4 per unit) requiring ca 28.8ha (8ha per 1,000), therefore a reduction to 55.2ha. Pro rata reduction would be ca 514 units.