

Date: 22 Jan 2020
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Dear Sir or Madam,

**Representation for the Stroud District Draft Plan (November 2019)
Land at Eric Vick Transport, Hardwicke**

This representation has been put forward to illustrate why Land at Eric Vick Transport, Hardwicke should be included as a proposed housing allocation in the upcoming publication plan (Reg. 19 consultation), expected in Autumn 2020.

The site itself has not been submitted to the SHLAA or SALA previous to this representation. The land surrounding to the north and east of the site however has been considered previously and is now currently a proposed allocation (G1) in the Stroud District Draft Plan.

Allocation G1 (South of Hardwicke) has been allocated as an addition to existing development in Hardwicke on the edge of Gloucester. The site is suggested for a mixed use allocation comprising of circa 1,200 dwellings, a local centre, community uses, a primary school, green infrastructure, open space and strategic landscaping.

The inclusion of the site in allocation G1 would round off development in this area. The existing development and proposed allocation runs along Pound Land and Stank Lane with the exception of this site. The only other areas which have been excluded from the allocation are private gardens or small paddocks.

The parcel of land measures circa 4.5 hectares (11.13 acres). Although the majority of the site is located within flood zone 1 circa 0.38 hectares (1.84 acres) is located within flood zone 2/3. The areas of the site located flood zone 2/3 will not be developed on and retained as open space to serve future residents. This would also provide a buffer onto Stank Lane to the south west.



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At standard densities the site can accommodate circa 120 dwellings, taking into account the area of land which would be lost due to flood risk. The site has limited physical constraints and therefore this number should be achievable, however it is understood that green infrastructure and potentially other non-domestic uses may need to be accommodated onsite.

During the Local Plan Review: Draft Plan public exhibitions indicative masterplans were shown of some of the larger allocations. It is also noted that on the indicative masterplan of allocation G1 a track of land along the canal has been left as a buffer. If this site was included in the allocation it is assumed that the buffer strip would also be included along the boundary of this site.

The site is flat and is currently mainly an area of grassland. There is however a haulage yard in the centre of the site measuring circa 0.45 hectares (1.1 acres). With the development of the site it is expected that the haulage yard would close. We therefore suggest to mitigate loss of employment opportunities in this location, alternative employment uses are considered for the same area. The existing haulage yard on site also proves that access along Stank Lane is suitable for employment, as currently HGV's use this lane.

The site is not located within any specific landscape designations such as AONB or Green Belt.

The site is located, according to the Stroud District Local Plan Policies Map, on the Gloucester Fringe. The site is therefore very close to various facilities in Quedgeley and Gloucester. The site is also very well located within the transport network as demonstrated by its current use as a Haulage Yard. Although currently the nearest bus stop is circa 850 to the south east, as the adjoining land is allocated, it is envisaged that public transport links will be improved.

Hardwicke is classed as a Tier 3a Settlement in the Stroud District Local Plan Review: Draft plan for Consultation (November 2019). Tier 3a settlements are classed as "Settlements with Local Facilities" some of which are able to have scope to help meet the housing needs of more constrained Tier 1 or Tier 2 settlements. There are currently 1,950 dwellings included within 2 allocated sites in Hardwicke and Huntsgrove. It is therefore an identified area of growth bolstered by its close proximity to Gloucester and the M5.

Additional housing at Hardwicke is also welcome as it is one of the most affordable area in the district with average house prices of £254,222 compared to an average of £298,441 in Gloucestershire as a whole.

The following desktop appraisal for Land at Eric Vick Transport, Hardwicke sets out any potential constraints to the site:

Heritage

The nearest heritage asset is Church House (1303952) which is Grade II listed and located circa 60 metres from the nearest point of the site's boundary. There is currently a buffer between the asset and the subject site of vegetation and existing development. There is also the grade I listed Church of St Nicholas (1340591) which is located circa 90m from the site. This church also has a number of Grade II and Grade II* listed monuments within its curtilage.

Landscape

The site is not located within any specific landscape designations such as AONB or Green Belt. As previously mentioned, a buffer strip would be left between the site and the canal, as has been done in the master plan, to help mitigate any potential impact. There will also be a buffer left between the canal and the site due to flooding constraints.

The majority of the site is grassland with limited ecological value and there is an area of the site an existing Haulage yard which will have even less value. Currently the site is bordered by either trees or hedgerows the majority of which would be retained during development of the site. There are some small trees on the east side of the site. It is assumed that some of these may need to be removed to allow for the site to be developed to its potential.

Access

There is currently a wide gated access onto Stank Lane which is currently used as the access to the Haulage Yard. This access has good visibility in both directions. Access could also potentially be gained from the allocated site to the north improving the connectivity of the site as a whole.

There is a Public Right of Way, known as Hardwicke Footpath 23, which runs across the site from east to west. This would be retained in the event of the development of the site.

Drainage

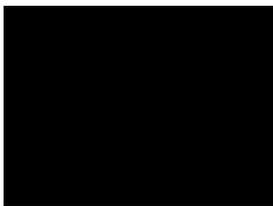
Environment Agency Flood Risk mapping for land-use planning, indicates that the majority of the site is located in a Flood Risk Zone 1. This indicates that the overall site has a low probability of flooding (less than 1 in 1,000 annual probability of river flooding) and can be developed. There is also an area of flood zone 2/3 adjoining Stank Lane which totals an area of approximately 0.38 hectares.

Summary

In considering the above, there would appear to be no overriding physical constraints or potential impacts preventing sensitively designed development for a medium scale housing scheme which would round off the current proposed allocation (G1) at Hardwicke.

Bruton Knowles would like to express that the site is under single ownership and that it is immediately available and deliverable over the next 5 years. For these reasons the site would make an appropriate residential allocation for open market dwellings.

Yours sincerely,



Planner