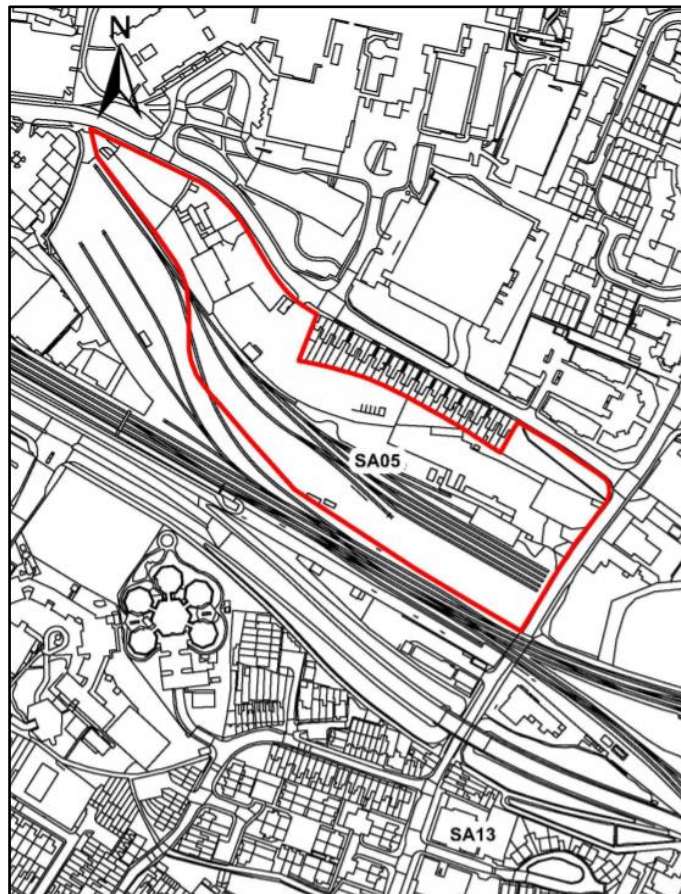


Site Capacity Update: SA05: Land at Great Western Road Sidings

- 1.1 The Inspector has asked the Council to consider the site capacity for SA05: Land at Great Western Road Sidings. It has been proposed that the site may be able to accommodate additional capacity. The proposed allocation of the site in the Presubmission Gloucester City Plan states that the site can deliver approximately 200 dwellings.
- 1.2 The site is a large brownfield site of 4.3 ha. It is close to Gloucestershire Royal Hospital on the junction of Great Western Road and Horton Road. The site offers an opportunity for a higher density scheme and is well located to the city centre and public transport hub.

Figure 1: Site Location Plan



- 1.3 The agreed Joint Core Strategy methodology for Strategic Assessment of Land Availability (SALA) states that capacity is assigned based on evidence from the promoter of the site, urban design principles and other local information¹. A density of 75dph was used for this site in the 2019 SALA.

¹ <https://www.gloucester.gov.uk/media/3728/sala-report-2019.pdf> page 15

- 1.4 A density multiplier is also set out in the agreed JCS methodology to take account of a proportion of the site that will be taken up by infrastructure and landscaping. This then provides a net developable area.
- 1.5 For a site of this size the net developable area is considered to be 63% of the site which equates to 2.71 hectares. This is how the approx. 200 unit figure was reached $2.71 \text{h} \times 75 \text{dph} = 203 \text{dph}$.
- 1.6 It is important to note that the SALA process creates a conservative estimate to ensure that the housing potential is not inflated as this would create uncertainty in terms of delivery.
- 1.7 The Council have reassessed the site and have giving consideration to the following:
- a) National Model Design Code (consultation version)². The code states that 'urban neighbourhoods' would likely have a net urban density of 60 to 120 dph.
 - b) The proposed design requirements set out in the GCP (including a green corridor, strategic cycle and walking route and open space) and the known constraints (including mitigation measures to address the railway and air quality issues, non-designated heritage assets, proximity of the existing two-storey row of terrace housing) may reduce the developable area.
 - c) The site promoter appeared at the Examination in Public and stated that upwards of 350 units were being considered in the design process. No layout has been submitted for assessment at this time.
 - d) The type of development – A flatted development can achieve a higher density than a housing development. A high-density flatted scheme would generally be around or exceed 100 dph, compared to a high-density housing scheme which would generally be around 40 dph.
 - e) The sustainable location of the site and the County Council's flexible approach to parking. This may reduce the land take for parking increasing the developable area.
 - f) A recent urban neighbourhood in the city, called Greyfriars, was developed at approx. 100 dph. This was a mix of predominantly flats (176 units in 3 to 5 storey blocks) and houses (78).

Conclusions

- 1.8 The mix of dwelling types and heights of buildings are not yet known. However, if the site is to be developed as a predominantly flatted scheme, with a reduced amount of housing compared to the Greyfriars urban neighbourhood, it is reasonable to suggest that it is likely to achieve upwards of 100 dph. This would not be achievable with a predominantly housing scheme.
- 1.9 Given the site constraints it is not considered appropriate to use the uppermost density of 120 dph set out in the National Model Design Code. It is therefore considered that **approximately 300 dwellings (predominantly flatted) at a density of 110dph** to be appropriate.

² <https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals/national-model-design-code-accessible-version>