



RIDGE

**FOREST OF DEAN LOCAL PLAN
ISSUES AND OPTIONS:
NEW SETTLEMENT PROPOSAL
FOR GRANGE COURT**

October 2019

1. INTRODUCTION

- 1.1. This representation has been prepared by Ridge and Partners LLP in response to Forest of Dean District Council's¹ Issues and Options consultation pertaining to its revised Local Plan 2041.
- 1.2. This representation relates to the promotion centred on a new railway station at Grange Court which is situated between the A40 and A48 for the development of a new, self-contained Eco Village. Our Vision is for a new settlement that could accommodate around 5,000 dwellings as well as employment provision where new, and green infrastructure can be sustainably planned from the outset to accommodate immediate and successive growth for the District, helping to significantly boost the supply of new housing and achieving a truly sustainable development for the District.
- 1.3. The Issues and Options consultation paper poses a series of questions and this representation aims to specifically answer the relevant questions raised within the report with specific reference to the promotion of the Land at Grange Court.
- 1.4. Accompanying this submission are the following documents which further demonstrate the suitability of the land at Grange Court as a growth point to meet the needs of the District:
 - Site Location Plan
 - Site Constraints
 - Proposed Access Strategy
 - Topography
 - Site Analysis
 - Green Infrastructure Strategy
 - Existing Access and Rights of Way

¹ Hereafter referred to as the Council.

2. RESPONSE TO QUESTIONS

Question 1 - Do you agree that the LP should take as an initial theme the above definition of sustainable development?

- 2.1. We agree that the definition of sustainable development provided by the Brundtland Commission should be used as the initial theme for the Local Plan as it benefits from widespread recognition and it is the definition which informs the National Planning Policy Framework².

Question 2 - Should the plan look forward to year 2041? Should the plan review and change, where necessary, all of the current AP and CS?

- 2.2. Paragraph 22 of the Framework requires strategic policies to look ahead over a minimum 15-year period from adoption in order to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements to infrastructure.
- 2.3. It is considered that a 20-year period up to 2041 will enable flexibility for the plan to deliver sustainable development and respond to long-term requirements and opportunities, such as those arising from major improvements to infrastructure and will accord with the provisions of the Framework. This also aligns with the neighbouring JCS authorities and Stroud District Council who are working to a 20-year plan period. However, with the establishment of a new growth point, it is considered that a further 10 year vision should be encompassed in the Plan to show how a new settlement could expand in due course.

Question 3 - Do you agree with the need to bring carbon emissions down to zero by 2030?

- 2.4. We agree with the goal to bring carbon emissions down to zero by 2030 in order to assist in honouring the commitments made in the Paris Agreement, which aims to limit global temperature increases to 1.5°C. We are aware that Gloucestershire County Council declared a climate emergency on 15 May with an ambition to achieve a carbon neutral county by 2050, following the UK Parliament approving a motion declaring a climate change emergency and for the Government to achieve net zero emissions before 2050. Stroud District Council has also made a commitment for Stroud District to also be Carbon Neutral by 2030 and we are also aware that as of May 2019, 42 of Council's had also set a target to be carbon-neutral by 2030. It is therefore important that the Council also makes this commitment to assist in achieving a reduction in global temperature.
- 2.5. We would also note that the development of a new Eco Village in the District would help to contribute towards meeting this key objective. It would help to avoid future 'bolt on' urban extensions, with poor non-vehicular integration and limited opportunity to secure the new infrastructure that the District needs. Such a development strategy cannot provide a comprehensive approach to meeting the District's growth needs in a truly sustainable manner.

² Hereafter referred to as the Framework.

- 2.6. On the other hand, the identification of a new Eco Village, where new and green infrastructure can be sustainably planned from the outset to accommodate immediate and successive growth should be encouraged. The provision of new settlement at Land at Grange Court can draw upon new technologies for heating, energy and construction and can lay down the foundations for more sustainable green infrastructure. Such a proposal can provide genuinely mixed communities that become more self-contained so that residents have the ability to live and work in one location.
- 2.7. As such, in order to provide a range of sustainable alternatives to private cars, it is considered that a new settlement, such as Grange Court, will provide a far greater influence in positively supporting an integrated transport system than a more dispersed development, some with potentially less sustainable networks.
- 2.8. The development of a new Eco Village is far more likely to generate enough demand to provide long-term financially viable public transport systems that can be put in place and retained, which would not be possible with other options which do not have the potential scale of a new settlement. Furthermore, the development of a new Eco Village will be of a large enough scale to offer the opportunity to provide residents with jobs, education, health facilities, shops and community infrastructure close to home, meaning a lot of activities and daily needs are served on site, reducing the need to travel to other local centres and limiting the impact of development on the transport network and thus the environment.

Question 4 - Do you agree with the Vision above, and are there any particular aspects of it that are especially important?

- 2.9. We agree with the Vision set out in the Issues and Options Paper. It is noted that the creation of a self-contained and highly accessible new settlement within the District would align with that vision.

Question 8 - Do you have any comments on the possible land requirement?

- 2.10. It is clear that a high quantum of land is required to be allocated in order to meet the District's housing needs. The table at paragraph 3.16 of the consultation paper identifies that approximately 145ha of land is required to meet those needs, and this is before strategic landscaping and other forms of open space and service provision are included.
- 2.11. It is our consideration that the delivery of a new settlement would therefore play a key role in helping to meet the District's housing needs in a sustainable manner, as opposed to identifying a number of sites for incremental growth that would be bolted on to existing settlements across the District, placing more pressure on existing infrastructure and with less ability to sustainably plan new infrastructure from the outset.

Question 9 – The above are basic constraints to development. Would you agree or wish to add or remove any of them?

- 2.12. We agree with the basic constraints to development. We note that accessibility is also considered a major constraint within the District with particular reference to pinch points on the A48 restricting

growth, access to fast internet connections and access to national rail services only being available at Lydney.

- 2.13. As set out in response to question 10 below, we consider that the delivery of a new settlement is best placed to address the basic and major constraints to development. This also appears to be acknowledged by the Council who identify that enhanced access to the rail network could only conceivably change with significant major investment and is an important consideration in evaluating development locations and options which we fully agree with.

Question 10 - The main settlements listed above have some major constraints as well as opportunities, do you agree with these or are there some opportunities that need to be explored further, or some constraints that have not been included?

- 2.14. It is agreed that the main settlements are subject to a number of major constraints to development. It is also considered, as above, that accessibility is a major constraint which relates to the District as a whole. It is our consideration that the development of a new settlement would provide the scale of new development to support investment in new infrastructure. Importantly, transport investment that better connects key economic activity areas will also enable the District to enhance economic competitiveness nationally and will assist in achieving the aims set out in the Council's vision to including enhancing economic competitiveness which in turn will also assist in encouraging younger people to stay in the District by providing greater access to education, employment and housing.
- 2.15. As identified in our response to question 9, this will only conceivably happen with significant major investment which is most likely to be achieved by planning for a new settlement of a scale that would support at least 5,000 new homes.
- 2.16. In terms of opportunities to be explored, it is our opinion that a new settlement at Grange Court presents a real opportunity to provide an accessible and sustainable settlement while eliminating the transport and infrastructure constraints raised in the Issues and Options document.
- 2.17. The location of the site between the A40 and A48 and on the Gloucester to Newport railway line within approximately five miles of Gloucester City Centre means that a holistic sustainable site from a transport perspective can be planned and delivered.
- 2.18. An Eco Village in this location offers the opportunity to reopen either Grange Court or Oakle Street stations, with a new station providing a focal hub to the development and allowing residents and employees to travel to and from the site sustainably. This station could also meet further aspirations as a western parkway station for Gloucester encouraging modal shift from private cars on the A40 and A48 travelling into Gloucester. This parkway would pick up both local traffic and vehicles travelling further afield through onward connections to the national rail network at Gloucester Station.
- 2.19. With reference to Gloucestershire's Local Transport Plan 2015-2031 Connecting Places Strategy CPS2 – Forest of Dean, it is our consideration that with the correct transport strategy the land at Grange Court could deliver a wide range of transport benefits for a gateway into the Forest of Dean. This could include a new railway station to serve a potential new Eco Village and existing local need,

but also creating a parkway or park and ride facility for Gloucester. This in turn would alleviate pressure on the A40 and A48 junction pinch point identified and would also help to boost economic competitiveness for the District.

2.20. Our vision is for an Eco Village that would harness sustainable modes of transportation, being planned around walking and cycling neighbourhoods from the outset, which if designed and delivered could provide part of the missing link on National Cycle Route 42 to the west and tie to National Cycle Route 45 on the edge of Gloucester to the east. Gloucester is within approximately a 5 mile or 7km cycle from the centre of the proposed site. In the short term, there is also the ability to deliver improvements to the A48 / A40 junction or look at diverting the A48 through the site and creating a new junction with the A40. This would connect into the central hub of the new parkway railway station within the site allowing easy interchange between modes. If the existing local bus routes and an emerging bus strategy are developed with Gloucestershire County Council, the Forest of Dean District Council and operators, then the site and wider area can be served through a park and choose proposal between modes with the Eco Village at the centre.

2.21. The benefits of a new settlement of this sort of scale is the ability to deliver the required transport infrastructure and critical mass for investment in faster broadband connections, delivering for both future residents and businesses. Past experiences show that new development that is more dispersed and in the form of extensions to existing towns and villages, is often only able to deliver limited community infrastructure on a small scale, and most commonly in the form of financial contributions to existing facilities. However, a new settlement provides clear advantages and opportunities from the outset allowing the comprehensive planning of new infrastructure. Therefore, in the case of land Grange Court, the constraints identified by the Council could be the opportunity to deliver a positive future development for the District.

Question 11 - One approach is to look at the settlement hierarchy and propose development in keeping with this, is this the right general approach, if not why not? Are the constraints referred to the right ones? And, Question 12 - Does the need for sustainable development mean trying to locate new development where there are existing services or where new can be provided?

2.22. In response to questions 11 and 12, it is considered that the use of a settlement hierarchy should not be the sole approach to new development in the District. Such an approach would exclude the option for planning a new settlement in the District, whereby a standard settlement hierarchy would deem the location for such a settlement, like the land at Grange Court, as 'unsustainable' due to its location away from existing services and facilities.

2.23. As previously identified, development of a new settlement in the form of an Eco Village will enable a significant level of new development and associated infrastructure. This, in turn, will enable the opportunity to provide residents with jobs, education, health facilities, shops and community infrastructure close to home. As such, a large amount of activities and daily needs would be served on site, reducing the need to travel to other local centres and helping to limit the impact of development on the transport network and environment. The NPPF appears to recognise this point at paragraph 72 stating that the supply of large numbers of new homes can often be best achieved

through planning for larger scale development, such as new settlements with a need to ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access.

2.24. Therefore, we consider that the approach to considering locations for new development needs to also factor in that development of a certain size and scale in the form of a new settlement is also a sustainable form of development, and can enhance access via sustainable modes of transport to existing services and facilities elsewhere.

2.25. We would also note that the settlement hierarchy approach also often also means that the more rural areas of the District fail to receive new development which will help to enhance and maintain the vitality of the rural communities. The NPPF recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby and a settlement hierarchy approach often fails to capture this point. Indeed, a report by the CLA in June 2018³ identified that the settlement hierarchy approach means that 'unsustainable villages' are not allocated housing and have very limited development options to improve their sustainability, leaving them in a cycle of decline. Whilst we agree that the concept of a settlement hierarchy is generally sensible as it helps to understand what facilities are located in each settlement, we consider that the approach to the hierarchy should be reviewed and widened to take into account that measuring villages against a range of services and amenities more akin to how previous generations lived and used services is somewhat outdated and advances in technology, such as the availability of broadband, should also be taken into account when considering the sustainability of a settlement.

Question 13 – The above areas and strategies all relate to or include the Forest of Dean. How should the Forest of Dean respond? For example, should it place its new development near other main centres, look to improve transport links, or co-operate to deliver new infrastructure, etc?

2.26. The historic core of the Forest of Dean sits within the centre of the district within valleys. It has limited access to high quality transport links and centralising and improving transport links within the District is clearly challenging from a planning perspective and costly to deliver. In our opinion, this remains one of the key constraints to development in the Forest of Dean.

2.27. A solution to this matter is for development to focus on the provision of new, sustainable settlement possibly in the form of an Eco Village which would allow the District to create a Gateway to the Western Powerhouse, facing both east towards Gloucester in the local context but further afield to Cheltenham, Bristol, Swindon and west to Cardiff and Swansea along the River Severn. Such a development at Grange Court would provide the opportunity to create a hub on the existing railway line which is locally underutilised but linked to the A40 and A48, thus intercepting outflowing investment and capturing it within the District while meeting the overall needs of Gloucestershire and the wider area.

³ CLA Strong Foundations Sustainable Villages – Making Rural Communities Fit for The Future

- 2.28. From a transport perspective, the creation of a transport hub in this location would allow interchange between local sustainable modes and provide linkages for interchange along the A4151 towards Cinderford and A48 towards Lydney. It could act as a catalyst to support an improved network of viable local bus services linking west into the District.
- 2.29. As set out in the response to Question 9, with the correct transport strategy a Park and Choose facility could be created serving both the Forest of Dean and Gloucester. The land at Grange Court offers a real opportunity to improve transport linkages from the wider District to the west towards the eastern part of the District towards Gloucester.
- 2.30. At a local level, we envisage an Eco Village would provide walking and cycling neighbourhoods and could provide core cycle routes to link National Cycle Route 42 and 45. The Forest of Dean already has a very good network of leisure cycleways and these could be connected to the site via an improved National Cycle Route 42, towards National Cycle Route 45 in the east and along NCR 42 to Parkend in the west.
- 2.31. Overall, we consider there are considerable untapped opportunities in the District which could be facilitated through the provision of a new settlement in the form of an Eco Village at land at Grange Court.

Question 14 - Are the above the right key messages that need to be considered in thinking about development options? Are there any more? Are some incorrect?

- 2.32. The key messages outlined in the consultation paper are broadly supported. The crux of the messages is the overarching need for sustainably planned strategic housing allocations, rather than incremental extensions exerting pressure upon extant services which we concur with.
- 2.33. As highlighted throughout this representation, it is considered that a sustainable, strategic development of a new Eco Village at Grange Court would strongly accord with these key messages.

Question 15. The basic options above all assume that there will be a certain amount of change spread across the district anyway, whether new housing, employment, shopping or whatever. It is the strategic (major) changes that the options relate to, so for example any named settlement may have some development but if it featured in a particular option then there may be a specific major new site or new neighbourhood. They are explained in greater detail below. Which option or options would you support (please say why and please do suggest general or specific locations that should be considered for new development)?

Option 1. Selective planned expansion of existing settlement(s).

Option 2. Maximum incremental change to the extent of absolute constraints.

Option 3. Planned new settlement(s).

Option 4. Negotiated agreement that some development will be passed to adjoining authority(ies).

- 2.34. As we have identified throughout this representation, it is considered that option 3, planned new settlement(s) in the District, is the most sustainable option to meet the Districts growth needs.

Paragraph 72 of the NPPF also identifies that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements.

- 2.35. At present, the majority of 'sustainable development' is centred on the expansion and extension of existing settlements in the District that are deemed to be the most sustainable under a settlement hierarchy. Inherently, this simply bolts on new development where the local infrastructure is generally out-dated and often has insufficient capacity, with poor non-vehicular integration and limited opportunity to secure the new infrastructure that the District needs.
- 2.36. This type of strategy also erodes valuable green spaces that residents cherish. Growth of this nature can be unrelated to the historic core of the original settlement and over time can erode the original character of the settlement. Whilst these are obvious consequences of growth, it often causes uncertainty and anxiety amongst local residents. In our opinion, continuing with such a development strategy cannot provide a comprehensive and sustainable approach to meeting the District's growth needs in a manner that a new settlement in the form of an Eco Village could have.
- 2.37. In our consideration, the identification of a new settlement, where new and green infrastructure can be sustainably planned from the outset to accommodate immediate and successive growth should be encouraged. Such a growth point can draw upon new technologies for heating, energy and construction and can lay down the foundations for more sustainable green infrastructure. Such a settlement can provide the option for residents to have the ability to live and work in one location.
- 2.38. A new settlement should therefore be the focus for immediate and future growth of the District and this, coupled with a smaller element of dispersed windfall development, should help to significantly boost the supply of new housing and achieve truly sustainable development for the District.
- 2.39. In terms of a specific location for new development, as highlighted throughout this representation, it is considered that the land at Grange Court represents a logical area to locate a new sustainable settlement for the District, in the form of an Eco Village.
- 2.40. As such, we consider that an explicit policy and encouragement on a new growth point offers a unique opportunity, with many sustainable benefits, and should be supported as the best way to meet the District's future needs. We believe that Grange Court represents the an optimal location within the District for this form of growth for the reasons identified throughout this representation.

Question 16 - Do you have any further comments on the range of options? It may be helpful to consider the following: are there any particular difficulties with some? Which may be the most sustainable? How may they be implemented? Which general locations may be best suited to further development?

- 2.41. As established in the response to question 15, it is our opinion that planned new settlements are the most sustainable option of the District in terms of delivery new housing, employment and infrastructure for the District in the future.
- 2.42. We note that two specific options for a new settlement are suggested in the issues document including "One settlement in east/ north" and "One settlement in the south".

- 2.43. In our opinion, a new settlement would be more geographically constrained if located in the south than a new settlement to the east/north. The land at Grange Court offers the opportunity to provide a multi-modal transport node, which would be centred on the railway between Gloucester and Lydney. It is noted that development at Beachley Camp is not expected to be vacated until 2027, thereby delaying the delivery of housing in this location over the plan period.

Question 17 - What do you think the four towns or any of the specific locations should look like in 2041?

- 2.44. Whilst at an early stage of development, our vision is to create a new settlement at land at Grange Court which will be a thriving carbon neutral and self-contained Eco Village of high-quality design. The new settlement will consist of around 5,000 new dwellings as well as new employment provision, a community/retail hub, new education facilities, renewable energy initiatives and green infrastructure. It will provide social, environmental and economic benefits for the District as well as new residents of the new settlement.
- 2.45. The unique landscape of the Severn Vale will be respected and enhanced through widespread integration of multi-functional green infrastructure corridors, enabling biodiversity to flourish and contributing to the health and wellbeing of new residents.
- 2.46. The outcome will be a thriving, socially sustainable community with a range of diverse employment space in a location that will benefit from a range of sustainable transport modes, including access to new and improved rail, bus, cycle and pedestrian links. The key focus of the masterplan will be the utilisation of sustainable modes of transport before use of the private car. A new transport hub will connect enable the District to be more sustainably connected within the economy of the Western powerhouse providing new economic opportunities for the District, encouraging new businesses and younger people to remain in the District.
- 2.47. The new settlement will provide the opportunity for new building technologies to be utilised and custom build and self-build opportunities will help to create a truly unique sense of place.

Question 18 - Do you agree with these priority areas, how can the LP best address the issues of climate change and renewable energy?

- 2.48. We agree with the priority areas. We would also reiterate, in line with para 8.9 of the Issues and Options document, that the location of new housing is not just simply about the proximity to other existing services, jobs and ease of access for employment and social purposes but also considering other solutions where they can be sustainable. In our opinion, the delivery of a new settlement can best address issues of climate change and renewable energy as a holistically planned new settlement enables new and green infrastructure to be sustainably planned from the outset and can draw upon new technologies for heating, energy and construction and can lay down the foundations for more sustainable green infrastructure. In comparison, a more dispersed development strategy that provides 'bolt on' urban extensions, with poor non-vehicular integration and limited opportunity to secure the new infrastructure and sustainable technologies cannot provide a comprehensive

sustainable approach to meeting the District's growth needs as well as achieving the aim of a zero carbon District by 2030.

Question 19 - Are these the main areas to be considered for housing policies in the new plan when seeking to deliver the required types and numbers? Are there any others? Are there any particular locations which should be considered?

- 2.49. As identified throughout this representation, it is our opinion that the land at Grange Court is the most suitable location for a potential new settlement in the form of an Eco Village.

Question 20 – How best can new employment be planned for and what can help deliver it?

- 2.50. As set out earlier in this representation, the location of this Eco Village between the A40 and A48 served by the Gloucester to Newport railway line is a prime site for a transport interchange and the provision of a hub to the east of the District. This is important in respect of securing attractive new employment provision in the District as the location and access to the trunk road network and national rail network provides a good location for new employment both with easy access to the M5 and M4 as well as the national rail network.

- 2.51. A new Eco Village would be able to offer a range of employment land use types as part of a mixed-use development and would provide the critical mass for investment in the required infrastructure, including superfast broadband. It is considered that the location of land at Grange Court could help to intercept skilled employees leaving the District while also capturing those to the east around Gloucester and Cheltenham. A new railway station would access a wider catchment with train services to South Wales and the Western Powerhouse to the east and south and a new settlement in this location would be of a scale to help facilitate this.

Question 22 – Do you have any comments on how the plan should consider transport and infrastructure issues, what key items will be needed and how may they be delivered?

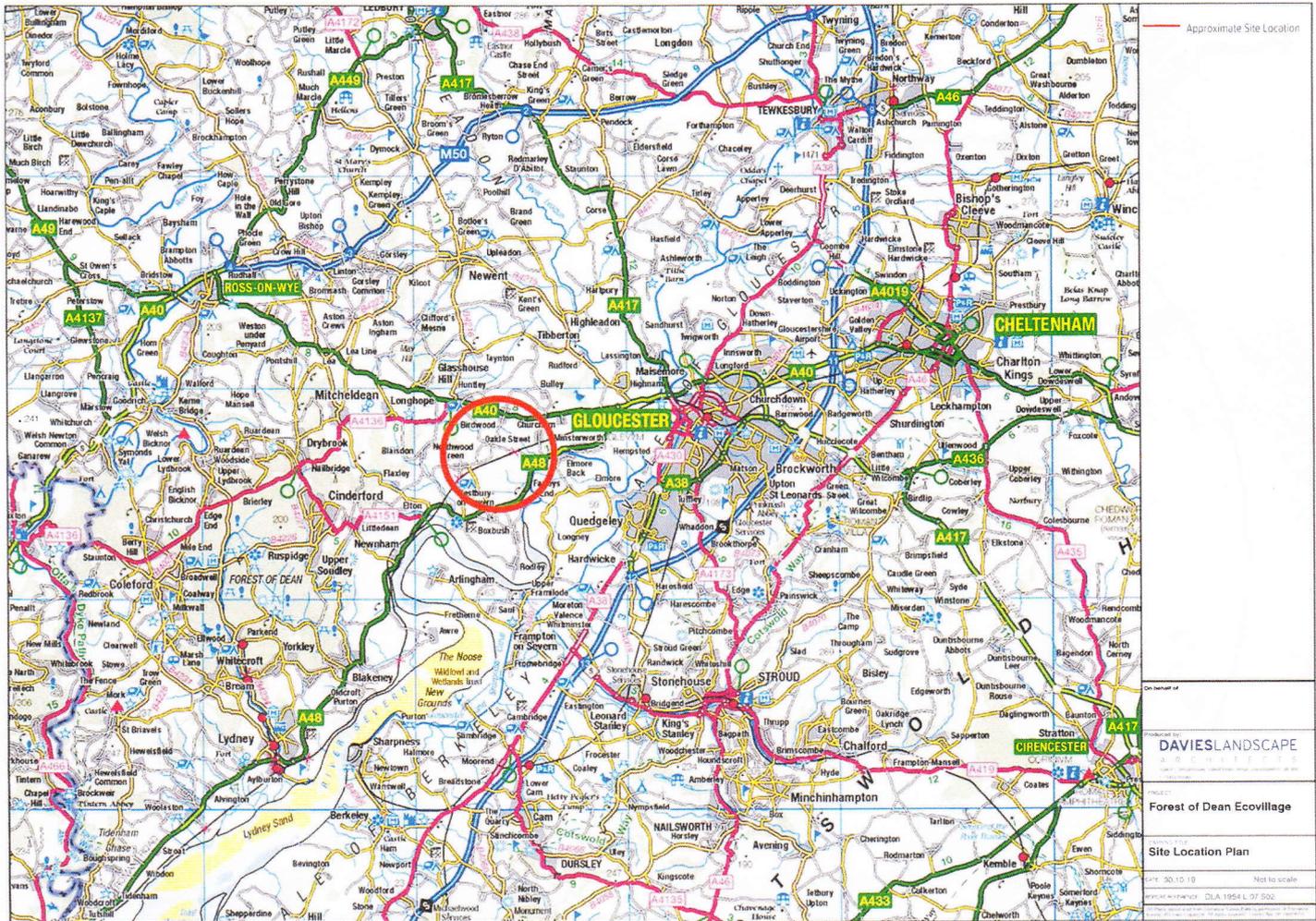
- 2.52. In order to be sustainable and deliver carbon neutral development in the future we need to consider the way we travel and embrace green modes and more modern technologies. There needs to be a strong connection between land use and transport planning to deliver truly sustainable communities. Any development needs to be supported by a strong and robust green travel plan, to encourage modal shift from day one.
- 2.53. The core proposals behind an Eco Village at land at Grange Court would be walkable and cycling neighbourhoods connected to a central hub around a re-opened or new railway station. This railway station would act as a multi-modal hub providing a parkway station with Park and Choose facilities connecting train services, bus services and offering the opportunity to walk and cycle locally.
- 2.54. We note that Gloucester County Council have a long-term aspiration for both strategic and local Park and Ride facilities and the transport hub within the Eco Village could provide a park and ride / park and choose for the district as well as Gloucester to the east. At the right critical mass this could be facilitated by the development at minimal, if any, cost to the county council. The development would

be supported by a detailed travel plan covering all land uses and focusing a change in travel behaviour.

2.55. As set out in our answers to previous questions, we believe that this site offers an opportunity rather than a constraint in terms of transport within the District and could act as a catalyst for modal shift and future investment for local transport within the District. With a proposed critical mass, the development should be viable in terms of providing the multi modal transport hub and railway station alongside any links to the existing highway network as required.

2.56. With any development, a phased approach is required and the key deliverables for this Eco Village will be to get the railway station and transport hub in early to engage modal shift. In the short term, it may be that some mitigation is required at the A48 / A40 junction as an identifies 'pinch point' but this should be delivered as part of a holistic strategy to encourage modal shift away from vehicle trips into Gloucester. The plan itself needs to consider the rolling Local Transport Plans with the current LTP4 in place until 2031 and be flexible enough to embrace emerging modes and modal shift.

2.57. We consider that the proposals for an Eco Village at land at Grange Court would deliver a sustainable community against the current Local Transport Plan (LTP4) and the questions posed by the District Council on the delivery of transport infrastructure.



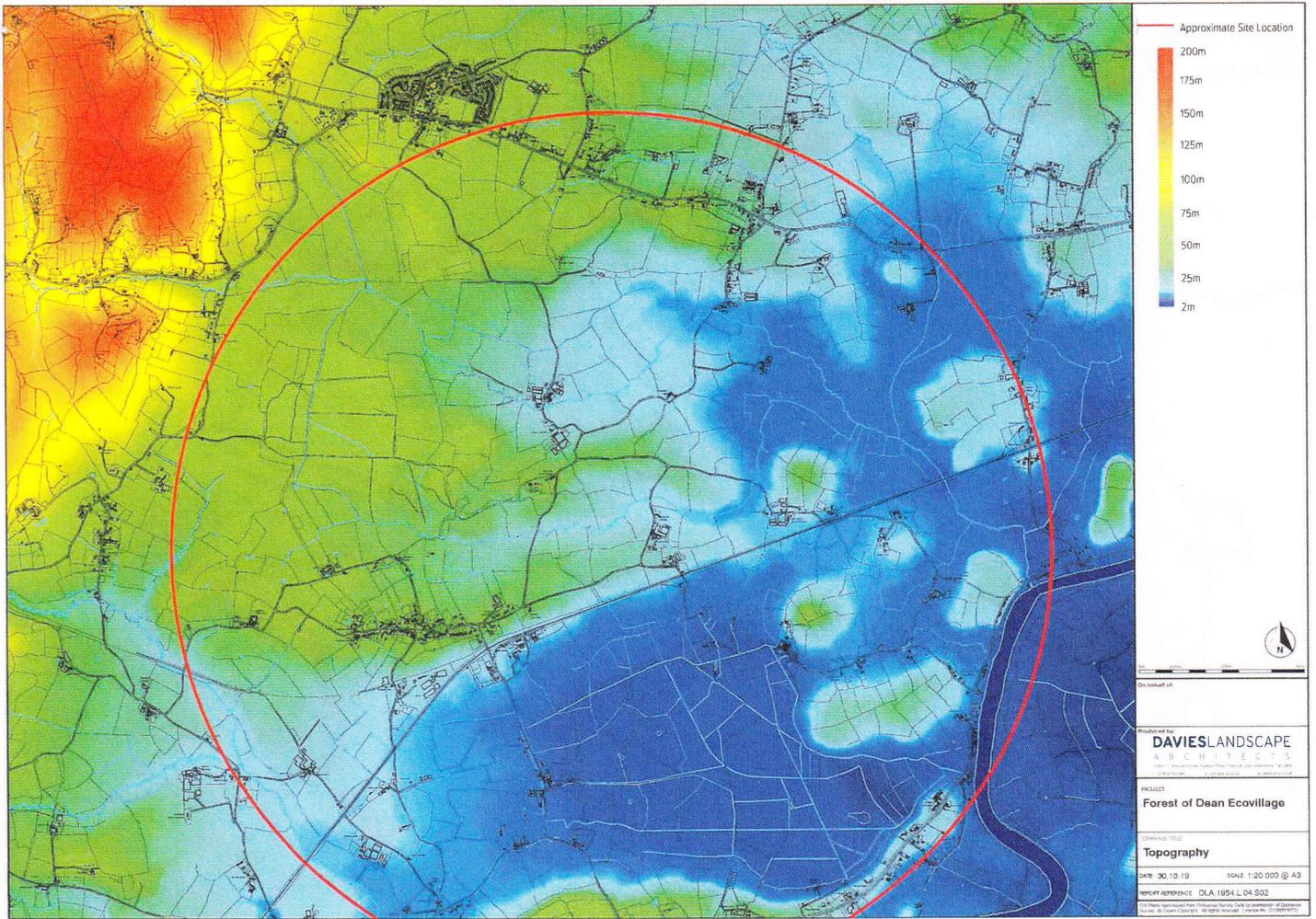
— Approximate Site Location

DAVIESLANDSCAPE
ARCHITECTS

Forest of Dean Ecovillage

Site Location Plan

Scale: 1:50,000 (Not to scale)
 Project Reference: DLA 1954 L 07 502
 Date: 10/10/18



Approximate Site Location

200m
175m
150m
125m
100m
75m
50m
25m
2m

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

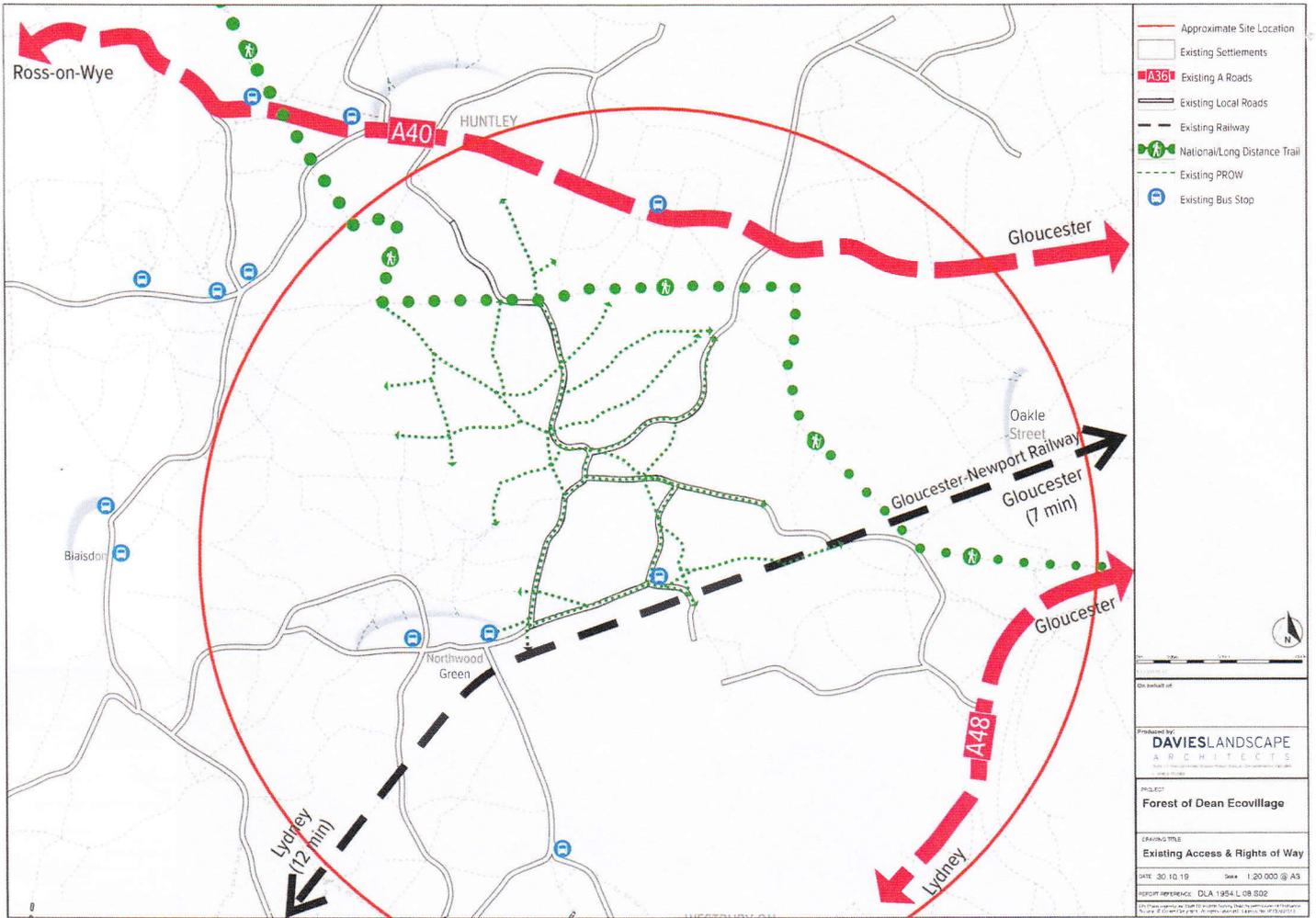
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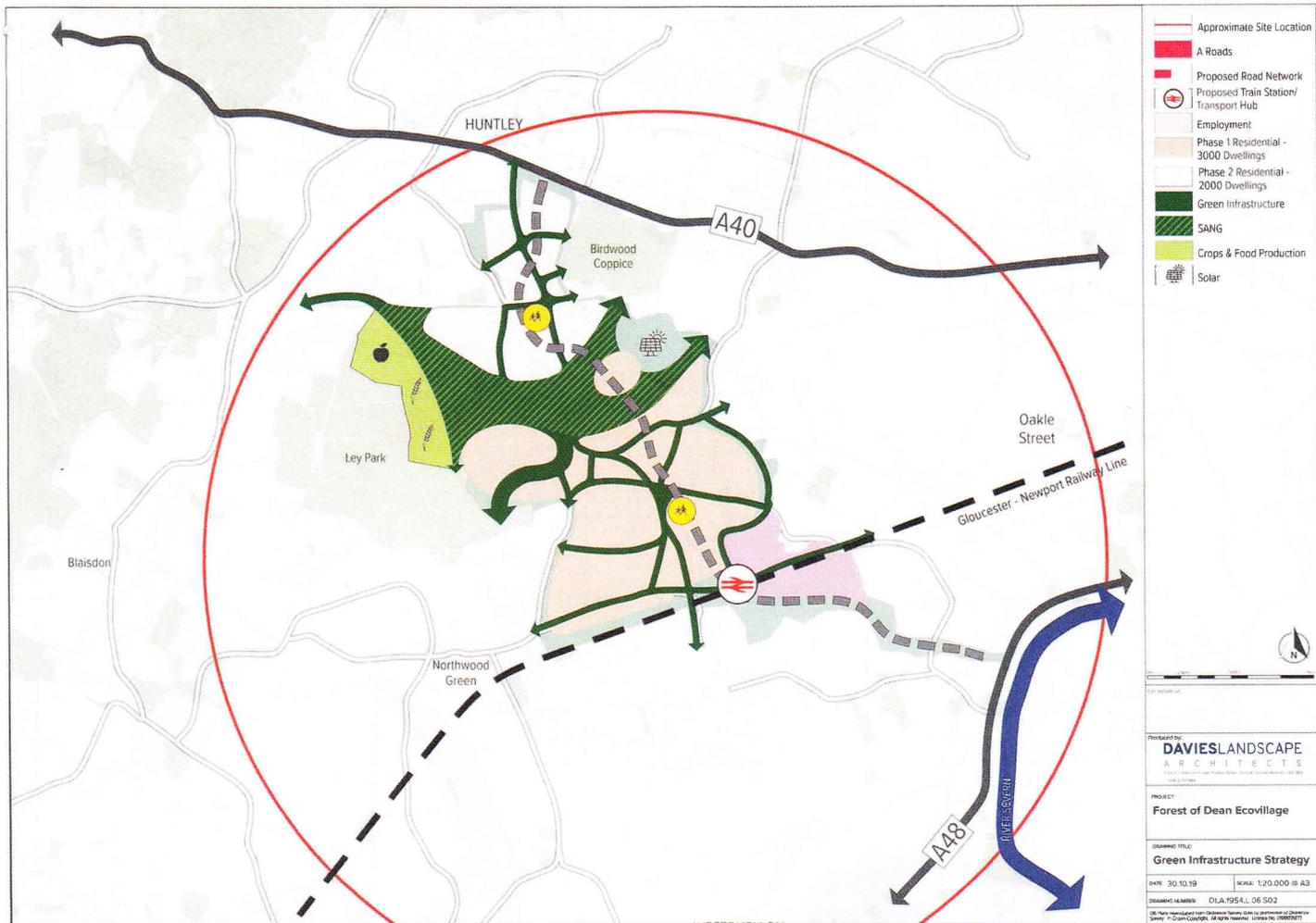
PROJECT
Forest of Dean Ecovillage

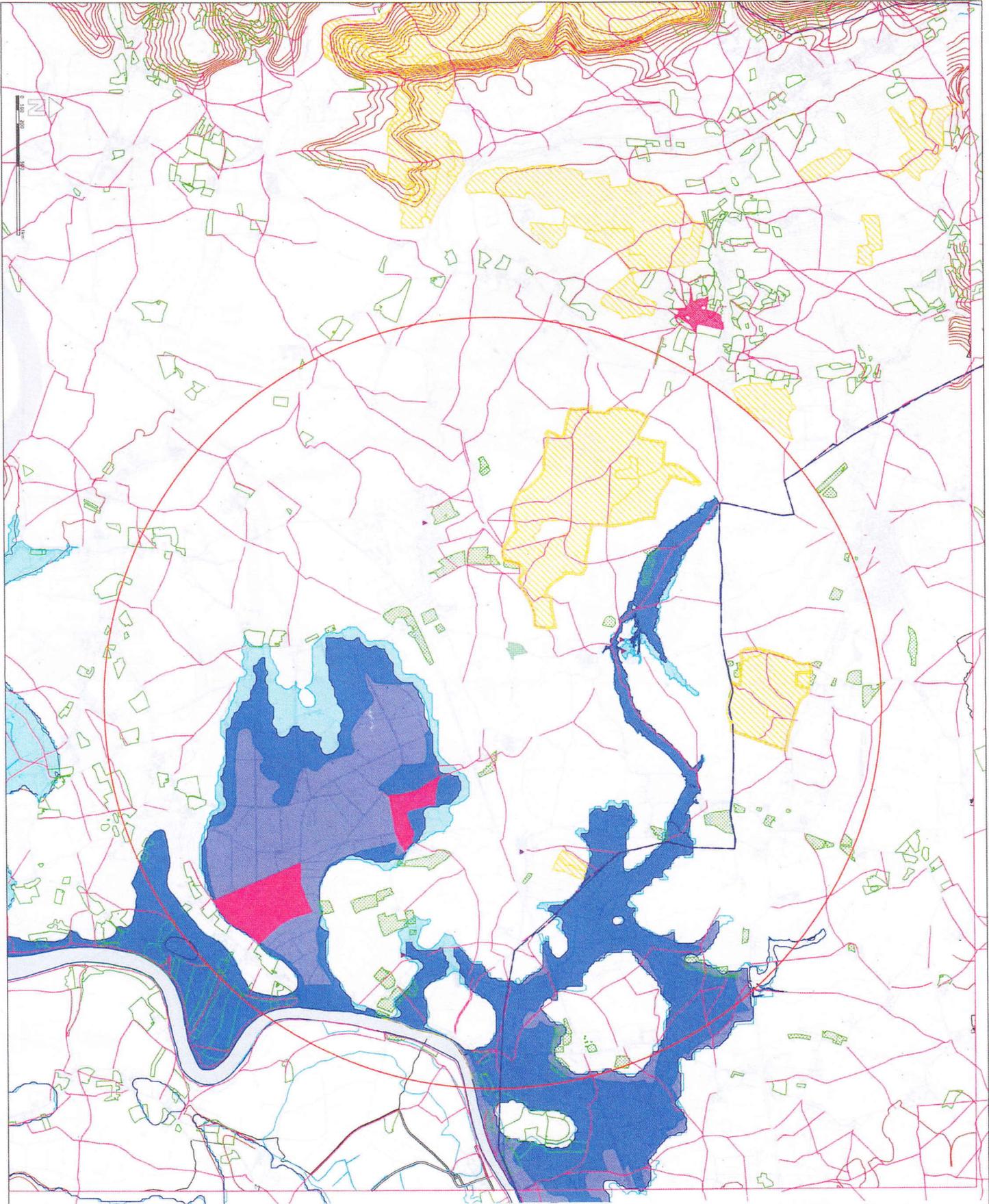
DATE: 30.10.19 SCALE: 1:20 000 @ A3

REPORT REFERENCE: DLA 1954 L 04 S02

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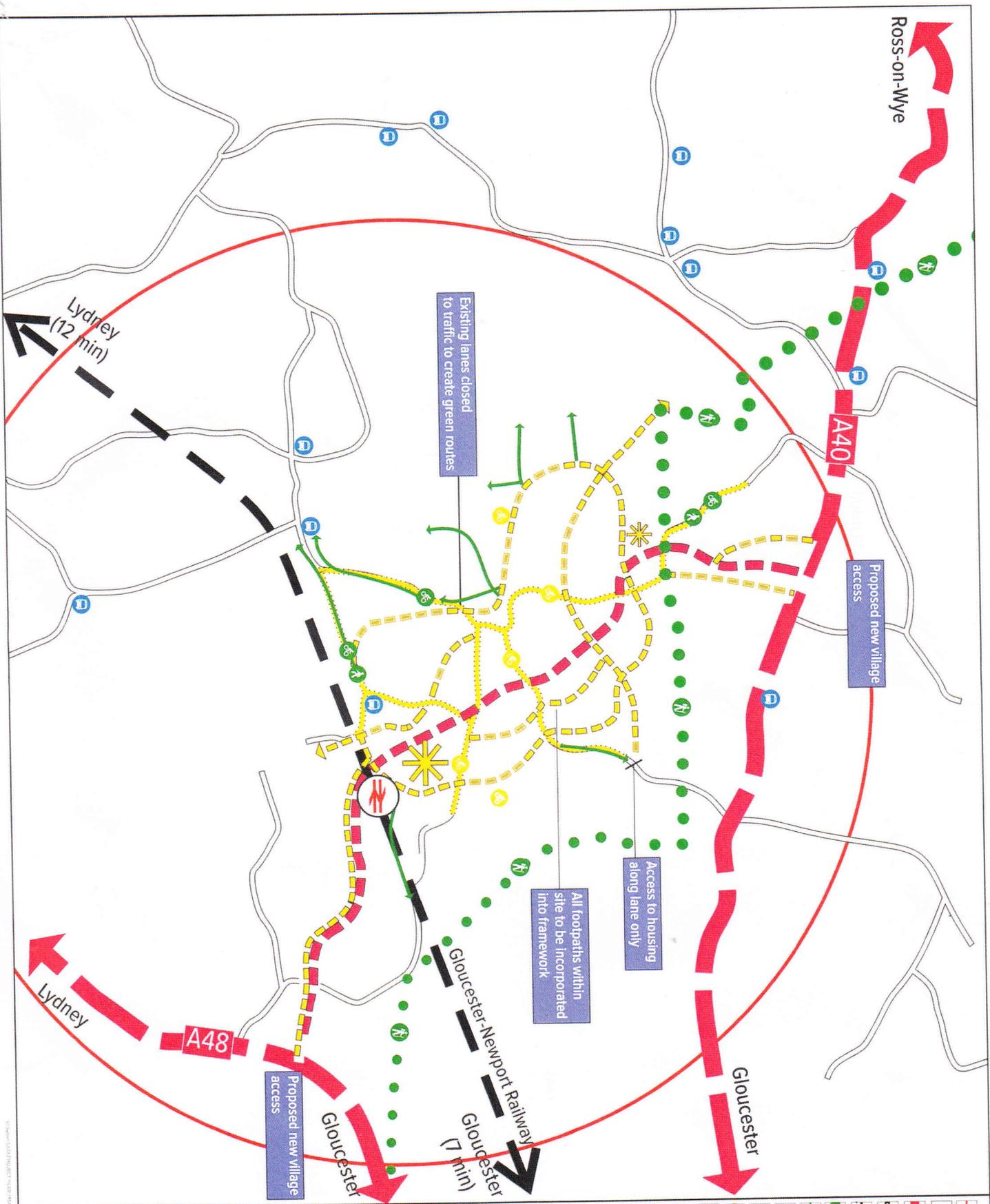




LEGEND

-  Study Boundary
-  Public Rights of Way
-  Gloucestershire Way
-  Country Side Right of Way & Site of Specific Scientific Interest
-  Flood Zone 2
-  Flood Zone 3
-  Ancient Woodland
-  15m Ancient Woodland Buffer
-  Traditional Orchard
-  Tree Preservation Order (TPO)
-  Listed Buildings

<p>Client: _____</p> <p>Drawn by: JAH</p> <p>Checked by: GRI</p> <p>Drawn Date: _____</p> <p>Scale: 1:2500</p> <p>Project Title: Forest of Dean Ecovillage</p> <p>for the application of a Sketch</p> <p>Drawn On: _____</p> <p>Project No: _____</p> <p>Drawn by: JAH</p> <p>Checked by: GRI</p> <p>Drawn Date: _____</p> <p>Scale: 1:2500</p> <p>Project Title: Forest of Dean Ecovillage</p> <p>for the application of a Sketch</p> <p>Drawn On: _____</p>	<p>Site Constraints</p> <p>DAVIES LANDSCAPE ARCHITECTS</p> <p>175103 792885</p> <p>www.davies.co.uk</p>
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- Approximate Site Location
- Existing Settlements
- Existing A Roads
- Existing Local Roads
- Existing Railway
- National/Long Distance Trail
- Existing PROW
- Existing Bus Stop
- Local Centre
- Potential Circular Cycle Path
- Potential Pedestrian Links
- Potential Green
- Potential Primary Vehicular Access
- Potential Tram Station/Transport Hub

Produced by:
DAVIESLANDSCAPE ARCHITECTS
 100 High Street, Gloucester, Gloucestershire GL1 2AA
 01452 520000

PROJECT:
Forest of Dean Ecovillage

DRAWING TITLE:
Proposed Access Strategy

DATE: 30.10.19

REPORT REFERENCE: D.L.A.-1954.L.03.S03

1:20,000 @ A3

Scale: 1:20,000

North Arrow

44

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