

4339_HG NTS
June 2015

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This document has been prepared and checked in accordance with ISO 9001:2008

1.0 Introduction

1.1. Introduction

1.1.1. A Supplemental Environmental Statement (Supplemental ES) has been prepared on behalf of Crest Strategic Projects and supports a Section 73 Planning Application relating to a proposed development with outline planning consent for a mixed use residential scheme at Hunts Grove, Gloucestershire.

1.1.2. The Outline Planning Consent for the Consented Development describes the development as follows:

“development of 1,750 dwellings, a neighbourhood centre (including primary school, parking, floor space within use classes A1,A2,A3,A4,A5,C2,C3,D1,D2 and B1), 5.75ha of employment development within use classes B1, B2 and B8, recreational open space, sports/play facilities, allotments, pumping station, new accesses into Waterwells, remodelling of land for Junction 12 improvements, noise bund and fencing along M5, diversion of footpath EH9, demolition of Colethrop Farm, and on/off site infrastructure, on land at Colethrop Farm, Hardwicke, Gloucestershire”.

1.1.3. This Supplemental ES sets out the assessment of the likely environmental effects which may arise from changes proposed to the Consented Development. Those changes are the subject of this Section 73 Application and are described in Chapter 2 of this Non-Technical Summary (NTS).

1.1.4. The site location is shown on Figure 1.1, presented at the end of this report.

1.2. Section 73 Planning Application

1.2.1. Section 73 of the Town and Country Planning Act 1990 (as amended) allows for applicants to make amendments to existing planning consents through the variation or removal of planning conditions attached to a planning permission.

1.3. Description of Site Location

1.3.1. Hunts Grove is located north of Junction 12 off the M5 Motorway near the boundary between Stroud District and Gloucester City. The site forms part of a larger

agricultural holding and is bordered on all sides by built development and/or highways infrastructure. Waterwells Business Park is located immediately north of the site. To the south east and east, the site is bounded by the M5 Motorway and the main west coast rail line. Industrial development and small areas of housing dominate the A38 corridor which lies to the west of the site and there are extensive areas of residential development at Quedgeley approximately 250m to the north west.

- 1.3.2. Phase 1 of the Consented Development which is nearing completion is located in the north eastern part of the site. This includes Hunts Grove Wood which has been protected and forms part of this development. The remainder of the site is currently in agricultural use, including the farm buildings at Colethrop Farm. Areas of existing vegetation are present along field boundaries.

1.4. Approach to Assessment

- 1.4.1. The Supplemental ES outlines the assessment of the likely environmental effects of the proposed changes against a range of environmental receptors affected by those changes. The assessment baseline is the Consented Development which reflects the scheme that is currently under construction and which would be implemented in the event that the Section 73 Application is not approved.
- 1.4.2. For the majority of environmental topics, the changes proposed are considered unlikely to give rise to significant or widespread environmental effects or result in material changes to the overall significance of effects identified in the Original ES (2006) and ES Addendum (2007).
- 1.4.3. The environmental topics considered include the following:
- 1) Planning Context;
 - 2) Landscape and Visual Assessment;
 - 3) Ecology;
 - 4) Cultural Heritage and Archaeology;
 - 5) Transport;

- 6) Hydrology and Drainage;
- 7) Noise and Vibration;
- 8) Air Quality;
- 9) Socio- Economics;
- 10) Climate Change;
- 11) Agriculture Land and Soils;
- 12) Ground Conditions;
- 13) Services and Utilities; and
- 14) Waste.

1.4.4. The assessment process for each environmental topic focussed on the assessment of the proposed design changes on the resources/receptors affected by those proposed changes. Each topic provided an overview of the proposed changes and identified those changes which are considered likely to result in environmental effects. An update of baseline conditions within the site was undertaken where material changes occurred. Key receptors or resources likely to experience environmental effects as a result of the proposed changes were identified.

1.4.5. The environmental effects of changes proposed were assessed applying an assessment methodology which is defined in each chapter of the Supplemental ES. The significance of likely effects and any proposed mitigation is identified. Residual effects taking account of mitigation measures are also identified.

1.5. Cumulative Assessment

1.5.1. A cumulative assessment outlining the effects of the proposed changes in combination with other developments in the surrounding area has been undertaken and is outlined in the Supplemental ES.

2.0 Description of Proposed Changes

2.1. Introduction

2.1.1. A number of changes are proposed to aspects of the Consented Development in terms of both the distribution of land uses within the site and the phasing of the development infrastructure. These changes proposed are minor in scale within the context of the Consented Development as a whole and only affect certain areas of the site or certain environmental topics and/or receptors. They do not alter the description of development as described in the Outline Planning Consent or the overall area of land proposed for development which is unchanged.

2.1.2. The proposed changes are outlined in the following section and have been incorporated into the Outline Masterplan Figure 2.1 which is presented at the end of this document.

No. 1: Neighbourhood Centre

2.1.3. The Consented Development includes a Neighbourhood Centre, which comprises of several blocks located within the central area of the development, north of Haresfield Lane. This Section 73 Application proposes to relocate the Neighbourhood Centre to the western area of the site adjacent to the A38 Access Junction.

No. 2: Primary School

2.1.4. The Consented Development includes a site for a 1.5 Form Entry Primary School located to the south of the Shorn Brook. The Section 73 Application proposes to change it to a 2 Form Entry Primary School and locate it approximately 100m further to the south east of its previous location.

No. 3: Residential Development Areas

2.1.5. There are changes to the areas of proposed residential development as a consequence of the changes to the Neighbourhood Centre and the Primary School site referred to above.

No. 4: Building Heights and Density

- 2.1.6. Changes to the distribution of building heights parameters across the site are proposed to reflect the above changes. The maximum building height within the site has been reduced from a maximum of 15m to a maximum of 12.5m.
- 2.1.7. Minor changes to the arrangement of building densities across the site and distribution of landmark buildings are incorporated to reflect the above changes.

No. 5: Highway and Access Strategy

- 2.1.8. Amendment to the highway and access strategy to widen and utilise Haresfield Lane for development traffic and public transport, including partial closure of Haresfield Lane to through traffic to the western end and implementation of a one way section to the eastern end. The physical changes proposed to widen Haresfield Lane are to extend the highway width to the north only by approximately 1.5m on average, with local variations to allow two buses to pass at all points.
- 2.1.9. Amendment to the phasing of the A38 Access Junction and associated works at Cross Keys roundabout are required to allow an increase in the quantum of residential development utilising the existing Waterwells access prior to implementation of the A38 Access Junction.
- 2.1.10. Relocation of the small car park to support the allotments site from the northern end of the allotments to a proposed location to the south east corner of the allotments.

No. 6: Community Facilities

- 2.1.11. Amendment to the Sports Pavilion Building and Community Centre Building to combine these into a single Community Centre building. The building will be relocated slightly further north than the original Sports Pavilion Building proposal, to reflect changes proposed to the arrangement of pitches and to provide improved access. Car parking for the pitches has been relocated to reflect the revised building location and changes to the access strategy along Haresfield Lane.

- 2.1.12. Changes to the locations and distribution of children's play areas within areas of strategic open space, the inclusion of a natural play trail and the arrangement and detailed proposals for sports pitch provision has also been proposed. Changes to sports pitch provision will not affect the overall quantum of provision or the area of land proposed for sports pitch and recreation use which will be unchanged.

No 7: Landscape and Open Space

- 2.1.13. Minor changes to the Landscape Strategy through amendments to the arrangement of green space corridors, including an extension of the main central green space corridor along with very minor amendments to the extent and location of a subsidiary greenspace corridor within the eastern area. The "Squares" originally proposed along the primary street have now been removed.

No. 8: Development Phasing

- 2.1.14. Changes to the phasing of development within the site compared to the phasing strategy considered within the Original ES (2006).

No 9: Affordable Housing and Assisted Living Provision

- 2.1.15. The affordable housing provision on site will be reduced compared with the Consented Development. The quantum of affordable housing provision will be calculated based on scheme viability, but will include the provision of extra care apartments in a location to the west of the neighbourhood centre.

3.0 Environmental Topics

3.1.1. This chapter provides a summary of the assessments undertaken for each of the environmental topics outlined in the Supplemental ES.

3.2. Planning Context

3.2.1. The Supplemental ES includes a review and update of planning policy.

3.2.2. There have been changes to planning policy, most notably at the national level, with the replacement of National Planning Policy Guidance and Statements with the National Planning Policy Framework in 2012. However, whilst there have been changes at the local level, the Stroud Local Plan 2005 remains the Development Plan and the principle policy document for development control decisions.

3.3. Landscape and Visual Assessment

3.3.1. The Supplemental ES includes a review and update of the landscape and visual assessment submitted with the Original ES (2006).

3.3.2. The baseline conditions as defined in the Original ES (2006) remain largely unchanged in landscape and visual terms although a number of trees within the site have been removed for reasons of poor health or structural failure. No significant changes or new visual receptors have been identified within the wider landscape surrounding the site.

3.3.3. The changes proposed are limited in scale and no changes are proposed to the extent of built development within the site or to building heights which will remain within the parameters set out in the Original ES (2006). No changes are proposed to areas of strategic open space along the southern edge of the development and along the Shorn Brook Corridor. Hunts Grove Wood is unaffected.

3.3.4. The effects of the proposed changes will be limited to minor changes to views for users of Haresfield Lane adjacent to the site and changes to the trees and hedgerows proposed for retention within the development.

- 3.3.5. In relation to landscape effects, the changes proposed will result in the loss of additional tree and hedgerow vegetation within the site which will be mitigated in full through replacement planting. All other elements of the landscape and mitigation strategy agreed in relation to the Consented Development are unaffected by the changes proposed and have been taken forward as part of the Landscape Strategy, Figure 2.6. Effects on landscape character will be unchanged and of minor significance.
- 3.3.6. With regard to visual effects, the changes proposed will result in negligible change from the majority of visual receptors compared to the Consented Development. Users of Haresfield Lane may experience more open views of development in the short term through removal of the roadside hedgerow but these views will change in any event through implementation of the Consented Development and are not considered significant in the context of EIA.
- 3.3.7. Overall the changes proposed would not give rise to significant adverse landscape and visual effects.

3.4. Ecology

- 3.4.1. The Ecology Chapter has considered the ecological resources present with the site based on updated baseline surveys and the extent to which these would be affected by the changes proposed to the Consented Development. It concludes that the changes proposed would not result in changes to the overall assessment of significance of impacts on ecological receptors compared to the Consented Development. The changes proposed would however, give rise to an increase in magnitude of some effects at the construction phase through the removal of habitat and features used by Bats, Breeding Birds and Great Crested Newts.
- 3.4.2. The Proposed Development incorporates the principles and proposals for ecological mitigation and habitat creation set out in the Original ES (2006) and also fully incorporates habitats already created as part of the Phase 1 development. Additional construction phase mitigation, including reuse of soils along the base of hedgerows to be lost in new hedgerow planting, sensitive lighting for bats, and provision of

additional features for roosting bats and nesting birds, is proposed in response to the increased magnitude of impacts from the changes proposed.

- 3.4.3. The changes proposed will not result in any additional negative residual effects on ecological receptors considered above compared to the Consented Development. Longer term impacts from the Proposed Development on hedgerows will be beneficial and reflects a change to the adverse impact conclusion of the Original ES (2006) as a consequence of the net gain in hedgerow habitat which was not quantified at the time of the Original ES (2006).
- 3.4.4. In the longer term, the impacts of the Proposed Development on Bats, Breeding birds and Great crested newts will also be beneficial and unchanged from the Consented Development as assessed in the Original ES (2006). The Outline Biodiversity Strategy (Figure 6.5) incorporates additional opportunities for biodiversity including the creation of new Habitats of Principal Importance in support of local and National biodiversity policy. These additional measures provide additional ecological benefits from the Proposed Development compared to the Consented Development.

3.5. Cultural Heritage and Archaeology

- 3.5.1. A cultural heritage and archaeology assessment has been undertaken.
- 3.5.2. The site does not contain any Listed Buildings, Conservation Areas or Scheduled Ancient Monuments. There are no Historic Parks and Gardens or Registered Battlefields within the site or its immediate vicinity. The Original ES (2006) concluded that the development would have no effect on designated heritage assets and this conclusion is retained.
- 3.5.3. The changes proposed do not increase the extent of built development beyond the limits established for the Consented Development and therefore there will be no effects on any additional areas of land with archaeological potential. The areas of greatest archaeological significance to the north eastern area of the site is retained within strategic open space and is unaffected by the changes proposed.

3.5.4. In comparison to the Consented Development, the proposed changes would result in a number of hedgerows being removed or partly removed as a result of the proposed changes. These hedgerows are not identified as designated cultural heritage assets and are thought to be of minor cultural heritage significance. The effect of this is identified as minor in Cultural Heritage terms and is offset by hedgerow retention elsewhere and new planting, and can be mitigated by a programme of archaeological recording.

3.6. Transport

- 3.6.1. An assessment has been undertaken to assess the effects of the proposed changes on matters relating to highways and transport.
- 3.6.2. The baseline conditions as defined in the Original ES (2006) remain largely unchanged in transport terms. They are summarised as the observed and calculated future traffic flows and junction capacities at a number of specific locations on the local and strategic highway network.
- 3.6.3. The effects of the proposed changes will be limited to changes in traffic flow patterns resulting from alterations to the number, type and distribution of person and vehicle trips associated with the Consented Development. The changes have been individually assessed and then their effects have been combined to inform new highway modelling exercises at the affected junctions.
- 3.6.4. The modelling assessments demonstrate that the junctions which are subject to these effects will continue to operate in a safe and efficient manner. The traffic flows at certain specific locations are expected to increase, however the impacts of these increases will not materially change the operation of the associated junctions. The change between the conclusions of the Original ES (2006) and those drawn in this Supplemental ES is therefore considered to be negligible.
- 3.6.5. There will also be effects on trips made by walking, cycling and public transport as a result of the proposed changes. These effects are expected to result in a minor to moderate benefit in comparison with the original (2006) ES assessments.

3.6.6. As was concluded in the Original ES (2006), the highway mitigation measures which are associated with the proposed changes would accommodate the identified transportation impacts of the development in a satisfactory manner. It also remains the case that the mitigation measures, alongside the new walking and cycling and bus strategies and the site Travel Plan, would either improve or lead to no detriment to the overall performance of the local highway network.

3.7. Hydrology and Drainage

3.7.1. A hydrology and drainage assessment has been undertaken to address any potential impacts relating to the proposed changes.

3.7.2. The baseline conditions have not been subject to a significant change since the preparation of the Original ES (2006). Some additional modelling of the Haresfield Brook has been undertaken which has shown the floodplain to be significantly reduced from published mapping.

3.7.3. It is expected that the proposed changes will be of negligible impact when compared to the Consented Development. The inclusion of Haresfield Lane as a route for development traffic and drainage may increase the net impermeable area above the 60% assumed for the drainage strategy but this will not be determined until detailed layouts are produced. However additional attenuation could be provided to mitigate against any potential impact.

3.7.4. The proposed changes will be of negligible impact upon the identified receptors. If the inclusion of Haresfield Lane increases the net impermeable area above the 60% assumed then additional attenuation could be provided in the form of deepened sections of the proposed attenuation basin.

3.8. Noise and Vibration

3.8.1. A noise and vibration assessment has been undertaken to address any potential impacts relating to the proposed changes.

- 3.8.2. The noise baseline conditions have not been subject to a significant change since the preparation of the Original ES (2006). The noise climate is dominated by road traffic noise arising from the M5 and A38.
- 3.8.3. It is expected that the proposed changes will provide a significant beneficial effect upon existing noise sensitive receptors along the B4008 Bath Road. Most of the proposed residential buildings will be subject to the same noise level impact as reported in the Original ES (2006) except for those dwellings proposed immediately adjacent to Haresfield Lane. In this area, façade noise mitigation in the form of glazing and alternative ventilation means has been recommended to ensure that internal noise levels meet the design aims specified in BS8233.

3.9. Air Quality

- 3.9.1. The assessment of the effects of the proposed changes in relation to air quality considered potential impacts during construction, namely the generation of dust from construction activities and emissions from construction traffic, and during operation, namely changes to emissions from existing and development-related traffic.
- 3.9.2. The assessment was undertaken as a qualitative update to the Original ES (2006), taking into consideration recent air quality baseline data, recent research on vehicle emissions trends and the nature of the proposed changes. The assessment also considered the conclusions of the ES to accompany the A38 Access Junction Application (2013).
- 3.9.3. Within Stroud District Council (SDC), the main source of air pollution is road traffic and the pollutant of greatest concern is nitrogen dioxide. There is no air quality monitoring available for the application site itself, but SDC monitors air quality in their district, including at a location in Hardwicke (approximately 1km north-west of the site) and at Brookthorpe (2km north-east of the site). In SDC's data, as at the time of preparation of the Original ES (2006), both stations show current concentrations well within the UK's air quality objective for annual mean NO₂. Moreover, in recent years, pollutant concentrations at Hardwicke show little

temporal trend, whereas concentrations at Brookthorpe show a marked decrease over time.

- 3.9.4. The proposed changes do not result in new air quality effects nor do they result in any change to the conclusions of the Original ES (2006). That is to say, with the occupation of the development, future air quality at the application site and alongside the local road network is likely to be within the UK's air quality objectives and EU limit values, and any effects during construction can be mitigated and reduced to negligible significance through the implementation of a CEMP.
- 3.9.5. In comparison to the Consented Development, the proposed changes may result in imperceptible to small changes in future pollutant concentrations depending on the location of the receptors, but no increase in risk of exceedence of air quality objectives. These changes are primarily a result of the change to the highway and access strategy. However, the overall conclusion of the assessment is that the changes are likely to have a negligible or slight beneficial impact on existing receptors in the vicinity of the application site, and a negligible effect on proposed residential receptors and public land within the site.

3.10. Socio-Economics

- 3.10.1. The Socio Economic chapter reports on the likely socio-economic effects of the proposed changes compared to the baseline conditions including the Consented Development. The socio economic baseline conditions include education, affordable housing, community facilities and open space.
- 3.10.2. Overall the proposed changes to the Consented Development have minimal socio-economic effects. The changes in relation to Community Facilities and Open space have a minor beneficial impact compared to the Consented Development. The changes proposed in relation to primary school have a moderate beneficial impact. The changes proposed in relation to affordable housing result in a minor adverse impact when compared to the existing baseline, which includes the Consented Development. However the introduction of affordable housing on the Hunts Grove site still represents an overall positive effect on the surrounding area and the

reduction in affordable housing provision compared with the Consented Development will ensure that the Hunts Grove scheme is viable and can be delivered.

3.11. Climate Change

3.11.1. The Climate Change chapter assessed the impact of the proposed changes relating to climate change. The baseline conditions were reviewed and a qualitative assessment of the effects undertaken compared to the Consented Development.

3.11.2. A climate change assessment was not undertaken in the Original ES (2006), although it was discussed qualitatively in the Design and Access Statement. The baseline conditions referred to climate change mitigation and adaptation measures including SuDS, building energy efficiency, sustainable transport options and green infrastructure for microclimate regulation.

3.11.3. Overall the proposed changes would not result in any significant additional climate change effects. Transport activity and associated carbon emissions are not projected to change significantly, nor is the hydrology or flood risk profile of the site, even under projected climate change and extreme rainfall events. The revised bus and cycle/walking strategy is likely to provide a slight benefit, as is the extension of the central green corridor as part of the landscape and open space strategy. No residual effects are expected and therefore no further mitigation measures have been suggested.

3.12. Agricultural Land and Soils

3.12.1. A review of the proposed changes concluded that the assessment outlined in the Original ES (2006) remains valid and that no new or additional environmental effects over and above those identified would result. The extent of the application site area has not changed from that identified in the Original ES (2006) and so the overall area of agricultural land lost remains as previously identified.

3.13. Ground Conditions

3.13.1. A review of the proposed changes concluded that the assessment outlined in the Original ES (2006) remains valid and that no new or additional environmental effects over and above those identified would result.

3.14. Waste

3.14.1. A Waste Minimisation and Management Statement was prepared and submitted as part of the Supplement to the ES (2007). It outlined 10 key sustainable design principles to help meet the aims of waste minimisation throughout the different phases of the development.

3.14.2. A review of proposed changes concluded that the Waste Minimisation and Management Statement remains valid.

3.15. Service and Utilities

3.15.1. The Original ES (2006) included a chapter on Services and Utilities. It identified that the most significant effects would be to services present in the A38 corridor where the construction of the new highway junction would require diversion and protection works. The existing utility network does not impose any constraint to the proposed development.

3.15.2. A review of proposed changes concludes that the assessment outlined in the Original ES (2006) remains valid and that no new or additional effects over and above those identified would result.

4.0 Cumulative Assessment

4.1. Introduction

4.1.1. In accordance with the EIA Regulation 2011, a cumulative assessment has been undertaken to assess the cumulative effects of the proposed changes in combination with the environmental effects of other developments on sensitive receptors identified through the EIA process. Only those topics likely to have the potential to experience cumulative effects have been included in the cumulative assessment.

These include:

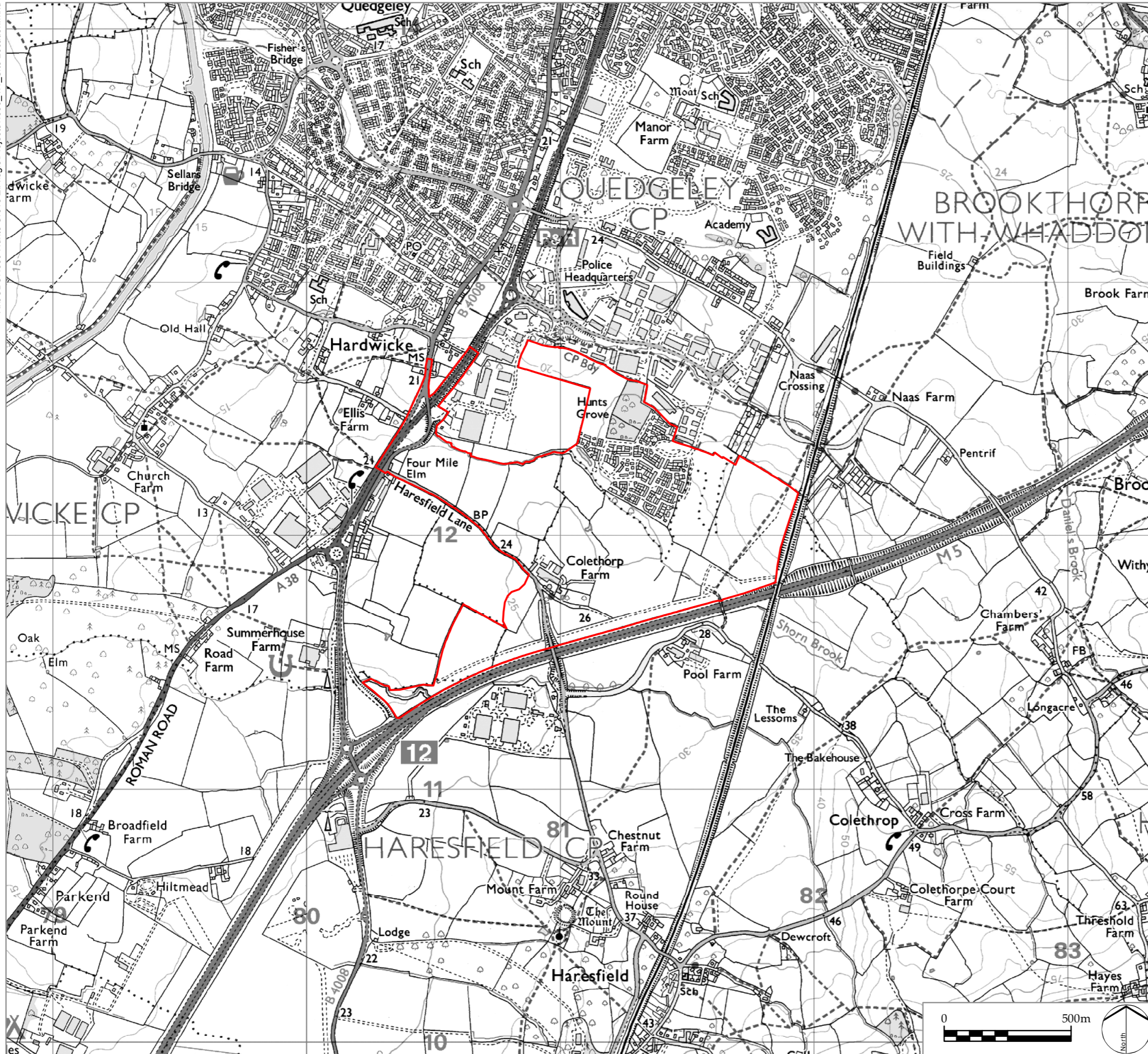
- 1) Landscape and Visual Assessment;
- 2) Ecology;
- 3) Cultural Heritage and Archaeology;
- 4) Transport;
- 5) Hydrology and Drainage;
- 6) Noise and Vibration;
- 7) Air Quality; and
- 8) Socio-Economics.

4.1.2. The developments considered within the cumulative assessment include the following:

- 1) Residential development of up to 55 dwellings including vehicular access and ancillary facilities at Mayo's Land, Gloucestershire;
- 2) An Energy from Waste Facility and associated infrastructure at Javelin Park;
- 3) New signalised junction onto the A38/B4008 Bath Road, including works to Cross Keys roundabout;
- 4) Outline planning application for up to 200 dwellings at Sellars Farm, Gloucestershire;
- 5) Residential development comprising 49 units at Mayo's Land, Gloucestershire;

- 6) Residential development for up to 3,300 dwellings and associated facilities including a primary school, roads, footpaths, cycleways and public open space at Kingsway; and
- 7) Demolition of existing buildings and construction of one B2 industrial unit and one speculative industrial unit at Quedgeley Trading Estate.

4.1.3. A review of available planning and environmental information for each of the developments was undertaken. Overall, none of the developments are considered to have effects which act cumulatively to increase the significance of the impact of the proposed changes on sensitive receptors identified through the EIA process.



LEGEND

 Application Site

LD A DESIGN

PROJECT TITLE
HUNTS GROVE
 SUPPLEMENTAL ENVIRONMENTAL STATEMENT

DRAWING TITLE
Figure 1.1
 Site Location

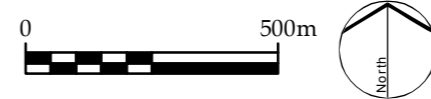
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DATE	March 2015	DRAWN SG
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STATUS	Final	APPROVED MF

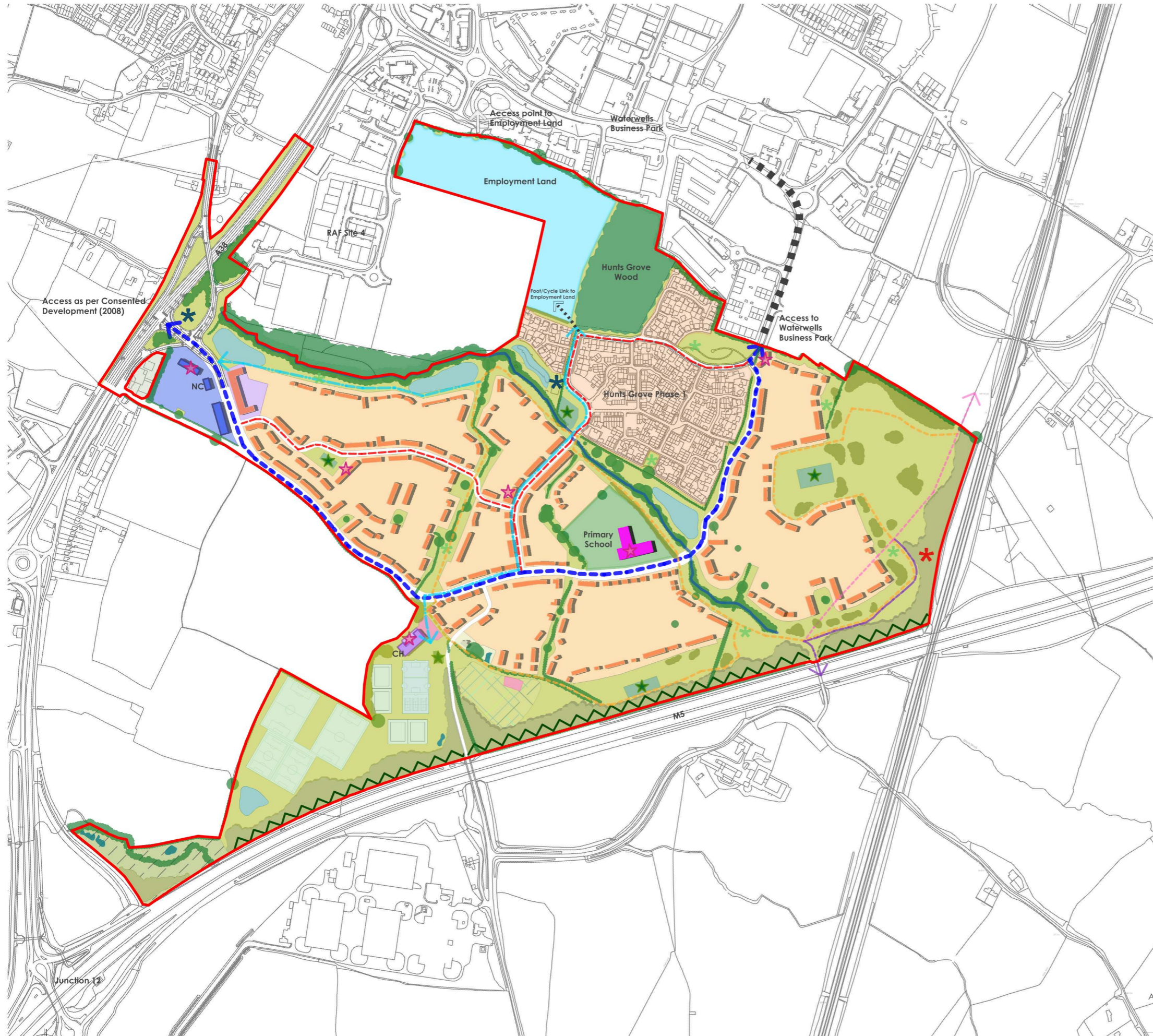
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No dimensions are to be scaled from this drawing.
 All dimensions are to be checked on site.
 Area measurements for indicative purposes only.

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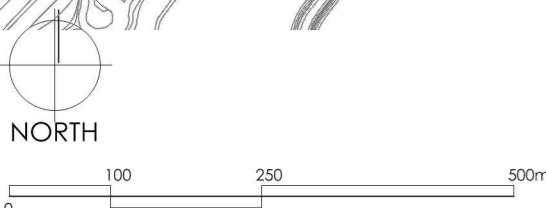
Sources: Ordnance Survey





Legend

- Site boundary
- Residential development
- Assisted Living Provision
- Neighbourhood amenities (NC - neighbourhood centre, CH - community hub)
- Community building
- Primary school
- Hunts Grove Phase 1
- Employment land
- Primary / Bus route
- Secondary route
- Public Rights of Way
- Diverted Public Right of Way
- Cycle Paths
- Play trail
- Landmark building
- Communal/Public Open Space
- Major area of play
- Minor area of play
- Sports pitches
- Retention of existing planting
- Proposed planting
- Nature Conservation Area
- Existing watercourse
- Attenuation basin
- Wildlife pond
- Noise bund
- Land reserved for allotments
- Area of parking
- Land reserved for rail facility
- Pumping station



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Amendments		By	Date
Job No./Drawing No	13143/3139 H	Job Title	Hunts Grove, Gloucester
Scale	1:7500	Date	12/14
Drawn	JL/MD	Drawing Title	Figure 2.1 Outline Masterplan Supplemental Environmental Statement
All Dimensions to be checked on site			
pad Design Ltd - The Tobacco Factory - Raleigh Road - Bristol BS3 1TF - Tel. 0117 9530059 - www.pad-design.com			

