

**Project:** Stroud District Council Local Plan - Funding and Delivery Plan

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**Subject:** Funding and Delivery Plan

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## Revision History

Revision	Revision date	Details	Authorised	Name	Position
001	28/07/2022	Draft for client comment	[Redacted]	[Redacted]	Regional Director
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### 1. Introduction and Background

- 1.1 AECOM is appointed by Stroud District Council (SDC) to provide technical transport and development planning advice in relation to the adoption of the Stroud District Local Plan (SDLP).
- 1.2 The SDC Local Plan Review identifies the housing, employment, retail and community development that is required to meet local needs up until 2040. It sets out the strategy for distributing development within the District, and policies for protecting and conserving the natural and built environment. The SDLP has now been submitted to the Planning Inspectorate for examination.
- 1.3 The Infrastructure Delivery Plan (IDP) for the SDLP considers the current quality, capacity and shortfalls in the existing infrastructure provision within the District and provides an assessment of the infrastructure requirements to support the housing and employment growth set out in the SDLP. It also considers where new or improved infrastructure could help to unlock development sites.
- 1.4 This Funding and Delivery Plan (FDP) has been prepared on behalf of SDC to inform the ongoing production of the IDP. The key aim of the FDP is to determine the sources of funding for major transport mitigation, specifically in relation to the amount of funding to be delivered by SDLP development allocations as well as from future strategic development within neighbouring local authority areas. The FDP informs the IDP and viability assessment of the SDLP. The FDP does not consider all necessary transport mitigation for the SDLP, but is focused on three 'Mitigation Packages' which have been identified as being strategic and requiring funding from multiple sources. The IDP will provide information on the cost and delivery of the remaining mitigation schemes.
- 1.5 The remainder of this FDP is structured as follows:
  - Section 2 – Mitigation Appraisal and Identification of Packages
  - Section 3 – Mitigation Package Costs
  - Section 4 – Funding Delivery
  - Section 5 – Funding and Delivery Calculations

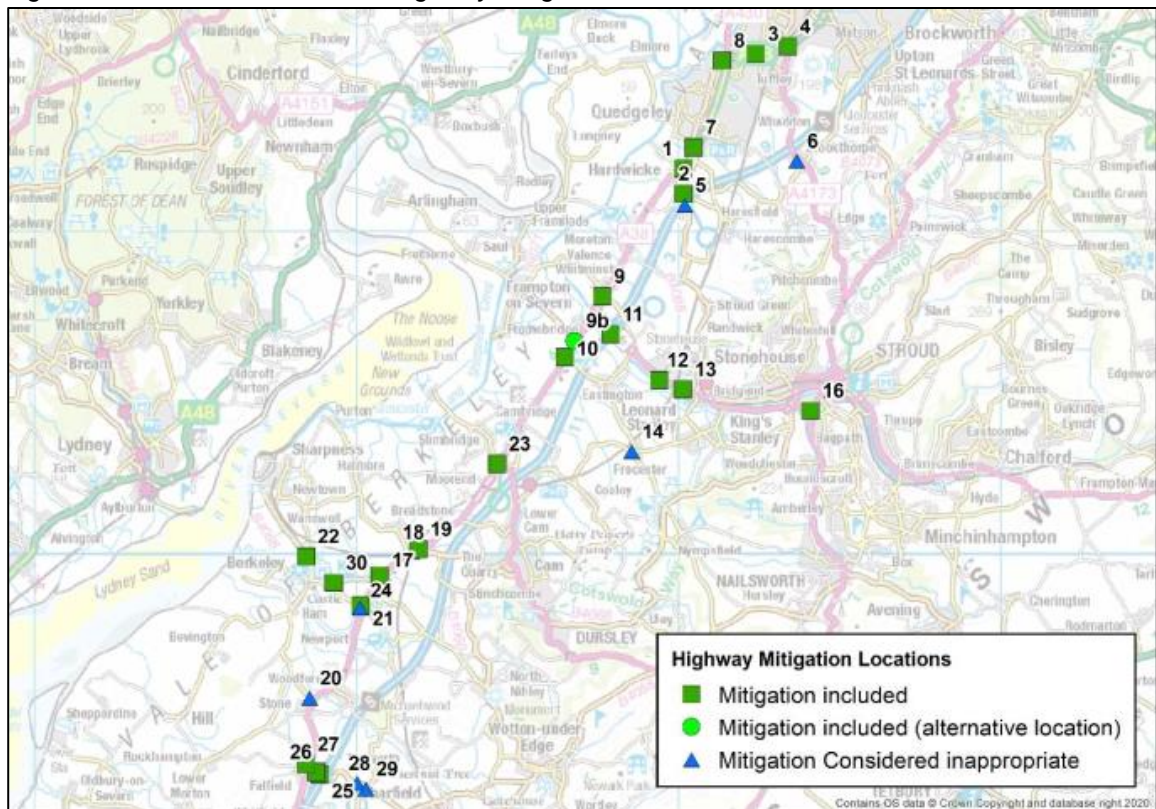
## 2. Mitigation Appraisal and Identification of Packages

- 2.1 The traffic effects arising from SDLP growth across Stroud District has been assessed using a strategic transport model (SATURN). Details of the strategic modelling methodology and the results of the assessment are outlined in the Traffic Forecasting Report (TFR) and Traffic Forecasting Report Addendum (TFR Addendum) which form part of the SDLP evidence base. The modelling has been undertaken by Mott Macdonald on behalf of SDC, and agreed to be appropriate with National Highways (NH) and Gloucestershire County Council (GCC). It is therefore considered to be an agreed and suitable tool to define and assess interventions at a strategic level, and to generate data used to apportion impacts. The traffic modelling has identified a number of locations across the network which require mitigation.

### **Mitigation Schemes**

- 2.2 The approach to mitigating the highway impacts of the SDLP is in accordance with the sustainable transport hierarchy, firstly by preparing a development strategy which will minimise the need for travel. Consideration has then been made for reducing the number of vehicle trips by enabling shift to sustainable transport modes followed by highway interventions to mitigate residual impacts.
- 2.3 Sustainable transport mitigation measures have been identified in the SDLP Sustainable Transport Strategy (STS) and Gloucestershire Local Transport Plan (GLTP). The STS sets out potential sustainable transport measures which could be implemented across the District, categorised by mode, associated site allocation(s) and movement corridors. The GLTP outlines the direction for the delivery and funding of transport schemes across Gloucestershire, including Stroud District.
- 2.4 The TFR identifies a 'preferred' highway mitigation strategy for the emerging SDLP which outlines the level of highway capacity intervention required to reduce the residual impact of SDLP development to an acceptable level. The indicative locations of the highway mitigation schemes are shown in **Figure 1**.
- 2.5 Additional traffic modelling was undertaken following the evolution of the SDLP growth strategy with the TFR being updated in April 2022. The updated modelling identified that additional mitigation would be required for the B4008 south of the M5 J12 owing to the expansion of the Javelin Park allocation (ref. PS43).
- 2.6 As stated, sustainable travel schemes to further reduce traffic demand on the network will be the first approach for delivering mitigation. However, it is acknowledged that for some locations the most appropriate mitigation is likely to comprise highway and traffic measures, for example for junctions on the Strategic Road Network (SRN) - M5 J12 and J14 - as is the case for the Mitigation Packages considered by the FDP.

Figure 1: Indicative Locations of Highway Mitigation Schemes



Source: Traffic Forecasting Report Addendum (January 2021), Mott MacDonald

**Mitigation Scheme Appraisal**

- 2.7 The mitigation schemes identified through the strategic modelling exercise, STS and GLTP have been reviewed in terms of cost; the scale of impact to be mitigated; the origins of the traffic impact; interdependencies between schemes; cross local authority boundary implications; and the appropriateness of the scheme in relation to SDC’s climate emergency agenda. This has been undertaken in collaboration with GCC, SDC, NH and South Gloucestershire Council (SGC).
- 2.8 The outcome of the appraisal was the identification of three Mitigation Packages representing combinations of various mitigation schemes which:
  - Are in close proximity to each other, and as such are likely to be considered holistically in terms of delivery and funding; and / or
  - Require delivery from various funding sources, including SDLP allocations and growth from neighbouring authority areas, and as such additional analysis is required to understand the funding and delivery implications.
- 2.9 The Mitigation Packages discussed in the remainder of this FDP are outlined in **Table 1**.

Table 1: Mitigation Packages

Mitigation Package	Components
M5 J12	<ul style="list-style-type: none"> <li>- Improvements to M5 J12, comprising a new grade-separated junction;</li> <li>- Improvements to the A38 / A430 / B4008 'Crosskeys' Roundabout; and</li> <li>- Improvements to the B4008 / Stonehouse junction.</li> </ul>
M5 J14	<ul style="list-style-type: none"> <li>- Improvement to M5 J14, comprising a new grade-separated junction; and</li> <li>- Dualling of the B4509 between M5 J14 and A38.</li> </ul>
A38 Corridor	<p>The A38 Corridor Package includes the following number of individual junctions which have been identified for highway capacity improvements in the TFR:</p> <ul style="list-style-type: none"> <li>- A38 / Grove Lane;</li> <li>- A38 at Claypits;</li> <li>- A38 / B4066;</li> <li>- A38 / B4066 Berkeley Road;</li> <li>- A38 / Alkington Lane; and</li> <li>- A38 / A4135.</li> </ul>

- 2.10 The dualling of the B4008 has not been included in the M5 J12 package as the need for this mitigation has been identified from the expansion of the Javelin Park allocation and as such it is appropriate an appropriate solution for this particular impact is identified and delivered by the Javelin Park site. The new Park & Ride (P&R) site at M5 J12, as identified within the GLTP has also not been included in the FDP as it is understood, following discussions with GCC, that this scheme is still at the 'scoping stage' and limited information or analysis has been undertaken to date as to the scale, location or operation of this scheme.
- 2.11 In practice, the A38 package may not be delivered as a series of individual capacity improvements. As outlined in the STS, the A38 corridor provides the opportunity to provide corridor based improvements to public transport and active travel modes. Ultimately, the costs of mitigating these junctions has been identified in terms of what would be required to 'resolve' the SDLP impacts at each junction, and how the funding is eventually used is to be confirmed later in the planning process.
- 2.12 It should be noted that a number of the schemes required to mitigate Local Plan development are associated with single SDLP development allocations and as such would be funded and delivered from a single source. For example, St Barnabas Roundabout is likely to be delivered solely by the Land at Whaddon site (ref. G2) and the reference to the dualling of the B4008 identified in the TFR Addendum is associated solely with Javelin Park (ref. PS43). These schemes have not been considered in this FDP. The actual mitigation requirements for each site will be defined by the transport assessment, considering whether sustainable transport measures are more appropriate than highway capacity schemes, and using a site specific trip generation based on proposals as they come forwards. The remaining transport mitigation, and funding sources, are covered in the IDP.

**3. Mitigation Package Costs**

3.1 The indicative costs identified for each of the three mitigation packages are presented in **Table 2**.

*Table 2: Mitigation Package Scheme Costs*

Mitigation Package	Mitigation Item	Scheme Cost	Source
M5 J12	M5 Junction 12 – new grade separated junction	£6,250,000	IDP
	Crosskeys Roundabout improvements	£3,125,000	IDP
	Improvements to B4008 / Stonehouse junction	£62,500	IDP
	<b>Sub-Total</b>	<b>£9,437,500</b>	-
M5 J14	M5 Junction 14 – new grade separated junction	£27,246,837	AECOM
	Dualling of the B4509 to A38		
	<b>Sub-Total</b>	<b>£27,246,837</b>	-
A38 Corridor	A38 / Grove Lane improvements	£625,000	IDP
	A38 at Claypits improvements	£625,000	IDP
	A38 / B4066 improvements	£625,000	IDP
	A38 / B4066 Berkeley Road improvements	£625,000	IDP
	A38 / Alkington Lane improvements	£1,250,000	IDP
	A38 / A4135 improvements	£62,500	IDP
	<b>Sub-Total</b>	<b>£3,812,500</b>	-
<b>Grand Total</b>		<b>£40,496,837</b>	-

*Note: Costs have been rounded to the nearest pound.*

- 3.2 The scheme costs in relation to M5 J12 and the A38 Corridor packages are as identified in the IDP. The values are presented as half of the midpoint costs of those outlined in the GLTP. GCC has advised that the total scheme costs in the GLTP are based on its experience of out-turn costs of scheme delivery as a Local Highway Authority. The costs inherently include contingency allowances that would typically be applied to forecast costs at estimating stage.
- 3.3 The scheme costs in relation to M5 J14 have been prepared by AECOM, accounting for both contingency and optimism bias, excluding land costs. Following discussions with SDC, it is understood that land costs are likely to be minimal in the context of overall cost, and/or there is a reasonable prospect of land being made available for the scheme by a promoter. The M5 J14 cost is a total cost based on a previously considered scheme of the type included in the TFR, provided by NH.
- 3.4 The costs presented should be considered indicative for the purposes of the FDP. The apportionment methodology outlined in the following sections has provided the funding requirement for the SDLP allocations in terms of the percentage of total scheme costs, which enables future revision to the package costs and calculation of the funding requirements for each site. The total funding proportion for each SDLP allocation is presented in **Table 11**.
- 3.5 Both the costs and apportionment have been supplied to Arup, the authors of the IDP, to ensure that a consistent and appropriate cost can be applied within the IDP, which feeds into the viability analysis.

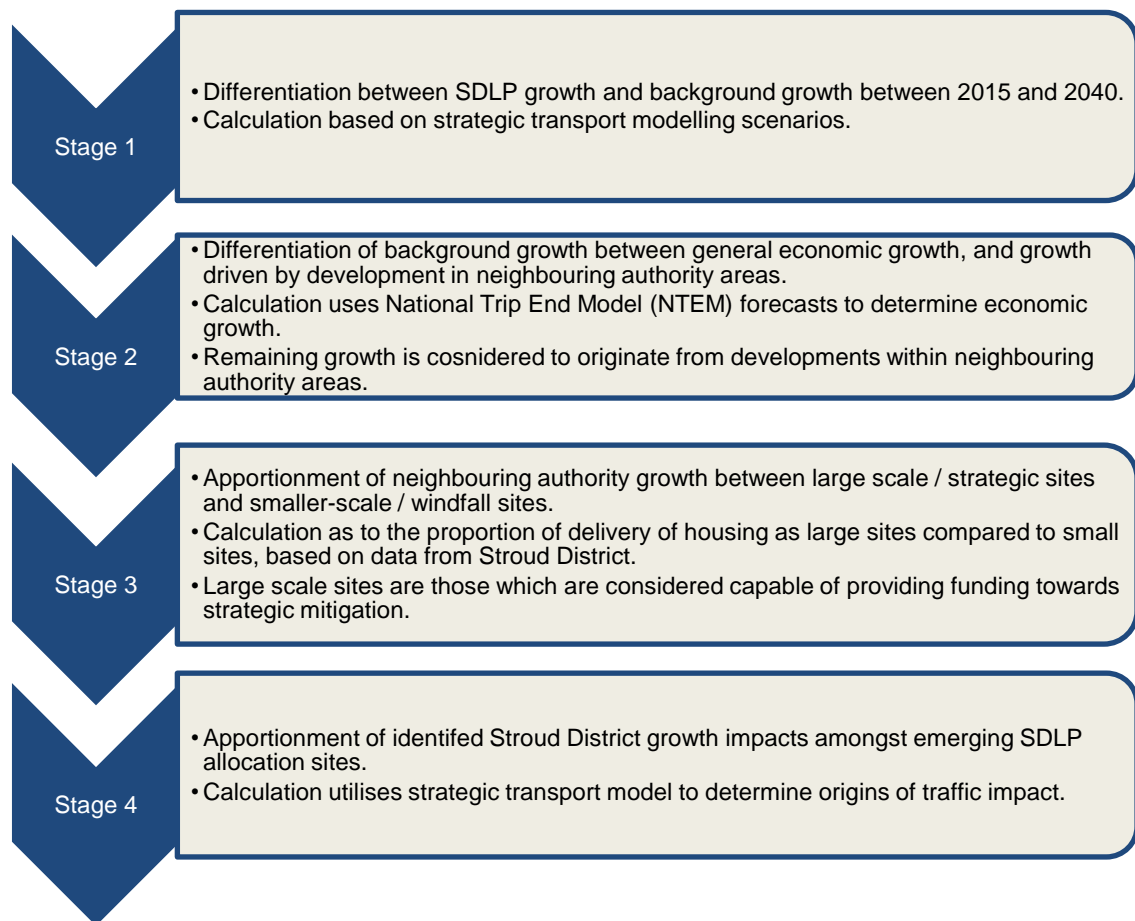
## 4. Funding Delivery

- 4.1 The M5 J12 and M5 J14 packages are in relation to junctions with the SRN. Further to discussions with NH, it is understood that neither of these locations is likely to receive Road Infrastructure Strategy (RIS) funding within the timescale of the SDLP. As such, alternative funding and delivery needs to be identified within the SDLP. The A38 is not part of the SRN, however it serves as a strategic distributor highway for Stroud District, providing access to various highway connections to key towns and villages where SDLP development is allocated.
- 4.2 As such, the strategic nature of the Mitigation Packages means that in practice, impacts up to 2040 are likely to be associated with growth both within and external to Stroud District. Therefore, a key consideration for the apportionment methodology outlined is the amount of funding for each Package which should be assigned to external growth, including the neighbouring authorities of Gloucester/Cheltenham/Tewkesbury, and South Gloucestershire to the north and south of the District respectively.
- 4.3 The emerging SDLP is significantly further progressed towards adoption compared to the corresponding plans for Gloucester City and South Gloucestershire.
- The South Gloucestershire New Local Plan is currently in the early stages of preparation. SGC is part of the West of England Combined Authority (WECA). WECA has been progressing a Spatial Development Strategy (SDS) however a unanimous agreement between the constituent councils (including SGC) has not been reached in relation to the allocation of growth areas. Progress is currently halted and there is uncertainty as to the next steps for the SDS.
  - The Gloucester, Cheltenham, Tewkesbury (GCT) Joint Strategic Plan (JSP) was adopted in December 2017, and is currently being updated to review the housing supply for Gloucester and Tewkesbury and the retail / town centre policies for the entire GCT area. An Issues and Options consultation ran between October 2018 and January 2019. A draft plan is currently being prepared for further consultation; however, the plan is still a long way from being adopted and the allocation of development is not certain to enable detailed assessment.
- 4.4 Therefore, there is limited information or certainty available as to the location of strategic development to the north and south of the district in terms of apportioning of impact to strategic allocations within neighbouring authorities. However, whilst specific details in relation to the location, scale and nature of the development are unknown, it is clear that South Gloucestershire and Gloucester will be required to deliver material levels of housing and employment growth up to 2040 to meet housing and economic growth targets. Development sites in these areas will be required to contribute towards the funding of strategic mitigation, and offer a reasonable prospect of funding availability, albeit with limited specific detail at this stage.
- 4.5 The TFR details the modelling assumptions made on accounting for housing and employment growth up to 2040, including from neighbouring authorities. This has been carried out in line with DfT TAG Guidance and in agreement with NH and GCC. It is therefore considered the best available methodology to ensure that traffic growth from development is accounted for, given the uncertainty on external Development Plans.

**5. Funding and Delivery Calculations**

- 5.1 This section of the FDP outlines the methodology used to apportion funding of the Mitigation Packages amongst the emerging SDLP development allocations. The methodology also considers the apportionment of funding from sources outside of Stroud District including the neighbouring authority areas of South Gloucestershire and Gloucester/Cheltenham/Tewkesbury.
- 5.2 The methodology used to apportion funding to regional development growth is summarised in **Figure 2**. Each section of the methodology is outlined in further detail in the following sections.

*Figure 2: Summary of the Funding and Delivery Calculation Process*



**Stage 1 – Differentiation between SDLP Growth and Background Growth**

- 5.3 SDLP development growth and background growth on the network has been derived using outputs from the strategic transport model. For each of the highway links approaching the Mitigation Package networks, traffic flows for the 2015, 2040 Do Minimum (DM) and 2040 Do Something (DS) scenarios have been provided for each peak hour. Growth from SDLP development allocations has been determined as the difference between the 2040 DM and DS scenarios. Background growth, comprising economic, population and car ownership growth as well as growth from neighbouring local authority development, has been determined from the difference between the 2015 and 2040 DM scenarios.

- 5.4 The calculation of the proportions for each Mitigation Package has been undertaken using combined user classes, the average of the peak hour flows, and the average of highway links on the Mitigation Package networks. The resulting proportions are presented in **Table 3**.

*Table 3: Proportion of Impact from SDLP versus Background Growth*

Mitigation Package	Proportion of Growth From:	
	Stroud Local Plan	Background
M5 J12	30%	70%
M5 J14	14%	86%
A38 Corridor	52%	48%

**Stage 2 – Differentiation between Economic Growth and Growth Driven by Development in Neighbouring Authorities**

- 5.5 The background growth identified in Stage 1 has been further differentiated between ‘economic growth’ and the growth attributable to housing and employment development in the neighbouring authorities.
- 5.6 Economic growth has been identified utilising the National Trip End Model (NTEM). Growth factors have been derived using TEMPro for the period 2015 to 2040 for South Gloucestershire, Gloucester, Cheltenham and Tewkesbury. The growth factors for Gloucester, Cheltenham and Tewkesbury have been averaged to provide an general factor for the GCT JSP area.
- 5.7 To isolate only economic growth, alternative assumptions have been applied which reduce the growth in housing and employment to zero, leaving only growth in population, car ownership and economic growth within the factors (i.e. “economic growth”). The growth factors are shown in **Table 4**.

*Table 4: NTEM Economic Growth Factors*

Growth Area	GCT	South Gloucestershire
AM Peak Period	1.0619	1.0472
PM Peak Period	1.0549	1.0429
Average Peak Period	1.0584	1.0451

- 5.8 The average of the AM and PM period growth factors have been used in this analysis. The growth factors derived for the GCT area have been applied to M5 J12 package. The growth proportions derived for South Gloucestershire have been applied to the M5 J14 package. The average of GCT and South Gloucestershire has been applied to the A38 corridor.
- 5.9 The economic growth factors have been subtracted from the background growth identified in Stage 1 to derive the growth driven by other authority areas. The resulting apportionment of background growth is presented in **Table 5**.

*Table 5: Proportioning of Background Growth*

Mitigation Package	Proportion of Growth From:	
	Economic Growth	Neighbouring Developments
M5 J12	7%	93%
M5 J14	8%	92%
A38 Corridor	4%	96%



**Stage 3 – Differentiation of Growth From Neighbouring Authority Development**

- 5.10 The growth developments in neighbouring authority areas as identified in Stage 2 has been further differentiated between growth which is likely to be delivered via strategic or large scale developments and that which is which is likely to come forward as small-scale or windfall sites. Impacts from development at large scale and strategic sites are considered realistic to expect to be a source of contribution to the strategic Mitigation Packages.
- 5.11 As discussed in **Section 4** of the FDP, there is currently little certainty in relation to the strategic growth profiles for the neighbouring authority areas. As such, for the purposes of this assessment, it has been assumed that 75% of development in the neighbouring authorities will come forward as large scale sites capable of providing funding towards strategic mitigation. This will include both allocated and unallocated development. The remaining 25% is assumed to come forward as small scale and windfall sites which may not be sources of contributions to strategic mitigation. These proportions have been derived based on data on housing delivery in Stroud District between 2010 and 2021. It is considered that the data in relation to Stroud delivery is an appropriate evidence base to inform the assessment at this stage, particularly as it includes large sites whether or not they are allocated.

**Summary of Growth Apportionment (Stages 1, 2 and 3)**

- 5.12 The breakdown of the growth impact at each of the Mitigation Packages as outlined in Stages 1, 2 and 3 of the methodology is summarised in **Table 6**.

*Table 6: Breakdown of Growth at Mitigation Package Networks*

Breakdown of Growth		Mitigation Package		
		M5 J12	M5 J14	A38 Corridor
Proportion of Impact from SDLP Growth		30%	14%	52%
Proportion of Impact from Background Growth of which:		70%	86%	48%
a.	Economic Growth	5%	7%	2%
b.	Neighbouring Authority - Strategic Development	49%	59%	34%
c.	Neighbouring Authority - Small / Windfall Development	16%	19%	11%

- 5.13 Funding for the strategic mitigation packages is assumed to only be available from the growth originating from the SDLP development allocations, and the growth from neighbouring authority strategic / large scale developments. The split between these two sources has been apportioned pro-rata, with the resulting proportions shown in **Table 7**.

*Table 7: Breakdown of Impact and Funding Requirement*

Mitigation Package	SDLP Allocations	Neighbouring Authority Developments
M5 J12	38%	62%
M5 J14	20%	80%
A38 Corridor	60%	40%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Notes: 1) Costs have been rounded to the nearest whole pound.  
 2) Summation errors are due to rounding.

5.14 **Table 7** sets out the proportion of funding to be allocated to known SDLP allocations, and as yet unknown external allocations. This unallocated funding will need to be met through the delivery of strategic growth in neighbouring authority areas of Gloucester/Cheltenham/Tewkesbury (in relation to M5 J12, and to a lesser extent, the A38 corridor) and South Gloucestershire (in relation to M5 J14, and to a lesser extent, the A38 corridor).

**Stage 4 – Apportionment of SDLP Funding to Allocation Sites**

5.15 The proportion of funding which is to be delivered by SDLP development has been split between the large-scale sites allocated within the emerging SDLP. Sites delivering over 150 dwellings or 5ha of employment have been considered capable of contributing to strategic Mitigation Packages.

5.16 The extent to which each of the SDLP allocations impacts each of the Mitigation Package networks has been derived using Select Link Analysis (SLA) within the strategic transport model. For each of the links on the Mitigation Package networks, the trips with an origin or destination at the SDLP strategic allocations have been isolated. This allows for the impact at each of the networks to be apportioned to each of the SDLP allocations.

5.17 The analysis has been based on two way movements (i.e. trips arriving and departing from the SDLP sites) for an average of the AM and PM peak hours. The analysis has also been based using the average impact across all links on the Mitigation Package networks.

5.18 The proportion of funding allocated to each of the major SDLP allocations for each Mitigation Package is outlined in **Table 8**. These proportions have then been applied to the funding identified to be delivered by the SDLP allocations.

*Table 8: Proportion and Amount of Funding Apportioned to SDLP Allocations*

SDLP Allocation		Mitigation Package		
		M5 J12	M5 J14	A38 Corridor
G1	South of Hardwicke	22%	4%	3%
G2	Land at Whaddon	13%	4%	1%
PS19a	Northwest of Stonehouse	2%	3%	2%
PS20	M5 J13	6%	4%	2%
PS24	West of Draycott	1%	4%	6%
PS25	East of River Cam	1%	2%	4%
PS30	Hunts Grove Extension	18%	2%	1%
PS34	Sharpness Docks	2%	11%	18%
PS36	New Settlement at Sharpness	5%	24%	40%
PS37	New Settlement at Wisloe	3%	8%	22%
PS43	Javelin Park	27%	4%	0%
PS47	Land West of Renishaw New Mills	1%	29%	0%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>

*Note: Summation errors are due to rounding.*

5.19 For pragmatic delivery purposes, the level of contribution for each SDLP allocation has been “sifted” at a 5% threshold. Any of the sites identified to provide less than a 5% impact on the Mitigation Package network are not considered suitable to provide funding and the allocation has been re-assigned to the remaining sites on a pro-rata basis. The resulting “sifted” proportions are presented in **Table 9**.

Table 9: Proportion and Amount of Funding Apportioned to SDLP Allocations (Sifted)

SDLP Allocation		Mitigation Package		
		M5 J12	M5 J14	A38 Corridor
G1	South of Hardwicke	26%	0%	0%
G2	Land at Whaddon	15%	0%	0%
PS19a	Northwest of Stonehouse	0%	0%	0%
PS20	M5 J13	7%	0%	0%
PS24	West of Draycott	0%	0%	7%
PS25	East of River Cam	0%	0%	0%
PS30	Hunts Grove Extension	21%	0%	0%
PS34	Sharpness Docks	0%	16%	21%
PS36	New Settlement at Sharpness	0%	34%	47%
PS37	New Settlement at Wisloe	0%	11%	26%
PS43	Javelin Park	32%	0%	0%
PS47	Land West of Renishaw New Mills	0%	40%	0%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Summation errors are due to rounding.

5.20 The funding requirement for each of the SDLP allocations has been calculated based on the sifted proportions presented in **Table 9** and the indicative scheme costs presented in **Table 2**. The resulting costs have then been rounded up to the nearest £10,000 for ease of reference and presented in **Table 10**. The proportions and the financial values from this exercise have been issued to the IDP team to ensure consistency with the way the wider IDP values have been calculated and applied to the viability assessment.

Table 10: Amount of Funding Requirement per Stroud District Local Plan Allocation (Rounded to Nearest £10k)

Local Plan Site		Mitigation Package			
		M5 J12	M5 J14	A38 Corridor	Total
G1	South of Hardwicke	£930,000	£0	£0	£930,000
G2	Land at Whaddon	£530,000	£0	£0	£530,000
PS19a	Northwest of Stonehouse	£0	£0	£0	£0
PS20	M5 J13	£240,000	£0	£0	£240,000
PS24	West of Draycott	£0	£0	£170,000	£170,000
PS25	East of River Cam	£0	£0	£0	£0
PS30	Hunts Grove Extension	£760,000	£0	£0	£760,000
PS34	Sharpness Docks	£0	£850,000	£480,000	£1,330,000
PS36	New Settlement at Sharpness	£0	£1,800,000	£1,080,000	£2,880,000
PS37	New Settlement at Wisloe	£0	£580,000	£590,000	£1,170,000
PS43	Javelin Park	£1,140,000	£0	£0	£1,140,000
PS47	Land West of Renishaw New Mills	£0	£2,140,000	£0	£2,140,000
<b>Total Funding from Stroud LP</b>		<b>£3,600,000</b>	<b>£5,370,000</b>	<b>£2,320,000</b>	<b>£11,290,000</b>
<b>Total Funding from Neighbouring Authorities</b>		<b>£5,850,000</b>	<b>£21,900,000</b>	<b>£1,510,000</b>	<b>£29,250,000</b>
<b>Total Funding</b>		<b>£9,450,000</b>	<b>£27,270,000</b>	<b>£3,830,000</b>	<b>£40,540,000</b>

5.21 **Table 11** presents the proportion of the total scheme cost which has been derived to be attributable to each of the SDLP sites. As discussed in **Section 3** of the FDP this allows the total amount of contribution to be derived should the scheme costs be refined downstream in the planning / SDLP adoption process. These proportions are based on the non-rounded values.

*Table 11: Proportion of Total Mitigation Funding by SDLP Allocation*

Local Plan Site		Mitigation Package			
		M5 J12	M5 J14	A38 Corridor	Total
G1	South of Hardwicke	9.8%	0.0%	0.0%	2.3%
G2	Land at Whaddon	5.6%	0.0%	0.0%	1.3%
PS19a	Northwest of Stonehouse	0.0%	0.0%	0.0%	0.0%
PS20	M5 J13	2.5%	0.0%	0.0%	0.6%
PS24	West of Draycott	0.0%	0.0%	4.3%	0.4%
PS25	East of River Cam	0.0%	0.0%	0.0%	0.0%
PS30	Hunts Grove Extension	8.0%	0.0%	0.0%	1.9%
PS34	Sharpness Docks	0.0%	3.2%	12.4%	3.3%
PS36	New Settlement at Sharpness	0.0%	6.8%	28.3%	7.2%
PS37	New Settlement at Wisloe	0.0%	1.6%	15.4%	2.5%
PS43	Javelin Park	12.1%	0.0%	0.0%	2.8%
PS47	Land West of Renishaw New Mills	0.0%	8.1%	0.0%	5.4%
<b>Total Funding from Stroud LP</b>		<b>57.7%</b>	<b>19.7%</b>	<b>60.4%</b>	<b>27.8%</b>
<b>Total Funding from Neighbouring Authorities</b>		<b>42.3%</b>	<b>80.3%</b>	<b>39.6%</b>	<b>72.2%</b>
<b>Total Funding</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

## 6. Conclusions

- 6.1 This FDP has provided more detailed analysis on the costing and funding requirements for key strategic highways infrastructure likely to be needed to support growth in Stroud District and nearby authorities. This FDP should be read in conjunction with the IDP and its Addendum, which is also part of the evidence base for the SDLP. The IDP includes the funding and apportionment of a full package of highways infrastructure and, following on from representations from National Highways, Gloucestershire County Council and South Gloucestershire Council, further work has been undertaken with regards to the funding requirements of three strategic packages, notably M5 J14, M5 J12, and the A38 corridor.
- 6.2 The FDP has included investigating the cost of a potential M5 J14 scheme, of the form modelled in the TFR, and analysing the traffic impact apportionment across all of the aforementioned schemes ("Mitigation Packages"). The purpose of this exercise has been to identify the funding proportions required from individual allocated sites within the SDLP, and to therefore inform the IDP and Viability Assessment work. Costs, including contingency, and proportions have been provided for the IDP, with information on the basis for these costs and thus advice on their application.
- 6.3 Due to the strategic nature of the mitigation required, there remains a level of uncertainty around the funding mechanisms and timing. The WECA Spatial Development Strategy is currently in abeyance, with no timescale or certainty on its next steps. The SGC Local Plan is in a very early stage, as is the Gloucester, Cheltenham, Tewkesbury Joint Spatial Plan. Thus, limited information is known on the locations or timing of housing growth outside of the Stroud District. The SDLP traffic modelling has therefore used growth assumptions in line with DfT TAG guidance, which has been approved by the highways authorities. This methodology reflects that there will be growth, but with uncertainty in terms of the specific location.
- 6.4 Stroud District is open about these risks and uncertainties, and has been working with the highways authorities through the work programme described in this report. However, it would not be appropriate for SDC to delay its Plan to allow external Plans to develop further to provide additional certainty on locations and timing of housing delivery. The preparation and examination of the SDLP is a point in a process, and SDC will continue to work with the parties as other plans progress, in order to refine the mitigation schemes and the funding apportionment.
- 6.5 It has also not been possible or appropriate at this stage to determine trigger points for infrastructure, due to the uncertainty on the timing of external growth, and thus it has not been appropriate to consider producing intermediary year traffic models, other than the end state year of 2040. This is a common and appropriate approach for Local Plans. Furthermore, it is understood that National Highways is considering an interim scheme for M5 J14, which would potentially provide additional capacity to accommodate growth for a number of years. This is positive, but would need to be further progressed and fully understood in order to accurately model an intermediary year for the purpose of determining trigger points.
- 6.6 At this stage, it is reasonable to state that a robust methodology has been used to identify the proportion of growth that is likely to come from SDLP allocated sites, and from external sites from which a funding contribution is likely to be achievable. Economic growth and sites from which a funding contribution is not likely to be achievable have not been included within the apportionment calculations. The proportion of SDLP costs has then been assigned to SDLP allocated sites based on traffic increases. This informs the Viability Assessment, and includes appropriate contingency.

- 6.7 Based on the agreed “tool” for traffic impact assessment, i.e. the SATURN model, the total amount of funding required from external sites has been derived. This is the best method available to make this calculation, particularly given the status of external plans, and to determine the total funding to be assigned to external sites. It will be for external Local Plans to apportion funding requirements to allocations, as those Plans come forward. From SDC’s perspective, there is a reasonable prospect that this funding will become available, based on the remaining a need for Neighbouring Authorities to allocate and deliver housing, and the apportionment method used being fair and proportionate. In addition, there are potentially external funding sources, such as Homes England, which may be available to unlock housing growth should there be a funding shortfall in future.